



DIRECTORATE GENERAL OF SHIPPING



CELEBRATING 75 YEARS OF LEGACY





DIRECTORATE GENERAL OF SHIPPING

CELEBRATING
GLORIOUS
75 
years



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शिक्षण, सुरक्षा, न्याय, सफाई, परिवहन, परिवर्तन आदि क्षेत्रों में भारत की नौसेना की भूमिका और विकास के प्रमुख प्रयास।

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SHRI. NARENDRA MODI

DEPUTY PRIME MINISTER

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It is heart-warming to learn about the trans-shipment economy on the completion of 75 years of the Directorate General of Shipping, transport gateway and best service to everyone who has been a part of this glorious journey.

Over the decades, India has made a substantial contribution towards strengthening the shipping and maritime sector, to the world's sector – **समुद्री सुरक्षा के लिए**

India has had a rich history of long sea voyages, commerce, naval defence and ship industry. Carrying forward this tradition, the Directorate has made efforts to ensure sustainable working and deepening India's global maritime network.

We remain steadfast in our commitment to reinforce India's ports, shipping and logistic ecosystem, making them world-class, sustainable and future-ready. We are also working towards creating more opportunities for international collaborations.

This includes a wide range of activities such as maritime transportation and port services to port and cargo terminal development, multi-modal terminals, maritime services, shipbuilding, repairing and repairs, green hydrogen fuels and other sustainable shipping solutions.

As a colony of an open, secure, inclusive and prosperous India Pacific Region, India is widely seen and recognised as a reliable and responsible partner globally, especially in the critical Indo-Pacific. India has also emerged as the most transparent across the Indian Ocean Region, ensuring the security and stability of sea lanes and providing robust humanitarian support.

India's trade, especially exports, has grown up significantly over the last few years. The diligence and hard work of the people who work in our shipping sector have played an important role in generating the economy.

Through the India Maritime Vision 2030, we stipulate focus in six, including the potential of our coast, modernising infrastructure and promoting sustainable global engagement in the maritime sector.

The Government's Economy 4.0 mission to strengthen our resolve to harness the shipping sector to power the building of Viksit Bharat by 2047.

That vision for making the Government's Economy 4.0 mission of 75 years of the maritime sector of shipping a huge success.

Call: 022-2611 1000
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25 August, 2025

DR. MANMOHAN SINGH
Prime Minister





SHRI. SHANTANU THAKUR

MINISTER OF CENS,
MINISTRY OF PORTS, SHIPPING AND MULTIMODAL.

A few months after the TGA post of the Director General of Shipping's establishment, I would say almost appreciation for all those who have shaped its journey over the decades. Serving as the cornerstone of India's maritime administration, the Directorate has upheld the highest standards of regulatory oversight, safety, and customer service. Its evolution mirrors India's vision for a well-oiled, globally engaged maritime sector. This milestone stands as a testament to its institutional strength and consistent adherence to a rapidly changing, maritime landscape. I am confident that the Directorate will continue to play a pivotal role in advancing India's maritime goals in the years ahead.





SHRI. T K RAMACHANDRAN, IAS

SECRETARY,
MINISTRY OF PORTS, SHIPPING AND WATERWAYS.

MESSAGE

The 75th anniversary of the Directorate General of Shipping is a momentous milestone in India's maritime journey and a tribute to the administrators who have led the agency into a century of national maritime governance. Established in 1948, the Directorate has created India's robust regulatory body into a dynamic and forward-looking maritime administration, balancing regulation with facilitation, and aligning national priorities with international obligations. Its steadfast commitment to safety at sea, adherence to global conventions, and focus on the welfare of Indian seafarers have earned it a lasting respect. Over the decades, it has demonstrated remarkable foresight, embracing digital transformation, promoting sustainability, and nurturing human capital capacity. As we celebrate this landmark occasion, we salute the generations of dedicated officers and staff whose professionalism and integrity have defined its legacy, and we extend our deepest appreciation to the Directorate for its unwavering service to the nation and its leadership in steering Indian shipping toward a future anchored in resilience.





SHYAM JAGANNATHAN, IAS

DIRECTOR GENERAL OF SHIPPING,
DIRECTOR GENERAL OF SHIPPING,
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

M I N I S T R Y

India's maritime sector, crucial to a legacy that dates back to the Seaports Ordinance, stands atop the nation's trade and economic growth. From the ancient port of Calicut to the present-day ports of 13 major and over 300 non-major ports, the sea has long been India's gateway to prosperity. Fortifying this historical strength, the government has a vision to place the maritime infrastructure at the core of its growth agenda, aligning it with the vision of a self-reliant India.

India's 11,077 kilometers of coastline has witnessed creation of maritime heritage. The Big Hole carries the culture references to world of agriculture, while the India Valley Civilization engaged in sea trade with Mesopotamia as far back as 1000 BCE. This legacy will be witnessed in the National Maritime Heritage Complex at Cochin, where the world's first bronze ship dock, dating to 2400 BCE, is preserved. The tradition of the Cholas' Great and Panchai, Chola Empire (Great Mahabharata) naval power, and India's continuing maritime engagement continue to define building identity.

Today, the blue economy creates crucial to growth, with 71 per cent of trade volume and 67 per cent of trade value carried by sea. The Maritime India Vision 2030 lays out vision. Over 750 initiatives with projected investments of Rs 1.5 lakh crore and the creation of 20 lakh jobs. Building better, the Maritime sector. Kailash 2017 works to 80 lakh crew members and employment opportunities for 4 crore people, aligned with the Vision 2030 strategy.



Legislative reforms are underlining this momentum. The proposed Indian Ports Act, 2023 aims to modernise regulation, enhance transparency, and ensure environmental safeguards. Alongside, the Merchant Shipping Act, 2023 introduces flexible crewing norms, supports chartering of foreign vessels under the Indian flag, and encourages green compliance. Together, these frameworks propel India's infrastructure to become a professional, safe, automatic and technologically advanced maritime development.

The Logistics programme, launched in 2021, has been a leading pillar, promoting port-led development through modernisation, enhanced connectivity and coastal community upliftment. Strategic schemes such as the Major Port-led Initiatives Act 2021 have gone a long way towards operational efficiency, enabling them to attract private investment and compete globally.

This renewed focus has already begun to show results, with Indian ports recording improved efficiency and growing cargo volumes, placing the country among the top 20 maritime nations.

Global collaboration has been another key driver. Through strategic partnerships in port development, shipbuilding and logistics, India is positioning itself as one of the best in the Indo-Pacific maritime corridor. Initiatives such as the East-India Gateway programme and multi-modal logistic parks are further integrating ports with highways, railways and inland waterways, reducing logistics cost and boosting competitiveness.

The government's Maritime India Vision 2030 and the recently passed East-West Express link in the future, stand to make India a leading maritime nation with green, smart and technologically advanced ports. Sustainability is central to this vision, with emphasis on renewable energy, decarbonisation of port operations and a shift towards electric bulk.

India's way, over the foundation of its ancient prosperity, are now being harnessed to secure its economic future. As the nation strengthens its ports, builds global linkages and invests in innovation, its maritime sector is set to become a cornerstone of growth, ensuring India's rightful place in the global economy.



'Twas the god charmed the waves wild,
 From Venice's docks, Apele did sail;
 Myrnes watched, the stars aligned,
 A compass turned to the sailor's wail.

From Ganges's docks where steam is loud,
 To Clyde flow in summer tide,
 From pepper which is Roman gold,
 India's was her story told.

The sails of conquest stirred the sky
 Cannon shambled, chicks drew nigh,
 By mutual ships with true will,
 Here India's girls, androide still.

Then rose the cry, the hundred flames,
 Freedom's fire the nation claim,
 A desire dream upon the loom,
 A nation's call the sea her home.

And in that dawn, a captain came,
 On shipping here to freedom's name,
 Steady, righted, just, and true,
 Guarding the sea, the nation true.

Jaha: Diamond, strong and bright,
 March a light tower, casting light,
 Through storm and calm, through night and day,
 It steers the fleet along the way.

This is India's story, a saga of courage upon the sea,
 The story of maritime might and of tales that guard her sovereign right.

AMR KISHORE KARTIK,
 Legal Advisor, Coastal Wing,
 Government Council of Shipping





INDIA'S MARITIME HERITAGE

BORN OF THE SEA –
MYTHS, LEGENDS & THE FIRST
COMPASS OF THE STARS



संस्कृत-भाषा-विभाग, भारत-सर्वकार, नई-दिल्ली, भारत-देश

The ocean has always been more than water and waves for India. It has been a source of life, faith, and inspiration, shaping how people understood life, survival, and destiny. From the earliest legends to local folklores, the sea was not just a route for trade or war but a living force, powerful, generous, and unpredictable.

The Rigveda, one of the world's oldest texts, references to Indian seafaring. It speaks of ships with "a hundred sails," vivid proof that the sea was already central to the imagination of ancient communities. These were not merely vessels of timber but symbols of courage and exploration, suggesting that from the very dawn of civilization, India looked to the ocean as a pathway of opportunity and destiny.



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One of the most striking myths connected to the sea is the story of the Simhasa Manda, the chaining of the ocean by gods and demons, using Mount Mandara as a churning rod and the naga Vasuki as a rope. They shook the ocean and a thousand items rose to the surface: precious jewels, gold, pearls, and the radiant goddess Lakshmi, symbols of prosperity and abundance. But along with them came Kalakuta, a deadly poison capable of destroying the world. Only Lord Hanuman's intervention saved creation. The story carried a message: even the ocean can stretch and burn, but it also nurtures and thunders. It is both a giver and a destroyer.

The sea was also personified in the god Varuna, known as the Lord of the Waters. Mariners looked to him as a divine guardian, before embarking on a voyage, sailors sang praise songs, their voices blending with the sound of the crashing waves, to seek Varuna's protection. To pray to him was to trust that the sea was not chaotic but harmonious, that life and wealth could flourish, and that the storms that were not absent, but guided, played by the divine.

Along India's coastline, stories, especially in Kerala, another belief shaped the lives of fishermen: the legend of the Shyap Kanya, the serpent maiden of the sea. She was said to appear in the night sky as an omen of good harvest and abundant fish. Some thought of her as a goddess, others as a celestial sea, or perhaps a divine woman who the lives of those who depended on the waves.

Whatever her form, she remained a living connection that nurtured itself across language in the language of the sea and whispering its signs.

The sea's myths did not remain within India's borders. They sailed far beyond, shaping imaginations across shores and longitudes. In the tales of the One Thousand and One Nights,



the voyages of Ibn-Batuta the Indian spoke of numerous lands, richland islands, valleys of diamonds, and strange creatures of the deep. While limited in history, these stories reflected the broad capacities of Indian and Arab sailors who faced violent storms, uncharted oceans, and dangerous voyages. Even Ibn-Batuta, in these tales, looked to the stars for guidance; the same stars that had long been the companions of Indian mariners.

For the seafaring communities of the Malabar Coast, the sky itself was a map. Indian seafarers studied the heavens as carefully as scholars studied scriptures. From patterns of star direction, they navigated the oceans, and the seafaring “Ptolemy Test” took their way down constant routes. These mariners mastered the monsoon winds, riding down monsoon in summer and returning to winter, and built seaward ships strong enough to carry heavy cotton, and spices across the Arabian Sea to Africa and Arabia.

Antimony was not left to mystery alone; it was written down with remarkable precision. The *Harshacharita*, among the world’s oldest astronomical treatises, mapped the movements of the sun, moon, and stars. The author, far more than astronomer, wrote the movement. When storms belittled the stars, the month that remained their guide, a permanent promise that one day they would never fail.

These traditions merged into culture and ritual, in Kerala, during the festival of *Thiruvathiraka*. Lanterns lit lamps along the coast while sailors prepared their ships. The glow of the lamps stretched across the shores, as if the land itself was guiding its children home. They the stars was not seen as a boundary but as a bridge, carrying gods and goods, myths and monsoons across vast oceans.

In these myths, rituals, and early practices for the first chapter of India’s maritime world. The ocean was not only a lane of routes but also a teacher, a guide, and an inspiration. It shaped faith and science alike, looking seaward to the stars and courage to the horizon. These stories remain as the long before regional ports and powerful navies, India’s relationship with the sea began in the imagination of its people. It was this imagination that prepared the ground for the worldly first great seaports, the Indian, where myths would meet history and the ocean would become the stage for civilization to rise.

CHAPTER 10 THE LANGUAGE OF WAVES

The story of India’s maritime heritage begins in valleys across records of dynasties and empires, in the Bronze Age civilisations of the Indian. Archaeological excavations at Lothal, a proto-city capital, revealed what is considered one of the world’s oldest dockyards, dating back nearly 4,500 years. At its height, this dock achieved to have built nearly thirty ships of varying sizes, a staggering achievement for its time. Alongside it were intricate terracotta models of boats and depictions of Bronze Age vessels, offering the earliest evidence of India’s regional maritime trade. These discoveries verify that the Indian valley was not isolated when but actively engaged with the wider world, sending out goods and ideas through the sea.

Centuries later, during the Mauryan Empire, ports became powerful gateways of commerce. *Mullaperiyar*, near modern Madurai, flourished as a maritime hub, and an inscription of Emperor Ashoka was found at the site. The script was inscribed, the accounts of Dromaeus and today and to preserve by the sea shows how communication, governance, and maritime exchange were bound to land. Seaports connected India not just with coastal trade but with the rest Indian Ocean network.

Testimony from the post-Mauryan period further illustrates this thriving trade. Coins of the Andhra rulers depict ships, marking the importance of maritime commerce. *Harshacharita* and records, such as depictions of boats at Ajanta, also reveal how ships were central to both economy and imagination. *Harshacharita*: From traditional maps of Bronze Age ships *Harshacharita* and Roman traders arriving laden with spices, while departing with pepper, pearls, and silk.



WILLIAM WOODS MILLER, "MAGAS DE CANTON, 1845"

By the early centuries CE, Indian seafarers and traders had become the leading force of world trade. The port of Masaka in Kerala was legendary. Roman ships visited its waters, unloading wine, glassware, and gold coins alongside such luxury goods as pepper, the "black gold" of the ancient world, ivory from the forests, pearls from the Gulf of Oman, and fine muslins. The Roman historian Ptolemy the Elder reported, "India exports as if one gold" to ships that brought the best of the East to coastal settlements, and ships kept coming.

If the west coast of India is the Indian world, the east coast led to Southeast Asia. Across the Bay of Bengal, the mighty Chola dynasty built an empire on both land and sea. Between the 9th and 13th centuries, their fleets dominated the waters. In 1025 CE, Rajaraja Chola I launched a massive naval expedition against the Srivijaya empire in Sumatra. His ships landed with soldiers, priests, monks, the fleet, and merchants, opened the opening of new markets. The campaigns struck Southeast Asia, but the Cholas were not merely conquerors; they were also carriers of culture. Their ships bore sculptures, scholars, and monks. From Cambodia, Java, and China, letters, art, traditions, ideas, and traditions of philosophy found new homes. Peoples such as the Indonesians still refer to these influences. The sea was no longer only a marketplace but a corridor of diplomacy and culture.



WILLIAM WOODS MILLER, "MAGAS DE CANTON, 1845"



Meanwhile, other ports established in India's maritime legacy. The *Vasco da Gama* route extended western ports that connected elephants, gems, and spices to Mediterranean markets. As early as the 7th century, Arab traders came to dominate long-distance commerce across the Arabian Sea. Their graceful dhows, with their distinctive lattice sails, became a part of Indo-Arab trade, keeping not only goods but also ideas and technologies between East and West.

The India shifted again when Europeans entered the Indian Ocean. In 1498, Vasco da Gama landed at Calicut, altering the course of maritime history. The Portuguese introduced concepts and policies like the *Casa da Índia*, entering in an age of royal dominance backed by national law. They built away along India's coast for more than a century. Soon after, the English, Dutch, and French followed. The English followed, once a fishing vessel but later converted into a warship, became a symbol of European naval power. Coastal forts and banks became part of India's maritime landscape.

India's maritime trade remained vital. Paintings from the Mughal period depict boats such as the *galley*, used for river taxation, and the *galley*, built for coastal warfare. Images of India's coastline the sea show square-rigged vessels, millions of seamen, and strategy. The maritime way was not only about ocean but also about India's vast river systems.

Over the centuries, the sea of the *Maratha Navy* in the 17th and 18th centuries marked a fierce independence in European and Portuguese dominance. Led by the legendary *Kanhaiya*, the *Maratha* fleet turned even hostile trading vessels like the *Portuguese* into warships, closely guarding India's *Arabian* coastline. Battles such as *Spanghe* became naval battles, and for a time, the *Marathas* controlled the stretches of the *Konkan* coast.

With the advent of the British Empire, maritime technology in India entered a new phase. The first public steamer, built by *Gregory Bogle*, was used as a pleasure boat by the *British* of *Goa*. Soon after, the *SS Hindostan*, the first regular mail steamer between India and Britain, symbolised the industrial age of shipping. Steam replaced sails, and machine propulsion set the stage for India's integration into a globalised maritime world.

From the shipyards of *Calcutta* to the fleets of the *British*, *Indo-Arab* flows in Portuguese galleons, from *Maratha* forts in British steamers, India's maritime history is a tapestry of continuity and change. The sea was never a boundary but an engine of connection, a highway where

commerce met culture, where foreign came home, empires fell but India's complex still carried their pride, and where, after centuries, not just goods but ideas, stories, and traditions,



Illustration: A dramatic sea battle between two sailing ships, with one ship on fire and a figure in the foreground steering a small boat.

with currents of tradition, we connect this sea to the past.

The arrival of *Vasco da Gama* at Calicut in 1498 was a turning point in India's maritime history. Guided by a *Portuguese* navigator who knew the monsoons and currents intimately, the *Caravel* had revolutionised sea discovery but not navigation. The sea had had carried Indian ships for millennia, now two foreign sails sailed with *caravels*. Within a few decades, *Portugal* at sea and elsewhere, they made, built and becoming ports, announcing the arrival of *Portugal's* naval empire.

In India, the sea was never a boundary, it was a highway from the *Maratha* *Marathas*, through of the *Portugal* of *Calicut*. From the *Portugal* of



ENTRANCE TO SCINDIA HOUSE, LUCKNOW, WHICH WAS BUILT BY SCINDIA PRINCE AS HIS RESIDENCE.

Military harbours, they launched small expeditions, possessing a fleet of small private vessels that assaulted Portuguese forts. Their small, agile craft darted in and out of rocks, making landing and working into familiar waters. For coastal commerce, the Marathas became legends of dexterity, proof that local sailing knowledge could challenge superior.

By the 17th century, the struggle between the Dutch and English entered its last waters. Ready among European powers, such, the Indian Ocean a theatre of global competition. The Indian skill in shipbuilding remained unmatched. The Navigation Act of 1661, passed in England, sought to control the use of Indian built vessels primarily because they were superior to durability and design. Despite restrictions, Indian ships continued to flourish. In Bombay the British built master shipbuilders of their empire, commenced between 1680 and 1685 ships for the British. Under their supervision, the Bombay Dockyard became one of the greatest in Asia. Among their creations was the *HMCS Newcastle*, launched in 1677, which still survives today as one of the oldest warships afloat. Another vessel, the *HMCS Cornwallis*, built in Indian yards, tested the rigging of the Treaty of Madras in 1682, making China's debut in the West Indian War and it was on the quarterdeck of yet another Bombay-built vessel, the *HMCS Swedes*, during the bombardment of Fort St. Pierre at Mahoran in 1614. But Francis North's Bay made the peace which became the U.S. national anthem, 'The Star-Spangled Banner'. Their ships, though built for empire, remain monuments to Indian craftsmanship.

Parallel to the British way, Indian entrepreneurs began asserting their place in commercial shipping. The Bombay India Navigation Company (1688-1711), established in the 1680s by two Indian Yards and Captain Augustus Dupleix, provided King and cargo services across the western coast from Karachi to Mangalore. One of their most famous ships, the *SV*



Vatwani, elevated and enhanced VIL, converted Mumbai to Bombay. Together, it took to a cycle of change in 1988, within a year a further rebranding led to the "Dance of Change," peaking the 70s era by 20 years. The DDC Co. also led Indian instruments of maritime transport support companies, various parent legs, to develop and take over how modern Indian shipping combined indigenous concepts with global technology.

As national concerns grew stronger, the sea also became a stage for the struggle for freedom. In 1980, in 1981, V. G. Chidambaram (the founder of Indian Maritime Company) the ship, S.S. Talla and S.S. Laxmi, directly challenged the British India Steam Navigation Company's monopoly. Through the British owned the company and improved VIL, the Indian acquired a guarantee to transport the sea as a branch of independence.

The most celebrated moment of Indian maritime nationalism came on April 5, 1970, when the Sarda/Sarda/Shipping Company's ship, the S.S. Loyalty, sailed from Bombay to London. It was the first Indian owned vessel to cross the sea under its own flag. The voyage marked a milestone of pride and economic growth that Indian could take upon common and the ocean. The company's later vessels, such as Talla and Laxmi, were inaugurated with patriotic fervor, often in the presence of British leaders, images of nationalistic pride as well, spreading the message of building a nation, capturing the symbolic moment in every maritime and maritime independence. To this day, April 5 is commemorated as National Maritime Day in India.

At independence in 1947, India inherited only fifty-one ships, amounting to 0.17 million gross tonnage a modest fleet for a civilization that had once dominated the sea. The K. agricultural infrastructure to rebuild, to reform maritime heritage, and to meet a maritime vision once again.

A NEW LEADER - REVOLUTION IN SHIPING

In September 1947, the Directorate General of Shipping was born within Commerce (then, Bombay, through Memorandum No. 144 M.1. (25) 47, C-2, Ministry of Commerce dated 1st September 1947, A. 1. 54, S.2, because the first Director General of Shipping. The office was modest, but his vision was immense: to give newly independent India command over its own sea.

The Maritime Shipping Act of 1958 provided the Directorate with statutory authority, defining its role as guardian of the sea. Its mandate was wide ranging: to ensure the safety of life at sea, to foster international cooperation, to train and certify officers and seafarers, to safeguard their welfare, and to guide the growth of Indian shipping.

Progress came quickly. In 1961, the Shipping Corporation of India was founded, consolidating Indian shipping into a national asset. Trading ships such as S.S. Indira, S.S. Kapila, and S.S. Chakra carried guarantee of national, when professionalism was recognized across the world. India's merchant fleet, which had been less than one million gross tonnage in the 1950s, expanded to over eleven million tons in the decades that followed.

Global recognition followed. In C. E. Venkatesa, a product of India's maritime tradition, was elected Secretary-General of the International Maritime Organization, a moment of national pride that affirmed India's leadership on the global stage. Institutionally, the Directorate joined its own home with the inauguration of John Thomas in Mumbai in 1967, a symbol of professionalism and authority that came to embody India's maritime governance.

Willard of studies, the human core of maritime strength, was institutionalized through the creation of the Institute of Marine Studies, and the Young's President Paul Organization in 1966. These institutions ensured progress, education, and timely support, affirming that the dignity of seafarers was as important as the voyage of ships.



C. E. Venkatesa, First Director General of Shipping



USS Sagoy, the first ship owned by the Bureau. The Greenpeace ship *Esperanza* (top) is docked on the pier in front of the USS Sagoy in San Francisco.

Special Acknowledgments

These opportunities are given to the contributors of Capt. Thomas Greenpeace, Principal Officer (PI), ADM K. K. K. K. The most valuable knowledge and well-earned expertise have been shared that will be added significantly to the history of the industry.

Today, India stands proudly among the great maritime powers of the world. Its fleet spans global waters, its markets are respected in every port, and its voice is heard in every international council. India's strength is not only measured in ships and containers but in something deeper: the enduring bond between the nation and the sea. This bond is ancient, it was written in the depths of the *Epics*, witnessed by the men etched on the *Shilpa* Coast, carved into stone at *Lothal*, born by the shores of colonial companies, and renewed in the spirit of freedom with the sailing of the *USS Sagoy*. Today, it lives on in the spirit of the *Maritime Council of Shipping* and the pride of India's mariners.

Twenty-five years since independence, India sails forward with clarity of vision and strength of purpose. The sea that once carried invaders now carries ambition. The ships that once bore *hopes*, they now sail proudly under the *Indian* The *Maritime Council of Shipping* stands at the dawn of freedom, committed to steer the nation's maritime destiny with wisdom, ensuring safety, sustainability, and strength on the oceans.

India's Maritime Legacy, A Living History

India's maritime story is not just history; it is a living journey. From the shores of *Epics* written in the stories of sailors on India's trading ships, the sea has always been a teacher, a guide, and a guardian. Twenty-five years of the *Maritime Council of Shipping* stand as a testament to resilience, vision, and the unbreakable bond between the nation and the sea. Today, as India looks to the horizon of the next century, the sea's gifts are not ancient wisdom but a treasury of strength, a spirit of *adventure* in the face of uncertainty, and the *sea*, and our *seaworthy* spirit.

The *seaworthy* spirit is a *living* chapter with the *Maritime Council of Shipping* into the *Maritime Council of Shipping Administration (MCSA)*. More than a change in name, it marks the *seaworthy* spirit of India's maritime nation from *regulating* ships to *shaping* an *active* maritime ecosystem built on *safety*, *sustainability*, and *global* leadership. The *ship* is *real*, and the *journey* is *only* just beginning. With *INDIA* as its compass, India will not *wait* a *future* where *innovation* guides the *sea*, *progress* ships *dreams*, and the *nation's* *legacy* is *written* *actively* upon the *waves* that *shape* the *very* *course* of the *future* *seaworthy*.

Capt. ADM K. K. K.

Secretary, Maritime Council of Shipping Administration (MCSA)

ADM K. K. K.

1981 Indian Maritime Ship, PCL



CELEBRATING THE LEGACY OF A VISIONARY INDIAN



Mr. P. Srinivasan,
1975-1978, 1st Indian Secretary General
International Maritime Organization (IMO)

As the Honorary General of Shipping, commemorating 77 years of service to India's maritime sector, we pay homage to one of its most distinguished members, Dr. Chandrika Prasad Srinivasan, the first Indian to serve as Secretary General of the International Maritime Organization (IMO). Dr. Srinivasan assumed the role in 1975 and served in it for two consecutive four-year terms, retiring on 31 December 1980, making him the first Indian, one of the longest and most transformational in the organization's history. Upon retirement, he was honored as Secretary General Emeritus.

Born on 2 July 1920 in Chinnai, Andhra Pradesh and graduated in Law and Arts at Lucknow University, Dr. Srinivasan joined the Indian Administrative Service in 1945. He served as Joint Secretary to Prime Minister Lal Bahadur Shastri (1964-1966) and headed the Shipping Corporation of India as its founding member, Chairman, and Managing Director.

At IMO, Dr. Srinivasan was a global statesman who championed the cause of developing nations, ensuring that maritime safety, environmental protection, and equitable access to shipping resources were not privileges of the few but rights of all. Dr. Srinivasan's leadership of IMO is associated with the success of the 1978 Tokyo Treaty and Pollution Convention (1978) Conference, and the development and adoption of the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW), 1978, the International Convention on Maritime Search and Rescue (SAR), 1979, the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA), 1978, and related Protocol for the Suppression of Unlawful Acts Against the Safety of

Timeline

Inducted into the IMO, (Year 1975)

1975-1978, 1st Indian Secretary General International Maritime Organization (IMO)





MMD MUMBAI: 95 GLORIOUS YEARS DEDICATED TO THE SERVICE AND GROWTH OF THE MERCANTILE MARINE DEPARTMENT

AS THE WAVES
EMBRACE
SHORES OF
WESTERN INDIA,
THEY CARRY
WITH THEM
INNUMERABLE
TALES OF
SALECHES, OF
PORTS AND OF
THE CENTURIES
OF MARITIME
SPIRIT



Aerial view of Mumbai Port

For 95 glorious years, the Mercantile Marine Department (MMD), Mumbai, has remained steadfast in the guardian and guide of this vital coastal corridor. MMD Mumbai has stood steadfast, organisation and goals in a vital coastal corridor. MMD Mumbai has stayed safeguarded, and supported the mercantile marine sector of the Maharashtra coastline, but to the nation and the world, functioning both as the regulatory backbone and a strategic institution. In 1917, when the Government Council of Shipping was constituted, the MMDs at Mumbai, Kolkata, and Chennai were brought under the centralised authority of the Government of India under the Ministry of Shipping. As of the date, the MMDs are stipulated to exercise of the Merchant Shipping Act 1918.

MMD Mumbai's jurisdiction extends across all maritime areas and Indian waters off Maharashtra and Goa, enforcing naval safety, security, environmental standards and crew welfare.

Timeline

India's oldest MMDs

MMD Mumbai is one of the oldest ports in India. It has a long history of shipping and trade. The MMD Mumbai is one of the oldest ports in India. It has a long history of shipping and trade. The MMD Mumbai is one of the oldest ports in India. It has a long history of shipping and trade.



Operations of MMD, Kolkata

MMD KOLKATA: AN INSTITUTION WITH A LEGACY OF NEARLY A HUNDRED YEARS

2024

Kolkata Major Ports and Harbours

A prominent sea port in Kolkata, India, is a major hub for shipping and trade. It is one of the largest and busiest ports in the country, handling a significant amount of cargo and passengers. The port is located on the Hooghly River, which is a major waterway in the region. It is a key link between the inland and the sea, and is a vital part of the country's infrastructure.

The Merchant Marine Department, Kolkata headed by the Principal Officer works up to 1725. The main objectives of MMD are to administer the various Merchant Shipping Act and Rules relating to safety of ships and life at sea, registration of ships, tonnage measurement, tonnage accommodation, safety radio telecommunication survey safety construction, preservation of pollution, inspection into shipping casualties and services, surveys of passenger ships, radio equipment onboard, inspection and approval of necessary equipment for life saving and fire fighting appliances, marine telegraphy, critical maritime distress and safety system, registration and pollution prevention equipment, acquisition of repairs and construction of ships on behalf of State and Central Govt. Organizations, Port State Control inspection, examination and certification of various grades of certificates of competency under MS Act.



MMD CHENNAI: GUARDIAN OF MARITIME SAFETY ON THE INDIAN EASTERN SEABOARD

Natal along the Coromandel Coast, the Maritime Motor Department (MMD), Chennai, stands as a cornerstone of India's maritime regulatory framework on the east coast of India. Founded in 1922, it is among the three oldest MMDs in the country – alongside Mumbai and Kolkata – which was set up to implement the international maritime conventions, such as SOLAS, Load Line, Tonnage, Average (LLT).

Following the formation of the Directorate General of Shipping in 1949, MMD Chennai came under its aegis and has since evolved into a robust institution, ensuring that vessels, facilities, and ports comply with required maritime standards of safety, security, and pollution prevention.

MMD Chennai's key functions include:

- Ship registration and tonnage measurements
- Vessel surveys, inspections, and audits towards compliance with safety, security, and pollution prevention regulations, including PSC, PSC, MLC, ISM, ISM, etc.
- Port audits and inspections towards compliance with ISM and MSC requirements
- Issuance, assessment, re-assessment and certification towards issuance of Certificate of Competency (CoC), Certificate of Proficiency (CoP), etc.
- Conduct of Preliminary Inquiry as per Section 103 of the Merchant Shipping Act, 1958, as amended
- Inspection of maritime training institutes in the jurisdictional area towards new approvals and re-licensing of existing approvals
- Approval of ISM and PSC action stations in the jurisdictional area.

"This report is prepared by MMD Chennai and is for the use of the shipping community." 

In a world rife of the DG flagging, MNO Chennai ensures that Indian and foreign-flagged vessels in its jurisdiction meet the required maritime safety standards.

REGULATORY OFFICES

MNO Chennai's reach is extended through its subordinate offices, which play a vital role in supporting maritime operations across the region. These offices include MNO Vellore/Trichy, MNO Tuticorin, the Seaman's Employment Office in Chennai. It also includes the Seaman's Welfare Office, also located in Chennai. Additionally, the Regional Office, Tuticorin and the Traders' Club in Chennai further enhance the support system for seafarers.

The Traders' Club in Chennai, administered by MNO Chennai, stands out as a hub for seafarers, dedicated to the well-being of seafarers. It offers a variety of facilities including comfortable accommodations, study rooms, and a TSD room. Additionally, this club is designed to serve as a comprehensive resource for seafarers during their time ashore, providing them with the necessary assistance for lodging, learning, and leisure.



MNO Vellore/Trichy, Vellore/Trichy



MNO Seaman's Welfare Office, Chennai

SEAMAN'S WELFARE & ASSISTANCE

In July 2023, the inauguration of the MNO Vellore/Trichy office marked a significant milestone, guided by the Hon'ble Union Minister for Ports, Shipping & Waterways and other dignitaries. Further enhancing regional maritime accessibility alongside this, the commencement of seafarers' assistance, examination, and certification began at MNO Vellore/Trichy, with Seaman's Guide examinations starting in April 2023 and Merchant's Guide examinations in August 2023. The office also provided faster resolution and issue resolution, ensuring the timely release of MNO Class vessels and accelerated processing of Certificates of Competency (CoC) and Deck Cadet Examinations (DCE).

Additionally, the implementation of a digital transformation through e-office was a key initiative, driving the shift towards paperless operations and boosting both transparency and efficiency in administrative processes.

EXPANDING OUR CAPACITY

MNO Chennai is actively working capacity and scope of its strategic initiatives include capacity expansion in Chennai with ongoing construction capacity. MNO Chennai has also upgraded MNO Vellore/Trichy to a Regional Office level office to make a proposed sub-way to establish MNO Kollam - a strategic project zone critical centers point.

KRM MANOJ KUMAR
Principal Officer, MNO Chennai



MNO Vellore/Trichy, Vellore/Trichy



MNO Kollam, Chennai

FINANCIAL

FINANCIAL & SERVICE DATA

Financial reporting is essential for providing an accurate and comprehensive view of an organization's financial performance. This report details the financial results of the organization for the year ended 31st March 2023, covering various aspects such as revenue, expenses, and net income. The report is prepared in accordance with the accounting standards applicable to the organization. It provides a clear and concise summary of the organization's financial health and performance, enabling stakeholders to make informed decisions. The report is available for download in PDF format.



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MMD KANDLA: WHERE MARITIME HISTORY COMMENCED

WITH A 4500-YEAR OLD HERITAGE AND EXTENSIVE
COASTLINE, THIS PORT IS CATALYSING INDIAN MARITIME

Considering the state's 4500-year rich maritime heritage and several naval activities within the region, Gujarat has emerged as a new stop destination for port-led development and industrialisation. The state has witnessed several activities such as ship building, ship scrapping and repair and export cargo movement within 42 ports situated on its coastline.

Gujarat is said to be the eastern-most maritime state of India, taking the lion's share in the nation's maritime trade. Gujarat ports handle about 40% of the total national traffic, and nearly 70% of the gas cargo handled by Indian ports. The state's coastal region, spanning from Lakhpat in Unbesagar, to rich in various commercially valuable fish species.

Gujarat introduced the first port policy in India in December 1995. This policy integrated port development with industrial, power, and infrastructure development. It paved the way for the development of 27 greenfield ports, including 16 by private and joint sector projects. This landmark policy positioned Gujarat as a leader among maritime states.

Key

Coastal zone covers nearly 60% of the state's land area.

Port Pipavav, initially developed in the joint sector by Gujarat Pipavav Port Ltd. (GPPL), became operational in 1976. However, with the 1997 build-operate-transfer (BOT) policy, the private sector developed the port.

In 1997, the Gujarat Infrastructure Development (GID) Act provided a framework for non-government participation in infrastructure projects and a roadmap for 197 public-private partnerships.

At present, there are nearly 42 active ports in the Gujarat region, which are covered by two Meritcell Marine Departments, viz. Kandla and Jamnagar. The first port policy in India was introduced by Gujarat in December 1995. This policy integrated port development with industrial, power, and infrastructure development. It paved the way for the development of 13 private/PPP ports, including both fully private and joint sector projects. This policy was a landmark initiative, positioning Gujarat as a leader among maritime states.

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Image courtesy: Ministry of Shipping, Government of India

in 1975, with 100 Gujarat Infrastructure Development Act, provided a framework for non-government participation in infrastructure projects and roadmap by 197 public-private partnerships. At present nearly 42 active ports in Gujarat region which is covered by two Meritcell Marine Departments viz. Kandla and Jamnagar.

MOU Kandla offer constructed a new building in 2017 with 11 residential quarters for officers & staff (MRO) Kandla is also an National trade unionisation centre and a NEFT

Initiative centre under the region. There are 1000s mostly regulate matters about ships, sailing vessels, usually investigation, port security and safety, maritime training facilities, etc.

The Directorate was also instrumental in establishing the world's premier ship recycling hub in 1991 - Aling Today. Aling Today, Aling houses one of the globe's most significant ship recycling yards, contributes a remarkable 32.1% to the global ship recycling sector, mainly due to its natural high tide range.

Independently, the Government's policy on international Financial Services Centre authority (IFSCA), has facilitated financial institutions, financial services, and financing products within the IFSCs in India. As the dynamic nature of business in the IFSCs requires a high degree of inter-regulatory coordination within the financial sector, the IFSCA is a unified regulator with a holistic vision to promote ease of doing business in IFSC and provide a model class regulatory environment. This is extremely crucial to maritime trade in the region.

The international nature of shipping is playing a crucial role in the Gujarat Maritime Cluster to support the Government of India's objectives. With plans for a regional NEFT Office in 1997 City to enhance stability and development of dynamic policies across

DR. CHANDRA SHEKHAR SHANKAR
Principal Officer, MOU, Kandla

QUOTE

The Director Ship Administration

Over the past few years, we have seen a significant increase in the number of ships registered in India. This is a testament to the growth of the shipping industry in our country. It is a result of the government's efforts to create a conducive environment for the industry. We are committed to providing the best services to the industry and ensuring the safety and security of our ships and crew. We are also working towards the development of the shipping industry in India and ensuring that it remains a leading global player.

DR.
Along Kandla Port, 100% FDI is allowed under automatic route. The state of Gujarat is a witness to the growth of the shipping industry in India.



MMD Kochi

MMD KOCCHI: HISTORICAL MILESTONES AND INSTITUTIONAL MEMORY

Topic

Centre Support

Under the leadership of the Director, MMD Kochi, the Centre has been instrumental in the implementation of various projects and programmes in the field of shipping and maritime safety. The Centre has also been instrumental in the implementation of various projects and programmes in the field of shipping and maritime safety. The Centre has also been instrumental in the implementation of various projects and programmes in the field of shipping and maritime safety.

The Merchant Marine Department (MMD) of Kochi stands as a cornerstone of maritime governance along India's southwestern coast. Established as a pivotal regional office under the Directorate General of Shipping, this institution has shaped the maritime landscape of the Malabar Coast for decades. Led by a Principal Officer and supported by a cadre of qualified personnel and administrative staff, MMD Kochi has diligently implemented the Merchant Shipping Laws and international maritime regulations that govern India's vital shipping industry.

MMD Kochi's supervisory authority extends beyond its immediate jurisdiction to include subordinate offices such as MMD Mangalore. This expanded oversight has allowed for the maintenance of uniform regulatory standards across western maritime zones, ensuring a robust safety framework that benefits the entire regional maritime industry. In response to evolving security challenges in the Indian Ocean region, MMD Kochi is implementing advanced risk assessment methodologies



MMD Tuticorin

MMD TUTICORIN: A PORT WITH A HISTORY OF OVER TWO THOUSAND YEARS

Trade

**Tuticorin: The ancient port city
2,000 years old**

Tuticorin is a coastal town
located in the state of Kerala,
India. It is one of the oldest
ports in the world and has
been a major trading center
for over 2,000 years.

The Merchant Marine Department (MMD), Tuticorin was established in the year 1979 under the statutory framework of the Merchant Shipping Act, 1958. Its inception marked a significant step towards ensuring maritime safety, regulation, and environmental protection in the region. The primary objective of this office is to monitor and regulate the safety of ships, the welfare of seafarers, and the preservation of marine pollution in ports and adjacent sea areas. It functions as a subordinate office under the direct control of shipping minister, and is administratively supervised by the principal office of MMD, Chennai.

At first, the office operated out of a rented space on South Beach Road in Tuticorin Old Post Area. The first Marine-in-Charge took over and started working on March 2, 1979. In June 1979, the office was moved to a newly

built facility to the New Port Area, which offered greater convenience and accessibility, as part of the infrastructural expansion and modernisation. When the position of Regional Office (India) was elevated, Technical staff and operations were combined with the MAFI, simplifying administrative expenses.

Historical importance of V.O. Choolachandran Port Authority

The V.O. Choolachandran Port Authority, previously known as Tuticorin Port Trust, is a significant all-weather port situated in the Gulf of Mannar along the Coastal Corridor. Ideally positioned along the east-west international maritime route, it is essential for maritime commerce in southern India. The port boasts a historical significance that spans over two thousand years, having been known for its maritime trade and naval activities. It was officially designated as the 16th major port of India by the Government of India in 1974.

Formerly known as Tuticorin Port Trust, was renamed as V.O. Choolachandran Port Trust in 2011, as a mark of paying tribute to the legendary freedom fighter V.O. Choolachandran, who piloted the first Swadeshi ship from Tuticorin to Calcutta in 1927 and designated as V.O. Port Authority in 2021.

The port features a total of 18 operational piers and is equipped to manage a diverse range of cargo and vessel types. It can accommodate ships with lengths of up to 200 metres and drafts of up to 14.5 metres. Notably protected from harsh weather conditions, the port ensures seamless operations throughout the year. In recent developments, the Government of India has approved the Green Maritime development project, which aims to expand the port's capacity and improve its infrastructure to meet future trade needs.

R. D. CHOCKALINGAM
General Manager, MAFI Tuticorin

Trade

The Maritime Connection of Tuticorin

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MMD PORT BLAIR



MR. SRI VIJAYA PURAM'S VISIT TO PORT BLAIR, ANDAMAN ISLANDS, INDIA

SRI VIJAYA
PURAM'S
VITAL ROLE
IN ANDAMAN
& NICOBAR
ISLANDS'
SHIPPING
NETWORK

In the Andaman and Nicobar Islands, where shipping is vital for transportation and trade, the Nicobar Maritime Department (NMD), Sri Vijaya Puram, plays a key role in ensuring maritime safety and regulatory compliance. Functioning under the Director General of Shipping and the patronage of the Principal Officer, MMD Kolkata District, it is responsible for surveying and certifying vessels to ensure their safe and efficient operation.

Sri Vijaya Puram: A Port with Growing Strategic Importance

Sri Vijaya Puram, a historic maritime hub in the Bay of Bengal, is well-positioned to become a key center for bunkering, ship repair, shipping-related activities, tourism, and transportation. Its deep water anchorage, strategic location, and the oversight of the Nicobar Maritime Department (NMD) support the expansion of safe and efficient maritime services. The NMD's periodic surveys ensure that vessels operating in these waters comply with stringent safety and regulatory standards. With an alternative to routine transport to the islands, every vessel, whether a passenger ferry, cargo ship, or high-speed craft, must undergo mandatory inspections under the ISM/A at 1750. The NMD's strict oversight from the ISM, includes various surveys to ensure structural integrity and mechanical reliability, performance safety equipment checks including lifeboats, fire-fighting systems, and navigation aids, correct pollution prevention audits to ensure compliance with SOLAS, MARPOL, and MARITIME for preventing



co-ordinate with Port Authorities at Port that water the Port Management Board who manage vessel operations, cargo handling, and passenger services while ensuring safe navigation, port infrastructure maintenance, and regulatory compliance within port limits, engage with ship operators and owners who are responsible for ensuring the safe, efficient, and compliant operation of their vessels including crew management, vessel maintenance, regulatory compliance, cargo and passenger handling, and coordination with port authority for berthing, clearance, and logistics, and collaborate with coastal security agencies who perform flag maintenance activities and maintain vigilance monitoring of marine traffic.

high island compliance, and works crew certification to ensure seafarer training as per ITCW standards.

co-ordinate efforts for a safer maritime

WORKS

The MMU works closely with the Indian Register of Shipping (IRS) which is a classification society carrying out surveys as per Class rules and ITCW guidelines.

2016

Activities & Keyport Program - Coastal Shipping Ports

At the National level, the Ministry has been successful in creating the necessary support, capacity building, and training for the shipping industry across the country. The Ministry has been successful in creating a safe and secure maritime environment with a high level of compliance.

at VIKRPA PORTS FORMS A KEY ACTING ROLE

Given its strategic location, Sri Vijaya Ports has immense potential to become a bunkering hub supplying fuel to international and domestic vessels, a ship repair centre reducing dry-docking delays for regional shipping, and a transshipment point enhancing trade connectivity for the Andamans. The MMU's strict enforcement of surveys and regulations will be critical in attracting global shipping lines and investors, ensuring safe and sustainable port growth.

REGULATORY & MARINE SAFETY COORDINATOR MARINE SAFETY AND THE ROLE OF SAFETY WORKS OFFICERS

For the Andaman and Nicobar Islands, where ships are the lifeline, the role of MMU at Sri Vijaya Ports to ensure compliance is indispensable. By ensuring compliance with the Merchant Shipping Act, 1958, and working in coordination with the IRS, Port Authorities, the Directorate of Shipping Services, ship owners and other stakeholders, the Department safeguards lives, cargo, and the marine environment. At Sri Vijaya Ports, compliance is a major maritime hub; the state's rigorous oversight will be key to its success—ensuring a safe and more prosperous future for island shipping.

MANAGER & KEYPORT FOR THE PORTS 2 YEARS

Operational Year	Sector	Emergers Entered	Ships Operated
2015-2016	Maritime	71,001	21
	Non-Maritime	151,671	166
	Total	222,672	187
2016-2017	Maritime	8,990	14
	Non-Maritime	572,000	635
	Total	580,990	649
2017-2018	Maritime	10,267	20
	Non-Maritime	582,276	677
	Total	592,543	697

COE, COAST GUARD

Director of Shipping, Ministry of Shipping



2020

Lightness Efficiency & Safety

From 2015 to 2020, the Government of Kerala has been working on a variety of projects to improve the port infrastructure and efficiency. The projects include the construction of new berths, the expansion of existing berths, and the modernization of port facilities. The projects are being implemented in a phased manner and are expected to be completed by 2025. The projects will improve the port infrastructure and efficiency, and will also enhance the safety of the port. The projects are being implemented in a phased manner and are expected to be completed by 2025.

— decentralisation of decision-making, streamlining of bureaucracies, and empowerment of local interests. Swiftness in its commitment to excellence, it continues to shed light as a symbol of integrity, reliability, and service, ensuring maritime operations along India's west coast with unwavering dedication.

What began as a small sub-office has developed into a thriving centre of the Directorate General of Shipping over the years, working with precision, technical know-how, and a humanitarian approach. MMD's goal is now the byword for trust and confidence in service delivery for all ships that have been inspected here, from auxiliary vessels and passenger ferries to coastal vessels. MMD Goa carries out every survey and inspection as a matter of obligation, with regard for the safety of life at sea and ashore.

As a consistent source of inspiration to generations of Indian sailors, the MMD Goa office has endeavoured to ensure that India's sailors meet global standards. Its consistent young captains across India, this office has played the key to a promising future.

Ensuring a culture of safety and excellence, MMD Goa has fostered close relationships with the Shipping Port Authority, local Maritime Training Institute, Shipping Companies, and Shipbuilding Industries. The office has continued to evolve through continuous collaborations from regulatory reforms to technological transformation.

In the new era, it has adopted digitalisation in its entirety, thereby simplifying processes and facilitating greater access through e-Governance initiatives of the Directorate General of Shipping. These changes have been forward-looking with a vision for the future where marine administration becomes intelligent, adaptive, and citizen-centred.

As the Directorate General of Shipping celebrates its 75th anniversary, MMD Goa shares with a humble sense of achievement and pride, its story reflects the belief of the ship-owners, the portside of sailors, and the safe passage of every voyage that it has conducted. MMD Goa has been working hard to a lightness—compassion, light, and for India's shipping community.

S. S. SIVASUBHA,
General in Charge MMD Goa



MMD VISAKHAPATNAM:

ANCHORING INDIA'S MARITIME ASPIRATIONS SINCE 1948

Visakhapatnam, a historic maritime city along India's eastern coastline has steadily evolved into a maritime, industrial, and defence powerhouse over the last century. With its naturally deep, all-weather harbor and well-developed port infrastructure, the city has long played a crucial role in supporting India's trade and naval preparedness. The commissioning of the major harbor in 1973 was a crucial milestone that catalyzed the transformation of Visakhapatnam into premier port city. Today, it stands among the most vital gateways for India's maritime commerce, contributing significantly to the national economy.

In this evolving maritime landscape, the MMD, Visakhapatnam, has been a constant pillar since its establishment in 1948. Functioning under the aegis of the Director General of Shipping, Ministry of Ports, Shipping and Waterways, the department has been entrusted with the implementation of the Merchant Shipping Act, 1958, and allied international maritime conventions. Over the decades, MMD Visakhapatnam has assumed a critical role in ensuring the safety, environmental compliance, and operational standards of ships operating in Indian waters.

The department conducts inspection of ships, statutory surveys, inspections and oversees both construction phase and periodic compliance of vessels. Visakhapatnam's emergence as a ship repair hub, equipped with dry-docking facilities and a technically skilled workforce, has further enhanced the relevance of MMD's regulatory presence. The city is also home to the IIT, a major public sector shipyard engaged in building and repairing merchant ships, offshore platforms, and defense vessels — strengthening the region's industrial ecosystem.

Simultaneously, Visakhapatnam is witnessing growing developments in cruise tourism, with its scenic coastline, cultural heritage, and improved maritime infrastructure, the city is poised to become a premier stop for international and domestic cruise liners. In alignment with this potential, MMD Visakhapatnam plays an essential role in facilitating passenger ship operations through safety inspections, crew certifications, and documentation in accordance with global maritime standards.

FROM

TO

From a small coastal town to a major port city, the MMD Visakhapatnam has played a pivotal role in the development of the region's maritime infrastructure and economy. The department's commitment to safety, environmental compliance, and operational excellence has been instrumental in ensuring the smooth functioning of the port and the region's industrial ecosystem.



Minister Transport, Shipping and Waterways, Shreeji Singh, inaugurates MMD Vadhapuram.

2024

Shreeji Singh Inauguration, 2024

A group of men in formal attire are standing together outdoors, likely at an inauguration ceremony. One man in the center is wearing a white kurta and a shawl, while others are in suits. They appear to be engaged in a formal event.

Over the years, the department caters to various ports in Andhra Pradesh, including Visakhapatnam, Coimbatore, and Kakati, which together handle substantial volumes of cargo ranging from hydrocarbons and bulk commodities to containerised and agricultural goods. This extensive reach demonstrates MMD's independent contribution to maritime regulation, port-led growth, and seamless trade facilitation. Further, a clear reflection of the region's strong economic activity is evident from the steady increase in total inspections and gross tonnage received at MMD Visakhapatnam. From a modest 6,975 GT gross tonnage in 2016-2017, the figure has expanded significantly, peaking at 50,643 GT in 2020-2021. Over the last decade, the department has navigated 80 vessels with a cumulative gross tonnage of 79,014, underlining the growing trust in Visakhapatnam as a ship inspection and compliance hub. With several ports under expansion and new ports like Kempancherry, Washapetam, and Washpetam set to be operational, the gross tonnage under MMD's jurisdiction is expected to grow exponentially in the years ahead.

With 97% land coverage, Andhra Pradesh offers unparalleled prospects for maritime expansion. Diverse geography, deep-draft port facilities, robust connectivity to hinterland corridors, and forward-looking state policies have attracted both public and private investments in ports, logistic parks, and industrial zones. The use of new ports and the adoption of digital, sustainable port technologies signify a new chapter of growth, with MMD Visakhapatnam as a key enabler.

To meet the evolving needs of this dynamic ecosystem, a newly constructed office complex for MMD Visakhapatnam was inaugurated on 14th July 2023 by the Union Minister for Ports, Shipping and Waterways. The modern campus features an examination hall, auditorium, administrative blocks, and state-of-the-art facilities reflecting the government's future commitment to service excellence.

As India progresses towards the goals of Bharatosa Nika Yatra 2025 and Aatmanirbhar Bharat 2047, MMD Visakhapatnam continues to anchor regulatory excellence and executive governance in coastal India, playing a decisive role in realising the nation's blue economy ambitions.

SHREE SINGH SINGH
Secretary to Shreeji Singh, MMD Visakhapatnam



SEO MUMBAI: ANCHORED IN EXCELLENCE

THE SEO MUMBAI HAS SERVED AS A VITAL
PILLAR TO THE DIRECTORATE GENERAL OF
SHIPPING & ENABLED INDIA'S MARITIME
GROWTH

Title

Search Blueprint of Shipping Directorate

MARITIME INDUSTRY IS AN ESSENTIAL
PART OF INDIA'S ECONOMY. THE
DIRECTORATE GENERAL OF SHIPPING
IS THE LEADING AGENCY FOR
REGULATING AND DEVELOPING
INDIA'S SHIPPING SECTOR.

Seamen's Employment Office is an allied office of Directorate General of Shipping, Mumbai under Ministry of Ports, Shipping and Waterways, Government of India. The Seaman's Employment Office, Mumbai has been a cornerstone of India's seaman industry for 77 years, providing essential services to seafarers, shipowners, and other stakeholders. Seaman's Employment Office was established to regulate the recruitment of seamen, with the Mumbai office opening in March 1958 initially for foreign going ships. The Seaman's Employment Office (SEO) operating under the Merchant Shipping Act, 1958 initially used a seasonal employment scheme but shifted to a permanent scheme for Indian Seamen in 1993 due to the Government's liberalisation policy.

The Seaman's Employment Offices are established under section 12 of M.S. Act 1958, this department derives powers under Section 95 of the Merchant Shipping Act, 1958 and is notified vide 2005 Order/ Circular/MS Section issued by Directorate General of Shipping, Mumbai from time to time. The Seaman's Employment Office is headed by the Director who is supported by Dy. Director, Asst. Director. This office has had expansion and modification over the years including the adoption of new technologies and processes.

Currently, Seaman's Employment Offices located in Mumbai, Kolkata, and



Profile

Customer Wall Opportunities

The Director Office is involved in regulatory matters, compliance monitoring, customer service, quality assurance, safety, environment, information security and other related matters in the areas of port and shipping operations. The Director Office is also involved in the areas of port and shipping operations, safety, environment, information security and other related matters. The Director Office is also involved in the areas of port and shipping operations, safety, environment, information security and other related matters.

Director handle various regulatory and administrative responsibilities. These include the issuance and renewal of licences for Recruitment and Placement Services (RPS) under the Merchant Shipping (Recruitment and Placement) Rules, 2016. They are responsible for maintaining comprehensive records of vessel licences, each assigned a distinct number, and ensuring public accountability by displaying these details on the Directorate General of Shipping's website. Additionally, they track licences that have been suspended or cancelled and also make this information publicly available. These officers also collect and maintain complaints from seafarers regarding working and living conditions on ships and, where necessary, refer these complaints, along with their own RPS agencies concerning performance seafarers, to an advisory board for further action.

Moreover, the Director's Employment Officers handle sensitive matters such as recording information about the death or disability of seafarers and working bank guarantees to seafarers abandoned or stranded seafarers where RPS agencies fail to do so. The Director holds the authority to conduct detailed inquiries upon receiving complaints from seafarers in their area of line and may order special inspections through authorised personnel if required. Additionally, these officers are responsible for issuing authorisations to seafarers placing repair-robotics gear-seafarers, onboard foreign-flagged ships, as per Merchant Shipping Notice No. 02 of 2018 dated 16.01.2018, thereby validating their regulatory scope beyond traditional seafaring roles.

Director's Employment Office is an allied office of Directorate General of Shipping, Ministry under Ministry of Ports, Shipping and Waterways, Government of India, which has completed 75 years of dedicated service to the maritime community. This office takes back to the office's commitment to excellence and its contributions to the growth and development of India's maritime industry. In 75th Anniversary of Establishment of Directorate General of Shipping, this office considers itself fortunate to be part of such an esteemed organisation and looks forward to have the distinction to discharge duties on behalf of Directorate General of Shipping for our seafarers and maritime fraternity of India.

MOHIT KUMAR

Director General Employment Office Director



SEO KOLKATA: A BEACON OF SOCIAL SERVICE EMPOWERING SEAFARERS AND MARITIME GROWTH ON INDIA'S EASTERN COAST

In the bustling corridors of Kolkata's maritime district, where the rhythmic ebb and flow of port activities blend with the aspirations of thousands of seafarers, stands an institution that embodies the very essence of public service—the Office of the Shipping Master and Director, Seaman's Employment Office, Kolkata. More than a regulatory body, it has evolved into a sanctuary of hope, dignity, and empowerment for India's maritime workhorses.

A LEGACY BORN IN MARITIME SERVICE

The bustling port city of Kolkata, once the gateway to British India's maritime trade, continues to serve as a crucial nexus for India's seafaring community. The Shipping Master and Director's office, strategically positioned in this maritime heartland, carries forward a legacy that spans generations. Established under the provisions of the Merchant Shipping Act of 1924, this institution has tirelessly worked its statutory mandate to become a transformative force in the lives of Indian seafarers.

The Port of Kolkata, among India's oldest operational ports, provides the perfect backdrop for this institution's noble mission. Here, where the mighty river meets the bay of Bengal, the Shipping Master and Director has built relationships not just between seafarers and governmental machinery, but between dreams and reality, between challenges and solutions, between despair and hope.

What distinguishes the Shipping Master and Director, Kolkata from its counterparts across the nation is its unwavering commitment to human-centric service delivery.





Students of St. Xavier's College in Bangalore in India



Dr. Srinivasan presenting a theory class to students in a classroom in Bangalore, India

The office handles the complex *theory of welfare administration* - from initial registration and certification to engagement on projects, welfare monitoring, and eventual discharge. However, for the masses of Indians here, not in the number of Indians present, but in the love, trust, respect and families supported.

The institution operates on a philosophy that views every student as a *man or woman*, but as a valuable human resource deserving of dignity, respect, and comprehensive support. This approach has revolutionized the traditional *business model* by using personal dignity with equanimity, respect, and understanding to transform students into meaningful individuals.

A model for welfare education

The *Shipping Master and Director Kulkarni* represents far more than an administrative office. It embodies the highest ideals of public service and social responsibility, through its unwavering commitment to welfare, welfare, economic growth delivery, and comprehensive support systems. It has transformed the landscape of welfare administration in India.

In success story serves as a powerful reminder that government institutions can be catalyst of positive change when they practice human welfare, alongside regulatory compliance. The office's approach to combining efficiency with empathy, technology with human touch, and administrative duty with social service has created a model that deserves replication across India's economic network.

Operational Insights

Class Leadership Through Digitalized Classrooms: Using the COVID-19 pandemic, when the global business industry faced a year-long shutdown, the institution's welfare office stepped in to help students continue their education. The office coordinated with the Ministry of Education, Government of India, to develop a comprehensive plan for their online classes and support systems.

Comprehensive Family and Community Support: Understanding that welfare education extends beyond the classroom, the office established a robust support system for students' families. This includes a dedicated team for financial counseling, career guidance, and providing necessary resources to ensure a smooth transition into the workforce.

Digital Transformation and Student Accessibility: Recognizing the need for a more digital approach, the office implemented a comprehensive digital strategy. This includes the adoption of online learning management systems, digital communication tools, and mobile-responsive platforms to ensure that all students, regardless of their location, have access to the institution's resources.

Strategic Partnerships and Collaborative Development: The institution's success is not only due to its internal efforts but also to its strategic partnerships. The office has established strong relationships with various government agencies, industry leaders, and educational institutions. These collaborations have created a robust support system that addresses every aspect of student development and welfare.

Accountability and Welfare Growth Strategy: The institution's commitment to the welfare of its students is not just a slogan but a core operational principle. The office has implemented a comprehensive system for regular monitoring and evaluation of welfare programs. This ensures that all initiatives are data-driven and focused on achieving measurable outcomes that directly impact students' lives.

Global Reach and Cultural Sensitivity: In today's globalized world, it is essential for welfare education to be culturally sensitive and inclusive. The office has established a robust system for understanding and addressing the unique needs of students from diverse backgrounds. This includes providing language support, cultural orientation, and ensuring that all students feel welcomed and supported.

DR. SRINIVASAN

Director, Welfare Department, St. Xavier's College

*Jalasya Rakṣā,
Janasya Surakṣā*







DG SHIPPING: ON COURSE FOR MANY NEW MILESTONES

THE MANTRA FOR MARITIME LEADERSHIP
IS SURAKSHA SARVAPRATHAM OR SAFETY-FIRST

Given the dynamic and fast-propelling with multiple challenges and uncertainty and maritime trade being a corner stone of the global economy, with more than 1.6 million seafarers operating across complex and high risk environments, ensuring their ability to not just a fundamental pre- requisite, considered to be more than five decades of commitment globally to ILOA), International Convention for the Safety of Life at Sea, establishes minimum safety standards for the construction, equipment, and operation of merchant ships.

Indian maritime is committed to ensuring safe and efficient operations and is continually engaging with "Suraksha Sarvapartham" initiative that revolves "Safety as paramount - above all" - Conducting an appropriate level of activities testing, operational oversight, casualty investigations and regulatory responsiveness.

Separately, the Director, General of Shipping is dedicated to accident probing and addressing maritime casualties. Alongside while also collaborating with lead agencies like the Coast Guard for Maritime Incident Investigation Centre (MVIC), an operational unit responsible for coordinating search and rescue (SAR) operations at sea, ensuring the safety of mariners and Indianness and the Indian Navy for security and critical support for all maritime operations.

The Long-Range Identification and Tracking (LRIT) system provides for the global identification and tracking of ships to enhance security of shipping and the ISC-COMM as the casualty reporting unit.

shall witness an upgrade with 100 degree and full spectrum maritime domain awareness with complete integration with the National Maritime Domain Awareness Centre (NMDAC) as a planned initiative by India to enhance maritime security and domain awareness.

This integration with Information Management and Analysis Centre (IMAC) is a multi-agency system will integrate personnel from 17 agencies across seven ministries, including defence, petroleum, fisheries, and shipping, to facilitate real-time information exchange and analysis. The NMDAC aims to improve India's ability to address maritime threats, such as terrorism, piracy, and illegal fishing, by gathering, analyzing, and disseminating intelligence and contributing to information fusion Centre for the Indian Ocean Region (IOC-IFC), a maritime security centre established by the Indian Navy in 2014, in the Indian Ocean Region (IOR).

Global Competitiveness and international leadership. Maritime domain is increasingly globally connected as an economic global lifeline. The present times have witnessed many challenges of conflict and activities that have disrupted maritime trade and raised serious concerns of maritime security and safety, both at the world's largest, most populous, most diverse and youngest democracy is a natural world leader in these troubled times with a vast of Indian and seafarers. A founder member of the International Maritime Organization, India witnessed its membership in the IMO Council in Category B status with the highest tally of votes from member states.



India has contributed substantially to the evolution of India's V. V. Giri Centre, the largest among Secretary General of the International Maritime Organization (16 years) and former secretary general of leading maritime centres of academic and research excellence in the World maritime University, Malacca, Sweden (WUO) and the International Maritime Law Institute, Malta (IMLI). The International Maritime Organization, the strategic engagement would also translate into Senior Professional Officials, senior professional officials at the IMO and research engagements and projects including supporting and leading the numerous chair of professor at WUO and IMLI. The International General of Shipping shall consistently support the strategic engagement at the IMO in key committees and further maritime relations.

International concerns such as marine litter, waste, maritime practices, abandonment of vessels and others will need to be addressed. A key aspect of the international engagement is an active engagement with the annual maritime events calendar and the regular participation of a team of

Director General of Shipping in popular platforms like Oceans (London), Ocean Maritime Week, Sea Shipping (Norway), London Maritime Week (UK) with an India Pavilion showcasing India's maritime prowess and also hosting colloquiums and conferences in the maritime domain.

Safety at sea is not merely a regulatory requirement but the cornerstone of India's maritime vision – *Samudra Samrakshana*. By combining robust training, operational excellence, crewing response, and global collaboration, India continues to strengthen its role as a responsible maritime leader, ensuring that oceans, trade, and access remain safe, secure, and sustainable for the future.

SURESH KISHOREN, IAS,
Director General of Shipping
Ministry of India Shipping
Ministry of India Shipping and Maritime

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This is a feature article as part of a series comprising 472 maritime stories. This article continues in the next theme - *Ships in India*.
Author: **Dr. Suresh Kishore, IAS**





POWERING INDIA'S MARITIME SAFETY, GROWTH AND GLOBAL AMBITIONS

FROM SHIP REGISTRATION AND SEAFARER CERTIFICATION TO DIGITAL REFORMS AND MORE, THE NAUTICAL WING ANCHORS INDIA'S DRIVE FOR SAFER SEAS AND A STRONGER SHIPPING FLEET

The Directorate General of Shipping is reaching the anniversary occasion of 71 glorious years of service to the Nation. This achievement would not have been possible without the trust and sustained support from all the stakeholders in the Indian Maritime Domain.

During this year of celebration, as a Nautical Authority to the Coast of India, it's my honor to explain the vision and focus areas of the Nautical Wing which stands as the backbone of maritime governance in India since inception of DG Shipping in the year 1947.

The Nautical Wing represents the nation's commitment to maritime excellence, legacy of professional expertise, regulatory oversight, and international cooperation. Recently, we have implemented several reforms in the DG Shipping in the year 2023. The Nautical Wing represents the nation's commitment to maritime excellence, legacy of professional expertise, regulatory oversight, and international cooperation. Recently, we have implemented several reforms in the DG Shipping in the year 2023. We had several interactions with Maritime industry stakeholders and our bilateral relations at regular intervals to involve their governance and to provide services in a time bound manner.

The core functions of Nautical Wing start with registration of ships, provision of Indian Tonnage and ensuring safety and security to shipping. Also, we ensure implementation of international conventions such as SOLAS, COLREGS, Civil Liability, MARPOL, etc., which covered Salvage and several others.

The Nautical wing regulates and provides guidance for the Maritime testing, Documentation and certification of Masters, Deck Officers and ratings under the DG Shipping. I am happy to inform you that over 1,00,000 COCs for Deck Officers and 1,00,000 COCs for Deck ratings were issued during the year 2024 alone. We have an ambitious plan to roll out the

VISION

The Nautical Wing Shipping Act of 1947

Under continuous Development of the infrastructure of the maritime industry as a world class center for ship registration, tonnage and safety, security and salvage services by India's DG Shipping to give a leadership role among the international community.

Digital examination solution for the students during the year 2021 and pilot project has been successfully commenced at BIMED Institute from 01st April 2021 which will be rolled out to all the examination centers by March 2026.

Approval of Marine Medical Treatment and Implementation of Medical standards are another important function of the Coastal Wing. Presently, more than 100 medical examination centres have been approved by the DG Shipping and they provide excellent services to the students.

We are working towards marine environmental protection and to promote safety, India issued Indian Code. We are providing Maritime Assistance Services through the 24x7 communication which is functioning 24 x 7 throughout the year. The Coordination of Search and Rescue (COAS) operations in collaboration with the Indian Coast Guard and Emergency Response teams are the critical function of the Coastal Wing.

The indigenously developed National Data Centre of Long Range Identification and Tracking (LRIT) system managed by the Coastal wing provides excellent services to the Indian ships and to neighbouring countries such as Sri Lanka and Maldives.

Additionally, the Coastal wing has formulated the policies to enhance navigational safety in ports and harbours under the 2015 code for security of ships and protection of marine infrastructure along the Indian coast.

The Maritime Security Branch works closely with the Indian Navy, Ship-owners and all the stakeholders to ensure that Indian ships and Indian travellers are safe and secure despite all forms of security threats, piracy, and hijacking.

We are actively working with our National Insurance companies for providing Protection and Indemnity (P&I) insurance services to the coastal vessels on an attractive basis to cater the needs of Indian Trade (Ship).

As a member of BIM, Directorate, Maritime Single Window portal is being successfully implemented by the Coastal wing. Presently 64 ports in India are sub-linked in the MSW portal in Indian maritime trade scenario.

Our vision is not confined to regulatory compliance alone. We are striving towards excellence in Maritime Governance to become a Global leader.

Lastly, I sincerely acknowledge and thank the dedicated service and coordination made by my predecessors, senior officers, and members of the Coastal wing. Because of their sterling efforts in the past decade the present team of the Coastal wing with my leadership could aim for higher achievements with broader vision to achieve the target set by Maritime Action Plan 2017.

We are committed to move forward, upholding the highest standards of accountability and integrity, guided by the fact that India's maritime strength comes mainly from our beloved sailors and Indian ships.



Image courtesy of Directorate of Shipping Services by Public Relation Directorate, DG Shipping

DR. S. J. MOH KESHU AGAR,
Coastal Officer cum Additional Director General (Sea) (DG), DCS



ENABLING MARITIME OFF-SHORE OPERATIONAL EXCELLENCE

THE DG SHIPPING IN INDIA HAS BEEN ENSURING SAFE OPERATIONS WITH SPS CODE, MODU CODE, IP CODE AND HSC CODES.

Trade

India's Offshore Offshore Oil and Gas Field

MARITIME AND OFFSHORE OIL AND GAS INDUSTRY ARE THE backbone of the Indian economy. The sector has been growing rapidly and is expected to continue to grow in the coming years. The industry is facing several challenges, including the need for a safe and efficient offshore oil and gas field. The industry is also facing the need for a safe and efficient offshore oil and gas field. The industry is also facing the need for a safe and efficient offshore oil and gas field.

At the Directorate General of Shipping (DGS), celebrating 77 years of steadfast service, its role in regulating and ensuring safe offshore vessel operations stands as one of its most impactful and enduring contributions. Since its establishment, DGS has evolved from a maritime administrator into a proactive custodian of India's offshore vessel safety standards. Through strategic implementation of international frameworks like the Special Purpose Ships (SPS) Code, Mobile Offshore Drilling Unit (MODU) Code, Industrial Personnel (IP) Code and HSC Code, DGS has embedded safety and operational excellence into the very fabric of India's offshore domain.

A vital maritime perspective

India's offshore activities gained momentum in the 1970s following the discovery of oil in Mumbai High, catalyzing a era of exploration and innovation. As offshore units proliferated, ranging from support vessels to mobile drilling platforms and drill ships, the need for universal safety oversight became pressing. This rose to the challenge by aligning its policies with internationally recognized standards, anchoring India's stance as a responsible maritime nation.



Early implementation of SOPEX and the MCO Code in India is being SOPEX
 The SOPEX Code governs vessels engaged in specialised offshore operations like diving, cable laying and support vessels. In contrast, the MCO Code defines structural, equipment, and safety protocols for mobile drilling platforms. DG Shipping integrated these codes into the Indian maritime regulatory spectrum in early 2020, customising them for local operational conditions. Through a blend of policy decisions, technical reviews, and close coordination with classification societies, DG Shipping ensured that vessels operating in India's offshore waters met the highest safety benchmarks.

Operational safety and sectoral coordination

From regulatory audits to emergency coordination, the Directorate has played a pivotal role in making offshore operations safe and sustainable. Its efforts extend beyond the ocean, having tackled crucial imperatives: vessel certification, and crew compliance training. During natural calamities such as cyclonic storms, DG Shipping coordinated timely evacuations and supported crisis response initiatives in collaboration with stakeholders and coastal authorities.

75th
MCO & SOPEX Codes

The MCO Code is a comprehensive technical code for mobile offshore drilling units (MODUs) and support vessels. It covers structural, equipment, and safety protocols. The SOPEX Code is a specialised code for vessels engaged in specialised offshore operations like diving, cable laying, and support vessels. It covers structural, equipment, and safety protocols. Both codes are part of the Indian maritime regulatory framework and are implemented by the Directorate General of Shipping, India.

Creating safe and secure seas

Doing so by enforcing the new International Personnel (IP) Code, the Directorate is proactively future-proofing India's maritime infrastructure. There is increasing emphasis on independent High Speed Passenger Code certified vessels for the SOPEX Code, 2020 for personnel transfers to offshore workstations. Regular suitability consultations, skill development initiatives, and efforts toward international harmonisation reflect its ongoing mandate.

Continuing a legacy of maritime safety

As the Directorate General of Shipping marks 75 years, its unwavering commitment to offshore safety through the SOPEX and MCO Code stands as a defining chapter. The Directorate's legacy is etched not just in policy documents, but in thousands of safe voyages, protected lives, and resilient operations. Its journey continues, steering India's offshore future with integrity, innovation, and insight.

Pradeep Kumar S,
 Chief Ship Inspector and Anti-Piracy Officer, DG, Shipping



SAFEGUARDING SEAFARERS, SECURING SEAS: HOW INDIA RESPONDS TO MARITIME THREATS

In the vast, shadowed waters of international waters, far beyond the coastline that define nations, Indian seafarers face not only storms of weather but also the turbulence of piracy, geopolitical conflict, and unpredictable aggression. In this high-stakes maritime environment, the safety of Indian seafarers is not just a national matter but a global responsibility.

What most people see is the rescue operations, the coordination, the crisis response, and the diplomacy required to bring our seafarers back home safely. The Maritime Security Branch leads India's efforts from the moment the report of a shipping emergency first reaches Indian shores to the international network of shipping coordination and response. At the heart of this security architecture lies a coordinated network and response to threats. The Directorate Maritime Security Awareness Centre - DDCMAS Centre work to close synergy with the Indian Navy's Information Fusion Centre - Indian Ocean Region and the Indian Coast Guard's Maritime Security Coordination Centre. This total forms India's maritime security system, receiving intelligence, monitoring vessels, coordinating efforts and suggesting real-time responses to assess and protect Indian lives.

In testimony to the Directorate's Maritime Security Review 2024, published in July 2025, Huzefa Aggarwal, Director General of Shipping, captured the spirit of India's maritime security efforts with clarity and conviction: "Security at sea is not built on ships alone, but on systems, coordination, and conviction." Capt. S. Lalith Kumar Arud, Naval Officer in the Command of India, echoes this perspective by emphasizing that "Maritime Security is not solely about protecting vessels, but fundamentally about upholding sovereignty, ensuring resilience, and securing survival at sea".

These observations are not abstract principles but are demonstrated in the Directorate's real-world response to crises. When piracy incidents erupt in regions such as the Gulf of Aden or off the Somali coast, these guiding principles are reflected in the Directorate's diverse actions. The operational and diplomatic challenges in such situations are immense. Shipowners may lack adequate means insurance or formal crew management plans, leading to uncoordinated and unilateral negotiations. In such circumstances, the Directorate, in coordination with India's diplomatic missions, inter-governmental agencies, and international partners, mobilises

"Security at sea is not built on ships alone, but on systems, coordination, and conviction."

Huzefa Aggarwal,
Director General of Shipping,
Director of India's Maritime Security Review 2025



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every available resource. Diplomatic channels, naval coordination, and operational support are activated in a tightly orchestrated response. These operations are never textbook exercises. They demand real-time decision making, often a race against both time and bureaucracy, where each step can determine the safety of Indian crew members. Through such coordinated efforts, numerous Indian sealiners have been rescued and repatriated from some of the world's most hostile maritime environments. Each successful rescue is a being testament to the system, coordination, and conviction that underpin India's maritime security commitment.

India's strategic vision, unwavering resolve, and operational excellence will continue to ensure the safety of its citizens at sea.

"Maritime security is not merely about protecting vessels, but maintaining a level operating autonomy, security, efficiency, and strategic control of sea."

ADM, V. Ashwini Kumar, India's former Chief of the Indian Navy, 2017



Indian Navy ship at sea with helicopter on deck.

Whether it is a hijacking alert in the Gulf of Aden, a fire following a storm strike in the Red Sea, or a critical rescue operation, the machinery never ceases. Looking across, naval guards, maritime, inter-governmental organizations, and stakeholders to protect those vulnerable. In 2024, India responded to several alarming maritime incidents amid escalating geopolitical tensions affecting shipping worldwide. Indian sealiners were safeguarded through prompt action, and Indian mechanisms were praised internationally for sending large numbers on foreign flagged ships. The hijacking of MY Kaveri with an Indian crew was resolved after a 64-hour operation by Indian Marine commandos, while the seizure on MY Martha Louise was mitigated by her Indian crew with naval support. These exceptional rescues earned Master & Crew of MY Martha Louise a prestigious IMO Mercury Award and the Indian Navy the IMO citation, bringing laurels to the Indian maritime fraternity. These were not just crises but tests of courage, response, and responsibility.

India's strategy is not reactive but deeply India-centric. Standard Operating Procedures are mandated for Indian flagged vessels and Indian sealiners to help such cases. The Coast Guard has also issued executive orders from time to time which has further enhanced onboard equipment, overall vigilance and mandatory crew training, thereby reinforcing maritime security through preparedness and resilience.

India's message is clear: wherever the Indian sealiners sail, the nation sails with them.

ADM, ANIL KUMAR, Deputy Naval Officer-in-Chief (Deputy Chief of Staff), IN

75th

The Different Cost of Freedom is Highest Security

Freedom is not a free gift. It is a hard-earned right. It is a privilege that must be protected and defended. The cost of freedom is high, but the cost of no freedom is higher. It is the loss of our identity, our values, and our way of life. It is the loss of our freedom to live as we see fit, to worship as we please, and to speak as we think. It is the loss of our freedom to choose our leaders and our policies. It is the loss of our freedom to live in peace and harmony with our neighbors. It is the loss of our freedom to live in a world where the rule of law reigns supreme. It is the loss of our freedom to live in a world where the rights of the individual are protected and the rights of the state are limited. It is the loss of our freedom to live in a world where the future is bright and the hope is high.



RESILIENCE AT SEA: THWARTING CYCLONES & CASUALTIES

INSTITUTIONALISING PREVENTIVE ACTIONS FOR CYCLONES AND MARITIME CASUALTY RESPONSE

India's vast coastline and strategic maritime position make it both a hot of weather risks and uniquely vulnerable to cyclones and marine casualties. Recognising the reality, the Directorate General of Shipping has taken decisive steps to institutionalise preventive actions for cyclones and maritime casualty response.

This initiative reflects a proactive shift from reactive crisis management to structured preparedness and resilience-building. With changing climate patterns intensifying the frequency and impact of cyclones, safeguarding lives, vessels, ports, and marine resources has become an imperative of national importance. Through coordinated protocols, early warning systems, and inter-agency collaboration, the Shipping is embedding safety and response mechanisms into the core fabric of maritime operations. These efforts not only enhance the operational readiness of maritime stakeholders but also underscore India's commitment to international safety and environmental standards. This institutional approach represents a milestone in ensuring that India's maritime future is not only prosperous, but also resilient and secure.

On 18 May 2021, a depression over the Lakshadweep Islands began to intensify while moving north-eastwards along the Indian coast. Within less than 24 hours, it had developed into a cyclone storm Tasha, off the Karnataka coast, and by the early hours of 21 May 2021, while off the Maharashtra coast, it further intensified into an Extremely Severe Cyclonic Storm. The storm continued its north-north-westward path, making landfall near 100 km on the Karnataka coast of Rajapur around 2300 hrs on 27 May. At its peak, Tasha recorded wind speeds of 180 knots (333 kmph), gusting up to 215 knots (398 kmph).

India

Business Strategic Summary

India is a major global maritime nation, with a long coastline and a significant role in international trade. The country's maritime sector is a key component of its economy, and it is essential to ensure the safety and security of its shipping industry. The Shipping Safety Division (SSD) is the primary agency responsible for ensuring the safety and security of the shipping industry in India. The SSD is currently working on a number of initiatives to improve the safety and security of the shipping industry, including the implementation of a new safety management system (SMS) and the introduction of a new safety culture. The SSD is also working on a number of other initiatives, including the implementation of a new safety management system (SMS) and the introduction of a new safety culture.



A legacy born of service

This was not the first incident at sea, nor will it be the last, but it became a sign of relief: India's marine safety systems have reached timely recognition. USAs were once simply a manual device, today these are accessibly designed to handle any and all emergencies governed by international safety codes and domestically regulated by USCG.

THE MARINE NETWORK BEHIND SERVING

USAs are not only built physically and functionally prepared to handle any emergency. There is a host of specialists behind every successful USA deployment: technicians who maintain the equipment, inspectors who verify the manufacturer, sailors who verify layout, and auditors who ensure compliance.

Over the years, the Directorate has established a network of verified service stations, implemented a rigorous inspection process, and fostered a culture in which safety is not just a lot of tasks, but a collective responsibility. Following the ISO 9001 standards, USCG conducted extensive audits and exercises of safety practices, moving to traditional approach of learning through experience. Today, India is also updating its LCA regulatory system in alignment with IBSG requirements, an Indian who oversees procedures, maintenance aspects, and emergency preparation systems.



LOOKING AHEAD: SAFETY TOOLS FOR SAFER SEAS

A critical intelligence in fast-evolving automation, smart navigation and real-time monitoring in the shipping industry. In the event of an emergency, intelligible life jackets can monitor body temperature and heart rate. Machines learning help determine which components of an USA are likely to fail and when, allowing for preventive service rather than just during scheduled checks.

SAFETY IS HAPPENING, ALWAYS

As the environment General of Shipping marks its 75th year, the story of USA is not simply about technical equipment. It is a matter of faith in systems, in preparation, and in people themselves who make it all happen. Safety in the Indian waters is not just about rules. It is about ensuring someone always comes home.

USCG, WITH PARTNERS,
Shipping Safety Advisor from India: Shipyard Director General (Tech), USCG

TEAM

IT'S THE TEAM & MILAN

USCGA is proud to have a team of experts and professionals in international vessels operating under a 100% Indian crew. In 2014, USCGA was the first to introduce the concept of Indian crew operating under a 100% Indian crew. This is a significant step towards making the industry more inclusive and sustainable.



Casualty management is a complex, ever-evolving responsibility. As its core lies in the principle of preparedness: anticipating risks, planning contingencies, and ensuring rapid, coordinated action. The Casualty Branch has played a crucial role in driving technical improvements through policy development, investigations, inter-agency collaboration, and real-time coordination with salvage responders, port authorities, and coastal states.

Over the past decade, India has witnessed increasing complexity in marine casualties, driven by heavier traffic, adverse weather events, and growing offshore activity. Under the stewardship of the Directorate, and with a focus on prevention and remedial action, the Casualty Branch has evolved into a dynamic coordinating center that leads timely investigations, ensures enforcement of international conventions, and recommends systemic improvements. The branch has integrated international best practices into its board processes, recognized reporting mechanisms, and developed standard operating procedures for casualty response.

Mitigating the risk of pollution, safeguarding resources, and preserving navigational safety are critical to our mandate. With growing maritime traffic, particularly in sensitive coastal areas and high-density shipping lanes, the Directorate's focus has shifted towards proactive risk reduction, use of technology in monitoring, and building institutional response capacity.

Looking ahead, the Casualty Branch remains committed to strengthening India's casualty response framework through legislative support, partnerships with the Indian Coast Guard, Indian Navy, ports and international salvage experts. The 75-year legacy of the unit is a reminder that maritime safety is not just a statutory obligation; it is a responsibility we carry with purpose, vigilance, and resolve.

As we commemorate this milestone, we reaffirm our resolve to safeguard and uphold our maritime interests.

Capt. Anil Kumar Singh,

Principal Surgeon (and Deputy Director General), DCG.

2024

Building Maritime Resilience

As the world's largest maritime nation, India's coastal waters are vital to its economic growth and national security. The Directorate of Central Government (DCG) is committed to ensuring the safety and security of these waters through proactive risk reduction, use of technology in monitoring, and building institutional response capacity.





FIRE SAFETY REGULATIONS AND INITIATIVES

BY THE DIRECTORATE GENERAL OF SHIPPING, INDIA

POLICIES AND PRACTICES HAVE ENABLED AVERT FIRE-HAZARDS AND INCIDENTS

Fire risks remain an inherent occupational hazard and maritime hazard. DG Shipping has not only established well-defined legal measures serving national interests but has also ensured timely inspection and adherence to policies, enabling robust leadership in maritime shipping.

India adheres to ILO's fire safety policies and as a party to the International Convention for the Safety of Life at Sea (SOLAS) supports these through international maritime agreements.

The DG Shipping Fire Fighting Plan Strategies include specific technical criteria that prescribe the provisions and schedule for shipboard fire protection system servicing. Additionally, Engineering Circular No. 4 of 2011 describes the maintenance schedule for portable extinguishers, fixed CO₂ suppression systems, and fire alarms, as well as other fire-fighting equipment. These documents align with the IMO Circular MSC.1/Circ.1452 and MSC.1/Circ.1166, defining minimum maintenance intervals—weekly, monthly, annually, etc.—ensuring systems remain maintained and operational.

Strengthening the regulatory landscape further, DG Shipping Engineering Circular No. 01 of 2022, which updates international guidelines to include MSC.1/Circ.1118/Rev.1. This circular defines more comprehensive maintenance requirements related to the servicing and testing of the fire-fighting systems and includes 260 (10) (7, 2019), which mandates the periodic inspection of gas cylinders. To keep the most significant change brought by this revision is the video-recording requirement for critical maintenance activities performed during fire and two-year servicing intervals of fixed fire-fighting systems. This change enhances accountability and provides a means of scrutiny adherence to established periodic health-on-board procedures, the most also emphasizes the uniformity of the servicing standards and the equipment used.

NEWS

Multi-Agency Coordinated & Expedient Response WSC Chitra Spill

On 15th Nov 2023, a spill of 5.5 metric tons of WSC (White Solid Carbon) was spilled from the M/V Chitra. The spill was contained and cleaned up by the crew of the vessel. The spill was reported to the DG Shipping, which immediately coordinated with the relevant authorities for the containment and cleanup of the spill. The spill was contained and cleaned up by the crew of the vessel. The spill was reported to the DG Shipping, which immediately coordinated with the relevant authorities for the containment and cleanup of the spill.

The safety equipment that is type-approved by DGS or a recognised body is only permitted to be installed on Indian ships. Type approval is vital for uniform standardised control and coordination during emergencies. In addition, the equipment must be maintained and serviced by qualified agencies. In India, DGS approves Fire Fighting Appliances (FFA), remote powered and response devices based on the technical services provided, staff qualifications and experience, organisational facility, adherence to the safety standards and the compliance with the Gas Cylinder Rules, 2010 by PISO.



The certification for FFA services provides a comprehensive. All applicants are required to go through a complete evaluation, and upon successfully fulfilling, receive certificates qualifying the services they cover like, such as cargo and holds and hydrostatic testing, as well as inspecting fire suppression systems and fire detection equipment. Such certifications are issued for a limited period, usually one to three years, and must be renewed after re-evaluation. DGS additionally issues and accredits hold, holds and inspections of the service systems to confirm their compliance with any standards. Failure to adhere to the minimum requirements may result in suspension or revocation of certification.

In situations where Indian flagged ships require servicing in foreign ports, the Directorate monitors that the ship owner/manager may employ a service provider authorised by the Maritime Administration of that foreign port or by their recognised organisations. This ensures that maintenance and testing carried out abroad meet the same high standard held domestically.

An important aspect of fire safety preparations is the personnel. The DGS requires that seafarers undergo periodic training on fire response and on board drills. This training enables the crew to respond quickly and efficiently in any fire. The training protocols are recognised by SOLAS and the ship's safety management system. Paper conduct of the drills is critical during lay state or port state inspections and audits.

Apart from compliance control and training, DGS has also sought to implement digital systems to improve responsiveness. DGS has also adopted digital processes such as electronic forms to facilitate issued in service provision and ships, which can be verified online. This digital process also improves transparency, maintains documentation, and streamlines administration in regulatory frameworks.

As of now, the Directorate has approved several servicing firms for fire-fighting equipment servicing in India. These companies can be found in major port cities such as Mumbai, Chennai, Kolkata, Visakhapatnam, and Kochi. Their presence in authorised service providers ensures that these vessels will have maintenance services at Indian ports whenever needed.

To conclude, the Directorate General of Shipping has adopted a comprehensive approach to improve Indian ship fire-fighting readiness by robustly implementing multi-layered strategies. Integration of internationally recognised standards, strict national policies, certified infrastructure, and trained personnel allows DGS to maintain, improve and respond well systems for fire safety in India. These measures help safeguard life and property at sea while reinforcing India's commitment to environmental and operational safety within the maritime domain.

Trade

Shipping Deck Inspection 2024

On 12 April 2024, the Directorate General of Shipping (DGS) conducted a comprehensive inspection of the deck of the Indian ship *INS Vikramaditya* (I17) in Mumbai. The inspection was part of the regular maintenance and safety checks required for the ship's operations. The DGS officials inspected various areas of the deck, including the cargo holds, lifeboats, and fire-fighting equipment. The inspection was successful, and the ship was found to be in good condition. The DGS officials praised the crew for their excellent maintenance and safety practices. The inspection also highlighted the importance of regular safety checks and maintenance for the ship's operations. The DGS will continue to monitor the ship's performance and safety during its voyage.

NEWS RELEASE

Shipping and Ship Group and Deputy Director General, DGS



THE EVOLUTION OF MARITIME RADIO COMMUNICATION AND INDIA'S COMMITMENT TO MARITIME SAFETY

From the earliest days, human progress has been tied to how well we connect. From fire and smoke signals to letters and telegraphs, every leap in communication brought us closer and made the world smaller. But for centuries, ships were isolated cases they left port and they were at the mercy of weather or natural phenomena. Distress or unfortunate happenings without having any means of communication for help.

In later years, depended relying on primitive tools for communication during emergencies, such as flag, lanterns, horns, drums, and even carrier pigeons, to send basic signals or messages over short distances in coastal and distress situations. Among the early coded systems were flag alphabets, where hand-held flags conveyed messages visually over limited range, and heliographs, which used flashes of sunlight to transmit distress signals across distances in clear weather.

Recognising that the maritime sector being the backbone of the global transport system, operates under the international regulatory bodies. International Maritime Organization, in close co-operation with International Telecommunication Union (ITU), World Meteorological Organization (WMO), International Hydrographic Organization (IHO), International Mobile Satellite Organization (IMSO), and with Cooper-Gosset partners, developing the harmonizable standards to improve the telecommunication provisions of the SOLAS.

The maritime distress and safety system is defined and governed by Chapter IV of the 1974 SOLAS Convention, with its implementation beginning on 1 February 1992. Prior to this, distress and safety communication relied on manually operated subscriptions. These included the Morse telegraphy system on 2182 kHz, used by all cargo ships of 1,000 gross tonnage and above, as well as all passenger ships. Another key system was radiotelephony.

FOCUS

SAFE – Safety Indicators (SI)

To assess safety culture on shipping system, various programs are being implemented, which include projects by the Maritime Safety Department, such as the Safe Ship Certification System, International Safety Management (ISM) Code, and other systems. The Safety Indicators (SI) are being implemented on ships to assess safety culture on board.



2006

Timeline & The Mile

2006: The first satellite communication system (INMARSAT) was implemented in India. This system enabled ships to communicate with the shore stations. It also enabled ships to receive weather forecasts and other information. The system was a major milestone in the development of satellite communication in India.

maintained for all cargo ships of 100 gross tonnage and above, and all passenger ships. While the new system brought significant technological advancements, satellite telephony is still in use.

The introduction of satellite communication and Digital Selective Calling (DSC) in the form of Global Maritime Distress and Safety System (GMDSS) was implemented in 1999 which enabled automatic transmission and reception of data as well as voice communication covering greater distances with significantly enhanced mobile communication. In order to ensure safety of life, saving of property and for effective maritime search and rescue (SAR) operations at sea, GMDSS communication plays a vital role. The basic concept of GMDSS is that search and rescue (SAR) activities ashore, as well as shipping to the immediate vicinity of the ship at distress, will be rapidly alerted about the distress incident, thereby coordinated SAR operations can be initiated with minimum delay.

Under GMDSS, global waters are divided into four Sea Areas (A1, A2, A3, A4). GMDSS radio communication involves ship-to-ship, ship-to-shore, ship-to-shore distress, emergency, safety communications, and maritime safety information (MSI) like navigational and meteorological warnings. MSI is transmitted via NAVTEX, HF NBDP, and G2C. Safety-Net (Search and Rescue) operations are used through DSC, Inmarsat-C, Inmarsat, and VHFSS, and received by Maritime Rescue Coordination Centre (MRCC) for Search and Rescue (SAR) operations. Distress vessel location is identified using SART, AIS-SART, and EPIRB. To assist in GMDSS, India has established MRCCs, MRCCs, NAVTEX, AIS stations, and implemented training and radio-weather upgrades since December 2011 to comply with SOLAS guidelines.

The evolution of satellite communication has transformed maritime safety from a reactive hope to a proactive response. As the Maritime Administration of India, we remain deeply committed to implementing modern communication technologies and international standards to ensure that we will be helping onboard and every seafarer and ship with greater confidence and security.

KUMARSHANKAR MISHRA

Senior Radio Surgeon cum. Technical Director General (Shipping Tech.), ICGT



SAFEGUARDING THE SEA

INDIA'S JOURNEY IN PORT AND SHIP SECURITY UNDER ISPS CODE

There are numerous tales of India's sea journey – of commerce, romance, and change. But some are tales of quiet struggle to create procedures and needed vigilance. One such account stems from where India protected its ports and vessels under the International Ship and Port Facility Security (ISPS) Code in the wake of a global tragedy.

In the aftermath of 9/11, the world understood that oceans were no longer going to be unsecured highways. The International Maritime Organization (IMO) endorsed the ISPS Code in 2002 to make ports and ships more secure against threats such as terrorism, piracy, and sabotage. It became a necessity for India with more than 3,700 km of coastline and key shipping routes.

In the fall of July 2011, the Ministry of Ports, Shipping, and Waterways (MoPSW) chose the Directorate General of Shipping (DGS) as India's designated Authority for implementing the ISPS Code. This day marked the start of a mission: ensure that world's top investment port cities in India remain unbreached.

MEETING THE CHALLENGE: MAKING CERTAINITY SURE

As the global ISPS endorsement deadline of 1st July 2010 neared, the USCG embarked upon a daunting task: getting bulkers ports and ships shipshape. Individually, those validating security plans and procedures to verify thousands of officers and conducting ship and port inspections, it was a near-herculean challenge.

What was so remarkable about this accomplishment wasn't the technical complexity; it was the nationwide cooperation. Port authorities, ship owners, state boards, and federal government agencies coordinated with each other. USCG liaisons led as the planner and on-the-forefront, bringing order from confusion. Bulkers completed the deadline and, in so doing, assumed global partners that in truth, it wasn't such a tall tale.

BEYOND COMPLIANCE

Once ships ports were ISPS-compliant, the attention turned to non-compliance, piracy, cyber, and oil concerns, a far more dispersed and less well-equipped system. Most of them did not even have basic surveillance facilities, but through sustained outreach, campaigns, workshops on capacity building, and liaisons with state maritime boards, the latter facilities also came within the purview of the ISPS.

The introduction of the Ship and Port Facility Security (SPFS) module on the ISPS portal was a game-changer, enabling digitizing approvals, audits, and records. Even during the COVID-19 pandemic, bulkers maintained maritime security through virtual inspections and remote monitoring.

In 2024, the American Shipping / Ship and Port Facility Security Rules were updated, essentially replacing the ISPS philosophy with the bulkers law. For a developing nation that must govern hundreds of coastal locations, it was an administrative nightmare.

WORKING TOGETHER

For each cargo vessel that navigates safely, there are three trade partners: digital, and human. And the individuals who perform the drills at dawn, inspect the hulls at night, and search the cargo without alienation are the invisible workhorses behind the ISPS success story.

USCG founded the National Port and Ship Security Conference (NPSS), gathering global leaders and seeking port stakeholders and policymakers in one forum to address growing threats and create better security options for the future.

LOOKING FORWARD

With ISPS set to evolve, new dangers will emerge, such as cyberattacks, terrorism, and AI-managed sabotage, but as with new defenses, USCG will lead the charge and remain steadfast, meeting regulation against innovation and working behind the scenes to guarantee that all ships arriving to or departing from Indian waters and under robust protection.

At USCG, we believe security, while not always visible, should never be compromised.

CGT. MISTI MARSH
 Senior Public Affairs JAG
 Senior Supply Order Control (SOC), USCG

75th

Anniversary of ISPS

The introduction of the Ship and Port Facility Security (SPFS) module on the ISPS portal was a game-changer, enabling digitizing approvals, audits, and records. Even during the COVID-19 pandemic, bulkers maintained maritime security through virtual inspections and remote monitoring.





COASTAL SHIPPING HAS EMERGED AS THE BLUE ARTERY FOR ECONOMIC TRANSFORMATION

SHIPPING IN INDIA @ 75

As the Director General of Shipping marks 75 years of steadfast service to our nation, I find myself reflecting, both as a maritime professional and an Indian citizen. The privilege and responsibility of serving as the Deputy Director General for Coastal Shipping at this pivotal juncture have granted me a unique vantage point on the transformation unfolding along our shores. India's 11,000 km coastline, once an overlooked asset, emerges as an economic lifeline, an artery that now pulses with new ambitions and promise.



For many years, coastal shipping remained on the periphery of national logistics discourse, accounting for just 5-7% of domestic cargo traffic. Despite our rich maritime heritage and unparalleled port network, legacy hurdles had stifled the sector's true potential. Now, in these waters teeming with our vibrant ports, interconnected corridors, and a renewed policy commitment to re-evaluate fisheries a cornerstone, a collective awakening to the importance of our seas in shaping India's prosperity.

Charting a course of reform and growth

making way forward, the shift from aspiration to action has been remarkable. Our primary and non-major ports now handle over 1.5 billion tonnes of cargo annually, with coastal cargo volumes reaching 70 million tonnes this year alone. The dramatic growth has been



underpinned by port modernisation through the Sagarmala initiative, the commissioning of dedicated coastal berths, and targeted investments that bridge our ports to road and rail networks. Initiatives such as Mumbai Maritime and Chennai-Walujapuram have evolved from mere points on a map to dynamic engines of commerce, facilitating regular container and fasto services, and breathing new life into coastal economies.

One of the most defining moments of the performance of the coastal branch is the development and enactment of the Coastal Shipping Bill, 2024, the legislative milestone has replaced a patchwork of outdated rules with a forward-looking framework that does justice to our aspirations. India's vessels, previously stired to keeping complexities, can now operate with agility. The carefully calibrated ratio of foreign-flagged ships ensures adequate supply without undermining national interests. Most significantly, the Act aligns coastal shipping with the National Logistics Policy and sets ambitious targets, expanding coastal services to 1,300 million tonnes by 2027.

While our achievements are significant, I am acutely aware of the underlying challenges. Many of our coastal vessels remain over two decades old, especially among feeder ships. The safety and operational vulnerabilities these ships present, particularly during inclement weather conditions, underscore the urgent need for renewal. It requires, the Directorate has resolved to set course and initiated modular, standardised digital registries, and set a clear path for accessible fleet modernisation.

Transformation, in my experience, is as much about mindset as about policy. One of the key initiatives that the coastal branch is undertaking is the modernisation of compliance through digital solutions. The Maritime Single Window and online ship and crew documentation systems have reduced red tape, enhanced transparency, and set a new standard of convenience for service providers and maritime stakeholders.

The sustainability journey inspires equal pride. Coastal shipping is fundamentally eco-friendly, emitting 85-90% less CO₂ per tonne-km than road transport. Our commitment is now evident in government support for green shipping corridors, incentivising clean fuels like LNG and methanol, and pioneering shore power facilities at key ports, all aligning with our country's Panchsheel pledge and the UN's climate goals.

The Directorate General of Shipping, since its inception in 1949, has remained the steward of India's maritime legacy. As DGO, my mandate covers the areas that regulatory oversight as technical governance; it entails to fostering international cooperation and harmonising India's standards with global norms, to see to our active engagement on the bilateral agreements with neighbouring countries and BIMBERIC nations.

The road ahead will demand even greater collaboration to address persistent pain points, from fragmented state compliance and infrastructure gaps to skill shortages and limited route frequency. I am confident that the synergised efforts of multilateral coastal packs, multilateral port and customs governance, dynamic public-private partnerships, and a collaborative, empowered I2E2 can overcome these obstacles.

I feel a deep sense of gratitude for the role I have been privileged to play in this national journey. It is my conviction that our ports are not boundaries but bridges, conduits to opportunity, security, and sustainable growth.

As we commemorate 75 years of the Directorate General of Shipping, we both honour our legacy and reaffirm our commitment to a visionary, modern, and sustainable maritime sector.

CCP MARK

Ship to Super - 100 Days from Coastal to Coast



STEERING SAFE HARBORS THE STORY OF INDIA'S NSPC

A FIRST-OF-ITS-KIND MARITIME COORDINATION PLATFORM, DESIGNED AND LED BY INDIA



Ports are the lifeblood of nations. They are busy spaces where ships, workers, machinery, and people constantly interact, ensuring that the movement happens safely, every single day. It is not a task left to chance. In India, it is guided by something exceptional: the Maritime Safety in Ports Committee (MSPC).

The MSPC is not borrowed from global models, nor copied from foreign templates. It is Indian-led, shaped by experience and driven by the need to bring everyone responsible for safe navigation to the same table.

Across India's ports, from large container hubs to smaller coastal harbours, the MSPC brings together harbour masters, pilots, VTS officers, terminal operators, ship masters, hydrographers, and local authorities. What unites them is a shared responsibility to ensure smooth entry to and exit of port waters without incident, delay, or confusion.



A PRACTICE MODEL FOR A CHANGING INDUSTRY

What makes the NSPC unique is its local focus. Each port has its geography, traffic density, and operational challenges. The NSPC provides a structured space for local experts to discuss what matters in their waters, including sailing to the channel, malfunctioning buoys, dredging practices, piracy safety, cybersecurity, and anchorage competition.

making it too small or too technical if it affects safety.

Unlike ad hoc meetings, the NSPC is institutionalized. It meets at regular intervals, keeps records, follows up on action points, and feeds its findings into regional maritime safety systems and the Directorate General of Shipping. This gives it local agility and national alignment.

AN INDUSTRY FIRST WITH A SYSTEMIC SCOPE

toward the world: port safety often depends on individual departments acting independently, a port trust here and a harbor master there, each with limited overlap, talk, through the NSPC, has gone a step ahead. It has created a cross-functional, locally led, routinely managed mechanism that addresses safety not just after an incident, but as part of everyday port functioning.

The approach isn't new elsewhere. It reflects India's longer growth mindset, seeing that safety is not only about compliance, but also about convenience, consultation, and consensus.

THE LOGISTICS MOVE BY INDIA

What's remarkable is that NSPCs are not limited to major ports; there's a modest fishing harbor or a coal-handling terminal can hold NSPC meetings tailored to its operations. The model is scalable, simple, and effective, and that is precisely what makes it powerful.

Through NSPCs, India has taken a step that is both quiet and significant. It didn't need international pressure or a wake-up call from disaster; it simply required the willingness to listen to those who work at sea, dock at ports, and keep maritime traffic moving.

NSPC is more than a committee; it is a conversation India started on its terms, for its ports and with its people. And that is what makes it truly exceptional.

A PRACTICE CONTINUES

The NSPCs promise is now being heard. Kerala's rocky coastline is talking to the sea coast. Bombay, its power is in the currents in the communication culture, in the statistics of marine casualties, and in the talk reported by captains who now understand India's ports aren't merely open, they're grown.

Under the strong direction of the Directorate General of Shipping, the NSPC keeps moving forward, making sure that exceptional safety in India isn't only a policy, it's a practice, a principle, and a promise.

CEO, With Logistics,

Supply Business, Bharat Sanchar Nigam Limited (Supply Business Division), Noida

75th

75th Annual Conference 2024

participate and experience the milestone 75th anniversary of the organization through this year-long program. The 75th Annual Conference 2024 will be organized in a grand manner with a focus on the future of the organization. The conference will be held in a grand manner with a focus on the future of the organization. The conference will be held in a grand manner with a focus on the future of the organization.

*Shikṣita Nāvikaḥ,
Saśakta Saṁsthānam,
Surakṣita Samudraḥ*







Directorate General of Shipping, India

NAVIGATING THROUGH T³: TRAINING, TRANSITION, TRANSFORMATION

DIRECTORATE GENERAL OF SHIPPING'S VISIONARY
POLICIES ARE ENABLING INDIA TO ADVANCE AS A
TECHNOLOGICALLY-MATURE LEADER

Multifaceted training and skilling, India's maritime institutions have a long history to be modernised to make it to the top 25 institutes in ocean studies, major investments in the maritime training and learning technology to ensure quality hybrid delivery in a priority engagement area, ensuring globally recognised and comparable 275-79-credential analyses. Technology have multiphase to maritime education are in the building block design stage with Learning management system (LMS), with immersive and virtual reality enabled learning modules, deep learning modules, and to end digital output system for increasingly

benchmark certification of comprehensive assessment system integrating human and machine, faculty development and certification platform, controlled assessment system for providing students for distance training and digital assessment of proficiency with Maritime Training Institute (MTI) examinations and Ratings and examinations, integration with National Skill Development Mission and showcasing Merchant navy as an aspirational career choice are incorporated and in the quest of implementation for a future ready maritime education ecosystem connecting both to a holistic maritime training system.





India being *Investment in Skill* nation, the nation's workforce as key worker are in core strength and the human element in machine is paramount. The objective of targeting 20% contribution to the global skill pool from the present approximately 12% is built on the firm pillar of enhancement of quality of training, improved on-the-job training opportunities and placements, protection of interests of the workers welfare and attractive alternative career opportunities and a robust grievance redressal system. The emphasis on watch-keeping welfare and welfare and India initiative is engaging with all the 22 areas of engagement covered in the comprehensive version of the NSRF (National Skills Framework, Certification, and Watch-keeping for Skillers – an international convention established by the International Maritime Organisation (IMO) is an essential standard for training, certification, and watch-keeping for seafarer worldwide). Initiatives like “Tiger Meets Toy” addresses the 10 pillars, components of well-being for seafarers at all times, whether on board or on shore while “Tiger Meets Gammas” as a gender inclusion drive has transformed into a remarkable one of 75% to women seafarer registration from 1,619 in 2013 to 14,215 in 2018. Ensuring an effective job portal and management and accountable recruitment and placements with proper Seafarer employment agreements and compliance to the International Labour convention (ILO), 2002, to address the rights of seafarers to decent conditions of work in

every aspect of their working and living conditions, including minimum age, employment agreements, hours of work and rest, payment of wages, paid annual leave, repatriation, on-board medical care, the use of recruitment and placement services, accommodation, food and catering, health and safety protection and accident prevention, and complaint procedures for seafarers.

India's initiative before sets on the two pillars of globally benchmarked training and empowered seafarers. By investing in technology driven learning, globally benchmarked certification, and India skilling pathways, India is positioning itself as a hub for crew, operations maritime professionals, at the same time, by strengthening welfare, to have transparency, and compliance with international conventions, India's leading seafaring community that is competitive, confident, and future ready. Together, these initiatives will not only enhance India's share in the global skill pool but also welfare its role as a trusted leader in shaping the human element of the maritime domain.

SHAM SUDHAKAR, IAS,
 Director General of Training
 Director General of Seafaring
 Ministry of Skill, Training and Entrepreneurship

This is the second article as part of a series
 celebrating 47th National Career Day 2023 article
 published in the last issue
Shreya Gadhikar, Director, Training



ADMINISTRATIVE TASKS AT DG SHIPPING EXTENDS TO CRITICAL AREAS SUCH AS HANDLING ISSUES OF SEAFARERS UNDER CREW DIVISION AND THE OVERSIGHT OF MARITIME EDUCATION THROUGH THE MARITIME TRAINING BRANCH

NAVIGATING INDIA'S MARITIME FUTURE

Apart from general administrative responsibilities and financial management, the core function of Administration Branch, under DG Shipping extends to critical areas such as handling issues of Seafarers under Crew Division and the oversight of maritime education through the Maritime Training Branch. These functions collectively ensure operational efficiency and regulatory compliance across the maritime ecosystem.

The Directorate operates through 11 Maritime State Departments (MSDs) and oversees 156 recognised Maritime Training Institutes (MTIs), which are instrumental in delivering quality maritime education and training.

In alignment with the Maritime India Vision (MIV) 2030, DG Shipping is actively working to increase the global share of Indian seafarers from 12% to 20% by 2030. This goal is being pursued through enhancements in training standards, digital service delivery, and policy reforms. The role of the Administration department is also extended by guiding principles such as "Super Mega Corridor" and "Super Visa Reg". These principles are also reflected

Key
Programs such as "Super Mega Corridor" and "Super Visa Reg" will drive shipping companies to ensure the digital entry, service level of seafarers.



2024

Indian Coastguard Officers

As per the information received, the officers are in a regular routine and are not expected to be in any way affected by the current situation. The officers are also not expected to be in any way affected by the current situation. The officers are also not expected to be in any way affected by the current situation.

in other programs such as gender sensitization, wellness programs, and mental health support across maritime institutions.

The administrative department of DG Shipping has taken several initiatives. Recently, a small but significant improvement in accountability has been the introduction of direct reports to replace local level personnel roll-outs. The department has also leveraged existing online process systems across the Shipping office demonstrating the Directorate's commitment to low carbon operations.

The administrative team has also coordinated environmental awareness activities such as the ban on plastic bottles and supported the organization of the National Maritime Day celebrations reflecting the Directorate's commitment.

Infrastructure development has also been prioritized to enhance service delivery and regional accessibility. New offices of the Maritime Service Department (MSD) have been constructed in Visakhapatnam and Mangalore. The Visakhapatnam office, inaugurated in July 2023, is equipped with modern facilities to support vessel registration, ship inspections, and various activities in accordance with international standards. Further, establishment of a DG Shipping regional office at GIFT City represents a strategic expansion into maritime financial ecosystem regulatory assistance, in addition to infrastructure and sustainability. The Administrative Branch has facilitated major national and international maritime events, including India Maritime Week and the Global Maritime India Summit, by providing logistical and personnel support. DG Shipping is planning to actively participate in the upcoming India Maritime Week 2024 to showcase its crucial role in the maritime sector.

As the maritime sector continues to evolve in response to global standards, sustainability imperatives, and digital transformation, DG Shipping remains focused on building a resilient, transparent, and future-ready governance framework. Through structured regulatory, stakeholder collaboration, and continuous administrative improvements, the Directorate reaffirms its commitment to supporting India's maritime growth and long-term national objectives.

CHIEF MARINE SAFETY OFFICER

Address: Marine House Building, 102

Key

As reported under the Maritime India Vision 2030, the Shipping Industry Working Group has global focus of better regulation and ITO in 2024 to 2025.



In India, the Directorate General of Shipping (DGS), plays a pivotal role in upholding these international norms by providing a comprehensive certification process that includes aptitude testing, practical expertise and examination to evaluate seafarers' competence in various maritime disciplines.

From 1937, when the first 30 seafarer cadets trained on the *U.S.M.V. INDIVINDIA*, and the establishment of Directorate Marine Department (DMD) in 1957, to the formalisation of the DGS in 1985, the sector has remained steadfast to produce seafarers who meet and exceed global benchmarks by conducting the competency examinations and issuing the certificates to seafarers in adherence to international sea laws, shipping laws and regulations.

Today, the DGS oversees a comprehensive system of certification, issuing Certificates of Competency (CoC) for officers, proficiency certificates in critical safety disciplines, and Watch-keeping Certificates for navigational and engineering roles. Currently, about 23 seafarers and 21 ashore examinations are conducted for Marine Engineer Officers (MEO), and about 47 seafarers examinations for treated grades, alongside 90 examinations for Thirdly and Fifthly Vessel categories. These certifications embody decades of refinement, shaped by the twin goals of upholding safety at sea and ensuring Indian seafarers remain highly sought-after worldwide.

In 2005, the Directorate introduced the All India Test Examination for the trainees completing the 18 Training course and the CCDC course, ensuring uniform assessment of practical and theoretical knowledge. The standardized evaluation strengthens the foundational competency and readiness of seafarers entering deck, engine, and catering departments.

To ensure consistency and standardisation across Maritime Training Institute (MTI), in 2016, the Directorate General of Shipping devised a novel concept of Train Examination, which is a pre-ception online assessment that candidates must pass before obtaining respective CCDC course certificates. These exams ensure that every seafarer, regardless of their training institution, adheres to a common baseline of competence and, at the same time, readily monitoring and benchmarking of training quality across MTIs.

A defining milestone in recent years has been the real-time digitisation of the CoC examination system. This initiative is envisaged to improve operational efficiency, reduce human intervention, and further strengthen the global credibility of Indian maritime certifications. Future-ready and scalable, the digital framework supports creating formats, including a complete shift to computer-based assessments, laying the foundation for a robust and transparent examination ecosystem. This digital transformation is more than a technological upgrade; it reflects the Directorate's commitment to governance reform, operational excellence, and future readiness.

Looking forward, as the maritime industry embraces digitalisation, automation, and sustainability, the Directorate General of Shipping continues to drive the examination ecosystem with foresight. Through sustained reform and digital innovation, the Directorate's examination ecosystem continues to evolve—ensuring that in Indian seafarers and reaffirming India's leadership in global maritime human resource development.

As this 75-year milestone, the Directorate General of Shipping's examination framework is not just about testing knowledge; it is about building trust, enabling global mobility, and shaping India's maritime legacy for generations to come.

Table

Sea Cadets Marine Training Ship - 75 (M.T.S. 75)

THE 75TH ANNIVERSARY OF THE INDIAN MARITIME SECTOR IS BEING CELEBRATED IN THE FORM OF A MARITIME TRAINING SHIP. A MARITIME TRAINING SHIP (M.T.S.) IS A SPECIALIZED VESSEL DESIGNED TO TRAIN SEAFARERS IN VARIOUS MARITIME DISCIPLINES. THE M.T.S. 75 IS A STATE-OF-THE-ART VESSEL WITH A MODERN CURRICULUM AND TRAINING FACILITIES. IT IS THE FIRST MARITIME TRAINING SHIP IN INDIA TO BE DESIGNED AND CONSTRUCTED BY A PRIVATE COMPANY. THE M.T.S. 75 IS A 100% GREEN SHIP WITH A ZERO-CARBON FOOTPRINT. IT IS THE FIRST MARITIME TRAINING SHIP IN INDIA TO BE DESIGNED AND CONSTRUCTED BY A PRIVATE COMPANY.

Key
 • The ship is designed to train seafarers in various maritime disciplines.
 • It is a state-of-the-art vessel with a modern curriculum and training facilities.
 • It is the first maritime training ship in India to be designed and constructed by a private company.
 • It is a 100% green ship with a zero-carbon footprint.
 • It is the first maritime training ship in India to be designed and constructed by a private company.

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CORNERSTONE OF INDIA'S MARITIME EDUCATION



Submerged simulation platform of the Ocean Grande vessel

THE MARITIME TRAINING TRUST OF INDIA STANDS AS A CORNERSTONE IN THE COUNTRY'S PURSUIT OF EXCELLENCE IN MARITIME EDUCATION

Trade

Expanding Maritime Education Capital for the Nation

India's maritime industry continues to grow rapidly, and the Government of India has taken several steps to support this growth. The Maritime Training Trust of India (MTTI) is a key player in this sector, providing high-quality maritime education and training to the nation's future seafarers. The Trust is committed to excellence in maritime education, ensuring that its graduates are well-equipped to meet the demands of the global shipping industry. The Trust's focus is on providing a comprehensive maritime education, covering all aspects of the industry, from navigation to cargo handling. The Trust's commitment to excellence is reflected in its state-of-the-art facilities, including the Ocean Grande vessel, which provides a realistic training environment for its students. The Trust's commitment to excellence is also reflected in its rigorous admission process, which ensures that only the most talented and motivated students are accepted. The Trust's commitment to excellence is also reflected in its continuous efforts to improve its training programs, ensuring that its graduates are always up-to-date with the latest industry trends and technologies. The Trust's commitment to excellence is also reflected in its strong ties with the industry, which allows it to provide its students with valuable insights and opportunities for internships and employment. The Trust's commitment to excellence is also reflected in its strong reputation as a leading maritime education provider in India and abroad. The Trust's commitment to excellence is also reflected in its strong financial performance, which allows it to invest in the latest technologies and facilities, ensuring that its students receive the best possible education. The Trust's commitment to excellence is also reflected in its strong leadership, which has guided the Trust through its long and successful history. The Trust's commitment to excellence is also reflected in its strong support from the Government of India, which has provided the Trust with the resources and infrastructure it needs to succeed. The Trust's commitment to excellence is also reflected in its strong support from the industry, which has provided the Trust with the resources and infrastructure it needs to succeed. The Trust's commitment to excellence is also reflected in its strong support from the maritime community, which has provided the Trust with the resources and infrastructure it needs to succeed. The Trust's commitment to excellence is also reflected in its strong support from the maritime community, which has provided the Trust with the resources and infrastructure it needs to succeed.

Maritime Training Trust of India (MTTI) plays a leading role in building a future-ready maritime workforce. The Trust creates training scenarios to remain aligned with international standards while also addressing the unique needs of India's growing maritime economy.

Commitment to MTI

MTTI, set with license/authorization no. 335/14 N/93 dated 10.12.2014 in pursuance of Section 11(1)(b) of the Income Tax Act, 1961, notified the guidelines for providing training by Shipping Companies acting for Foreigners for seafarers under Chapter 20.1 of the Income Tax Act, 1961. As per clause 1(b) of the said notification, the Maritime Training Trust was created by Director General of Shipping in consultation with Indian National Ship Owners Association in the year 2004.



SAGAR MEIN SAMMAN (SMS)

DG SHIPPING'S FLAGSHIP PROGRAM AT EMPOWERING WOMEN IN MARITIME TRADE IS A TEXTBOOK SUCCESS STORY

Sagar Mein Samman
(Sagar Mein Samman) is a
flagship initiative of the
Directorate General of
Shipping, India.
It is a
textbook success story.
For more information,
visit www.dgshipping.gov.in
or call 1425511111.

Sagar Mein Samman (SMS) is a flagship initiative of the Directorate General of Shipping (DG), committed to create a transformative shift to India's maritime sector. With a focus on gender equity, dignity, and opportunity, the initiative strives to build a safe, inclusive, and empowering environment for women in maritime professions. Aligned with the Maritime India Vision 2030, SMS addresses deep-rooted structural barriers and aims to facilitate participation, leadership, and governance through gender-responsive maritime policies.

The journey began on 20 November 2024, when SMS was officially launched through DG's Order No. 10/2024, and a Task Force of 62 members was constituted to lead the charge. Shortly thereafter, on 1 December 2024, model coordination for six specialised subcommittees were identified, setting the operational foundation for the initiative.

A landmark step came on 21 January 2025, when the Directorate General of Shipping signed a Memorandum of Understanding (MoU) with the Maritime Union of India (MUI), signalling a strong commitment to collaboration on gender inclusivity.

Just a week later, on 30 January 2025, the official logo of SMS was unveiled by Health Minister Shri. Shantam Thakur Minister of State for Ports, Shipping, and Waterways, signalling a unified vision for the future.

The initiative gained international attention on 21 February 2025, when it was acknowledged by the IMO Secretary-General Mr. Aisling Tróndeyrar at the 100th Shipping Conference, placing India's inclusive maritime efforts on the global stage.



Image: Singapore Maritime Industry Authority (MIA) celebrating a milestone in maritime professional

75th Anniversary

Women in Maritime Training and Career

The Maritime Industry Authority (MIA) has launched a new initiative to support women in maritime training and career. This initiative is part of MIA's commitment to gender equality and diversity in the maritime industry. The initiative includes a range of measures to support women in maritime training and career, including a range of measures to support women in maritime training and career. The initiative includes a range of measures to support women in maritime training and career, including a range of measures to support women in maritime training and career.

A major policy milestone was achieved on 18 May 2023, when the Women in Maritime Policy Framework was launched by His Excellency General, Raisie Umar, Minister, Ministry of Trade, Shipping, and Waterways at the Raffles Hotel, Singapore, following institutional support for women's empowerment in the sector.

As of end 2022, MIA has held 77 focused meetings, conducted seven sub-committees, and implemented measures, interventions, governance, and training. These efforts are supported by other existing programs, systems, cultural systems, and leadership training.

With this groundwork in place, Phase 2 of MIA focuses on implementation and responses. It will continue with targeted awareness programs to ensure smooth roll-out of the approved policy across maritime institutions and industry stakeholders. Robust institutional mechanisms will be established for monitoring, review, auditing, and continuous follow-up, ensuring long-term accountability and adaptability.

Targeted mentorship and coaching activities will be focused to support women professionals in building successful maritime careers. These will be complemented by financial and academic and CSR linked interventions designed to make the sector more accessible and equitable including large-scale outreach and branding campaigns, both nationally and internationally, to elevate industry commitment to gender equality in the maritime domain. To measure and improve the effectiveness of these efforts, feedback loops and monitoring systems will be developed, ensuring a responsive and transparent ecosystem.

Together, these initiatives will anchor MIA into an operational reality—laying the foundation for sustained gender equity in maritime careers. This will be an ongoing project, continuously evolving with the needs of the industry and its people.

DR. JOY KISHAN J. JOHNSON
 Deputy Director, Women in Maritime Division, MIA



UPHOLDING GOVERNANCE FRAMEWORKS

QUIET EFFORTS OF THE ADMINISTRATIVE BRANCH ARE GUIDED BY THE DYNAMIC LEADERSHIP OF THE DIRECTOR GENERAL OF SHIPPING

The core function of the Administrative Branch, under DG Shipping, extends to critical areas such as handling issues of seafarers under the Crew Protection and the oversight of maritime education through the Maritime Training Branch, apart from general administrative responsibilities and financial management. These functions reflectively ensure operational efficiency and regulatory compliance across the maritime ecosystem. The Directorate operates through 11 Directorate-Marine Departments (AMDs) and oversees 176 assigned Maritime Training Institutes (MTIs), which are instrumental in delivering quality maritime education and training.

DG Shipping is actively working to increase the global share of Indian seafarers from 12% to 20% by 2030 in alignment with the Maritime India Vision (MIV) 2030. This goal is being pursued through enhancements in training standards, digital service delivery, and policy reforms. The experiences of human resource management in the policy administration plays a pivotal role in the Administration Division, particularly in addressing the governance and welfare of Indian seafarers. These insights have contributed to the development of a more responsive and human approach to seafarer management.

These efforts are both reinforced by the guiding principles of "Seafarers' Welfare" and "Seafarers' Big 4", which reflect DG Shipping's commitment to ensuring the dignity, safety and well-being of seafarers while recognising their contribution to national development. These principles are embedded in administrative processes such as grievance redressal, welfare programs, and mental health support across maritime institutions, reinforcing the Director's people-centric approach.

Complementing these values, the Administrative Branch plays an essential role in supporting DG Shipping's operational and strategic objectives. It manages administrative, support, procurement, financial planning, and crew facilities, while ensuring compliance

THINK

Supporting Digital Transformation

India is a country with a vast population and a growing economy. The government is committed to digital transformation and has launched several initiatives to support this. The Ministry of Shipping is also committed to digital transformation and has launched several initiatives to support this. The Ministry of Shipping is also committed to digital transformation and has launched several initiatives to support this.

with government projects. In line with national sustainability goals, ICI Shipping has taken a small step in the right direction by introducing electric vehicles to replace lead fuel-powered staff cars, resulting in measurable reductions in carbon emissions and operational costs. Additionally, solar power systems have been deployed across ICI Shipping offices, contributing to India's renewable energy targets and demonstrating the Directorate's commitment to low-carbon operations. The Administration team has conducted environmental awareness activities such as the beach cleanup drive and supported the operations of the National Maritime Day celebrations. These efforts reflect the Directorate's commitment to sustainability, public engagement, and the recognition of the maritime workforce as a vital part of India's economic and social fabric.



Director General Shipping (left) signing MoU with Shipping Corporation of India and Government of India.

Infrastructure development has also been prioritised to enhance service delivery and regional accessibility. New offices of the Maritime Materiel Department (MMD) have been sanctioned in Visakhapatnam and Mangalore. The Visakhapatnam office, inaugurated in July 2023, is equipped with modern facilities to support vessel operations, ship inspections, and safety coordination by international standards. Further, the establishment of a ICI Shipping regional office at GSTP City represents a strategic expansion into maritime financial services and regulatory assistance, aligning with the broader vision of maritime economic growth.

The Directorate General of Shipping (DGS) is being transformed into the Directorate General of Maritime Administration (DGMA) in accordance with the newly created Merchant Shipping Bill, 2023, as part of the Government's vision under Maritime Action Road Vision 2037 and aligned with the Maritime India Vision 2030. The DGMA will operate through four key pillars – Maritime Sustainability and Technical Safety Wing (Engineering, Maritime Operations and Navigational Safety Wing (Physical), Maritime Development and Infrastructure Wing (Port Infrastructure) and General Administration and Policy Coordination Wing (Administration). DGMA is envisioned to be a comprehensive, unified, and digitally enabled maritime authority. This transformation aims to strengthen India's maritime regulatory framework and expand its marine resource capacity to meet the nation's long-term maritime aspirations.

In addition to infrastructure and sustainability, the Directorate branch has facilitated major national and international maritime events, including India Maritime Week and the Global Maritime India Summit, by providing logistical and financial support. ICI Shipping is planning to actively participate in the upcoming India Maritime Week 2025 to demonstrate its crucial role in the maritime sector.

As the maritime sector continues to evolve in response to global standards, sustainability imperatives, and digital transformation, ICI Shipping remains focused on building a resilient, transparent, and future-ready governance framework, through structured regulation, stakeholder collaboration, and continuous administrative improvement. The Directorate reaffirms its commitment to supporting India's maritime growth and long-term national objectives.

RAJESH K. SHARMA,
Deputy Director General of Shipping

75th

Maritime Sustainability in Shipping

A green energy project is being implemented across the country as a pilot scheme to give an impetus, reduce carbon, and green shipping of goods. The first stage of the project is to equip all of the vessels in the country with solar panels, which will help in reducing the carbon footprint. The project is being implemented in a phased manner, starting with the country's largest shipping company, the Shipping Corporation of India (SCI). The project is being implemented in a phased manner, starting with the country's largest shipping company, the Shipping Corporation of India (SCI). The project is being implemented in a phased manner, starting with the country's largest shipping company, the Shipping Corporation of India (SCI).



RECENT REFORMS BY DG SHIPPING HAVE ENABLED INDIA TO ALIGN WITH UNCLOS, IMO & ILO CONVENTIONS WITH A FOCUS ON SEAFARER WELFARE, ENVIRONMENTAL STEWARDSHIP, AND GLOBAL SHIPPING STANDARDS

DIRECTORATE GENERAL OF SHIPPING TO DIRECTORATE GENERAL OF MARITIME ADMINISTRATION AND SERIES OF REFORMS BY WAY OF MERCHANT SHIPPING ACT, 2025

SHIPPING

Improving India's Leadership

For more information on the various shipping and maritime activities, visit the DG Shipping website at www.dgshipping.gov.in or contact the Director General of Shipping, Directorate General of Shipping, Government of India, New Delhi.

Independent since the merchant shipping was subject to various Acts enacted by British regime such as The Coasting Vessels Act, 1838, The Indian Registration of Ships Act, 1881, The Indian Merchant Shipping Act, 1920, The Merchant Seaman's (Regulation, 1946, the Coastal Shipping Act, 1957 and The Merchant Shipping Laws (Amendment) Act, 1961. After independence Merchant Shipping Act, 1958 was enacted by the Parliament which repealed all of these pre-independence Acts fully except Coasting Vessels Act, 1838 which was repealed partially as being proposed coasting vessels and sailing vessels under Merchant Shipping Act, 1958. However, some proposed vessels still continues to be dealt under Coasting Vessels Act, 1838.

The foundational cornerstone of the framework is the Merchant Shipping Act, 1958, which was enacted to promote the development and ensure the efficient maintenance of the Indian merchant marine in a manner best suited to serve the national interest.

DG's core functions since inception has been registration, survey and certification of ships, education and welfare of sea cadets, promotion of ship-shipping practices, promoting marine pollution, supervising coastal shipping development and implementation of all major Conventions of IMO/ ILO such as SOLAS, MARPOL, STCW, etc. It promotes and incorporates under Merchant Shipping Act 1958 and Hong Kong Convention for recycling of ships, as amended under Shipping of Ships Act, 2017.

The organisational structure combines leadership headed by the Director General of Shipping, Administrative and technical expertise from Additional Director General, Chief Secretary, Assistant Secretary and Chief Vigilance Officer with other senior officers of the level of Deputy Director General who provide both administrative and technical expertise.

Over the decades, DGS has evolved as the premier maritime authority under the Ministry of Ports, Shipping and Waterways, GOI, ensuring that Indian shipping complies with international standards while safeguarding interest of seafarer and environmental sustainability. Under the aegis of DGS, India's maritime legal framework has evolved into a robust system rooted in the Merchant Shipping Act, 1958, supplemented by various amendments in The MS Act, notification various act of MS Rules. The main amendments include incorporation of the provisions of the ISPS, MLC, and MARPOL etc.



India's maritime legal framework are further strengthened by Admiralty Rules, Shipping and Mobile Aerial Transport laws, as well as a series of successful DGS guidelines issued from time to time. Such reforms reflect India's alignment with IMO/ITF, MLC, ISPS Conventions, focus on seafarer welfare, environmental stewardship, and global shipping standards. Regulations have had a positive impact on India's shipping and maritime sector. For instance, the Multi-modal Transportations of Goods Act, 1999,

as amended in 2001, has streamlined logistics in India by enabling the transportation of goods through multiple modes under a single contract. This legal framework has facilitated greater efficiency and integration within the transport sector. The substantially (amendment and Amendment of Maritime Claims) Act, 2017 replaced outdated colonial era legislation, expanded the jurisdiction of coastal High Courts, and modernised procedures related to ship-owners and marine claims, including the provision for maritime liens. The Shipping of Ships Act, 2017 has implemented the Hong Kong Convention, ensuring that ship recycling is made adheres to safe and environmentally sound practices, thereby promoting green and sustainable maritime operations. All these acts have been enacted and are now in force.

The DGS has consistently strived for enhancement of Merchant Shipping in India. India's recently announced laws pertaining to the Shipping industry – the New Merchant Shipping Act has enabled not only the maritime sector but also brought a holistic maritime leadership to the world, such a dedicated law places much desired emphasis on coastal shipping too.

These new legislations should promote foreign trade in India flag, promote employment of seafarers, as well as protect marine pollution. The policies will also boost India's ability to emergency response and ship-building in India. India has consistently remained leader in maritime trade and the recent promulgation of the Maritime Shipping Act of 2015 has received growing recognition for Indian flag ships. These recent legislations also promote ease of business while diversifying senior officers have also been proposed thereby improving confidence of consumers with its objective of Jan Vishwas.

India's Shipping Act also reinforce and facilitates the role of the Directorate General of Shipping by bringing it more clearly defined responsibilities and transferring it into the Directorate General of Maritime Administration. This strategic elevation will enhance its institutional authority, streamline regulatory functions, and empower it to better assess and develop India's maritime sector in line with global best practices.

AD VISHWAS,
Deputy Director General of Shipping, DGS

NEWS

Merchant Shipping Act Merged

The Merchant Shipping Act, 1958, which is a consolidated legislation that deals with various aspects of shipping, has been merged with the Merchant Shipping Act, 2015, which is a new legislation that deals with various aspects of shipping. This merger is expected to streamline the shipping laws and make them more effective. The new legislation will also provide for a more comprehensive and updated framework for shipping operations in India. The merger is expected to be implemented by the end of the year.



THE HUMAN ENGINE OF MARITIME GOVERNANCE

Focus

India's Maritime Workforce Development

India's maritime workforce is one of the largest in the world, with over 10 million seafarers. The industry is a key sector for the country's economic growth, and the government is committed to developing the workforce through various initiatives. This includes providing training, improving working conditions, and ensuring the safety and health of seafarers. The government is also working to attract more people to the industry and to improve the overall image of maritime work.

PERSONNEL TRANSFORMATION PROGRAMS HAVE ENABLED THE HUMAN SIDE OF MARITIME GOVERNANCE

At the international level of shipping (2024), commemorating 75 years of its voyage through India's maritime legacy, the Personnel Branch stands as a quiet yet resolute pillar behind this journey—ensuring that every task of change is matched with administrative consistency, integrity, and tenacity.

Often working behind the scenes, the branch anchors the very soul of the Maritime, managing the life cycle of every officer and staff member who has dedicated themselves to India's maritime mission.



The Seal of the Directorate General of Shipping, India

2024

Reflections on India's 75th

75 years ago, India was a young nation, struggling to establish its identity and governance. Today, India stands as a global superpower, a testament to the resilience and vision of its people. The journey from a struggling nation to a global superpower is a story of perseverance, innovation, and the unwavering spirit of the Indian people. It is a story of a nation that has not only survived but thrived in the face of adversity, emerging as a global leader in various fields. The 75th anniversary is a time to reflect on the progress made and the challenges ahead, as we continue to build a stronger, more prosperous India for the future.

Whether it is streamlining recruitment, streamlining processes, maintaining sector records, or guiding transfers and performance assessments, the branch is the heartbeat of DGT's human capital engine. More than just administration of files and postings, the Personnel Branch has evolved into a hub of innovation—pioneering key reforms such as the implementation of SHANIKH (the shift to) (SHE), compliance oversight through CPGAME and IET, and the deployment of resources around not for accountability and discipline.

They were also instrumental in integrating 300 workbooks into LAGAR BHASKAR, introducing a paperless and performance-driven office in this milestone year, as DGT modernised into DIGMA—pursuing a modernised, matured, matured, matured approach to matured governance with new leadership wings and new leadership wings—the Personnel Branch took lead in the face of change that came.

It is not merely adapting but leading the evolution by equipping future-ready leaders, nurturing inter-disciplinary careers, and ensuring that talent is matched with purpose. As we stand at the threshold of our 75th year and the anniversary of Shri Mata Jai Prasa 2018 and Amrit Mahotsav Shri Mata 2047, the Personnel Branch takes pride in having served the work of administrative excellence for 75 years.

Our journey from a traditional service to digital transformation is not just about systems—it is about people, about ensuring that the Directorate continues to be staffed with assets that are empowered, ethical, and equipped to serve India's maritime needs with pride. To us, the 75th year is not just a celebration—it is a reaffirmation of our role as enablers, custodians, and silent architects of the great maritime mission.

CHANDRA SHEKHAR,
Deputy Director General of Shipping, DGT



FROM TRADITION TO TRANSFORMATION, INDIA'S IMPLEMENTATION OF THE STCW REGIME IS REDEFINING MARITIME TRAINING AND CERTIFICATION. WITH A FOCUS ON QUALITY, COMPLIANCE, AND GLOBAL PARITY, THE JOURNEY IS STEERING SEAFARER EXCELLENCE TO NEW HORIZONS.

INDIA'S STCW JOURNEY: ADVANCING MARITIME TRAINING AND CERTIFICATION

STCW

Advancing the STCW Framework

The STCW Convention is a global framework for maritime training, certification, and watch-keeping. India's implementation of the STCW regime is a landmark achievement, reflecting the country's commitment to global maritime standards and the safety of its seafarers.

The International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW), adopted by the International Maritime Organization (IMO) on 7 July 1978, marked a turning point in maritime regulation. Before its adoption, seafarer training and certification standards varied widely across countries, creating inconsistencies in a fundamentally global industry. The STCW Convention introduced harmonized standards for training, certification, and watch-keeping of seafarers across the globe.

India ratified the STCW Convention in 1981. As a littoral state and signatory, India, through its maritime administration (the Directorate General of Shipping (DGS)) became responsible for ensuring compliance with the Convention's provisions. Since then, the Directorate, under the Ministry of Ports, Shipping and Waterways, has played a pivotal role in building a highly competent and internationally respected maritime workforce. A major milestone was India's accession to the IMO's "White List," which recognized the country's training and certification systems as fully STCW compliant. This reflected the high standards of India's maritime institutions and strong regulatory oversight by the Directorate.

Over the years, the Directorate has developed a comprehensive framework for examination, approval, audit, and assessment. Even during the disruptions caused by the COVID-19



2020

Maritime Labour Conventions & Code WLDL

With the coming into force of flagging India's ships under the new convention in 2021, with various maritime conventions such as ILO Conventions 102, 114 and 117 and the related instruments in 2021, India will be the 10th country to ratify the Maritime Labour Convention (MLC) 2006. The MLC 2006 is a landmark agreement between 118 countries, which sets global standards for seafarers working on ships, covering, amongst other, minimum wages, hours of work, social security, and other conditions of employment. India has been a party to the MLC 2006 since 2015. The MLC 2006 is a landmark agreement which sets global standards for seafarers working on ships, covering, amongst other, minimum wages, hours of work, social security, and other conditions of employment.

Further, the Directorate continued its efforts towards training and certification. It became a first in online and e-content, virtual media, and hybrid modular courses enabled operational continuity while upholding safety and compliance.

Keeping pace with global advancements, the Directorate has continued its modernisation and innovation in processes. Initiatives such as digital Certificate of Competency (CoC), online application system, and Innovation 2020/21 registration, have improved transparency, efficiency, and security, reinforcing India's position in digital maritime governance.

To further strengthen training quality, the Directorate has revised syllabi across Near Coastal Voyages (NCV) and Passage Making (PM) categories. Recognising that traditional assessment methods often fall short in evaluating critical decision making and emergency response, the DCC is now introducing web-based simulation tools, including 3D/VR, to support scenario-based resolutions.

Complementing these efforts, the Directorate has also prioritised the integration of experienced crew personnel into the merchant marine, in line with Article 16 of the STCW Convention, through DCC Order No. 17 of 2021, structured initiatives wherein have been introduced to facilitate the entry of serving and retired Indian Navy personnel into the Merchant Navy.

As part of expanding international cooperation, the Directorate is in discussion with its nearest counterpart to provide Indian seafarers with STCW compliance training for polar operations. A Memorandum of Understanding is currently being developed to facilitate this collaboration.

In parallel, efforts are underway to simplify and consolidate the regulatory framework. The Directorate is preparing a unified order on the safe manning of Indian ships by merging all related circulars and executive directions. This is being done in accordance with 2021 Resolution A.1047(27) and Section 76 of the Merchant Shipping Act, 1958, with the aim of improving clarity, compliance, and implementation.

India's journey in STCW implementation is not just about meeting certification, it is about building capacity, ensuring safety at sea, and allowing the country's maritime excellence. The tremendous success of shipping companies to lead the nation, supported by a committed ecosystem of operators, seafarers, agencies, and stakeholders. Each certificate issued is a mark of credibility and compliance, a testament to professional integrity and global trust.

SEA, Ravi Singh Chauhan,
Special Director (and Deputy Director General), DCC



WITH 15 YEARS AT SEA ETCHED INTO EVERY DECISION, A DG SHIPPING OFFICIAL SHARES HIS PERSONAL MISSION TO PROTECT, EMPOWER, AND STAND BY EVERY INDIAN SEAFARER, ESPECIALLY THE UNHEARD AND THE UNSEEN

SAILING WITH DIGNITY: A SEAFARER'S COMMITMENT



Seafarers from various Indian ships in DG Shipping office, New Delhi. Photo by DG Shipping office



Directorate General of Shipping, India

UPHOLDING INDIA'S MARITIME & SHIPPING COMPETENCY

EXTERNAL EXAMINERS PLAY A PIVOTAL
ROLE IN UPHOLDING AND ENHANCING THE
DG SHIPPING COMPETENCY FRAMEWORK,
ENSURING FAIR ASSESSMENTS, MAINTAINING
GLOBAL STANDARDS, AND DRIVING
EXCELLENCE IN MARITIME TRAINING



External examiners are essential to the *Blueprint for Global Shipping (BGS)* examination framework, ensuring Indian students meet international competency standards. They conduct comprehensive assessments to evaluate students' theoretical knowledge, practical abilities, and readiness for duty at sea, acting as impartial evaluators who uphold fairness and credibility, by strictly adhering to trust guidelines and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), they maintain the integrity and consistency of the examination process. Drawing on their industry expertise and extensive maritime experience, external examiners provide valuable insights and practical perspectives that help students through, relevant, and aligned with global shipping needs.

Benefits of External Examiners

External examiners bring numerous benefits to the certification process by ensuring impartiality, industry relevance, and quality assurance. Their independence from training institutions provides objective, unbiased evaluations of students' competence, building trust in the trust certification system. They also ensure that examination standards reflect current maritime practices, technologies, and regulatory requirements, effectively bridging the gap between classroom learning and real-world conditions at sea. In addition, external examiners act as a quality control mechanism, verifying that competency standards are consistently met, which strengthens the reputation of Indian students worldwide and reassures employers and international bodies of their reliability.

Challenges and Opportunities

To play their critical role, external examiners face several challenges that also present opportunities for improvement. Assessing students' competence demands specialized training and qualifications, making ongoing professional development essential to maintain high standards. Ensuring consistency and fairness across various testing locations and candidate groups remains a priority, requiring clear guidelines and oversight. By collaborating closely with the BGS, external examiners can drive continuous improvement in the examination system, incorporating industry feedback, adopting best practices, and introducing technological innovations to further enhance the credibility and global recognition of Indian maritime certifications.

DR. AJAY AGRAWAL,
 Joint Head, Marine/IMO/STCW (BGS)

Guidelines for External Examiners

The following guidelines for external examiners, outlined by the organization:

1. Qualification and Experience: Candidates must possess the necessary qualifications and experience, such as a certificate of competency, to ensure that the candidate is capable of assessing the knowledge and skills. They also must be able to contribute to being good candidates for the examination system.

2. Training Schedule: A specific training schedule is provided for external examiners, including a minimum number of candidates' contributions to be assessed.

3. Assessment and Evaluation: External examiners must adhere to the assessment and evaluation guidelines, ensuring that students meet the required competency standards. The evaluation of external examiners is thorough and ongoing, including assessments, peer reviews, and regular feedback loops. It is essential to ensure that external examiners are aware of any updates to the guidelines.

Dr. Ajay

Key Takeaways

External

External examiners play a vital role in ensuring that Indian students meet international competency standards. They conduct comprehensive assessments to evaluate students' theoretical knowledge, practical abilities, and readiness for duty at sea, acting as impartial evaluators who uphold fairness and credibility, by strictly adhering to trust guidelines and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), they maintain the integrity and consistency of the examination process. Drawing on their industry expertise and extensive maritime experience, external examiners provide valuable insights and practical perspectives that help students through, relevant, and aligned with global shipping needs.

External examiners, selected from the industry, play a vital role in ensuring that Indian students meet international competency standards. They conduct comprehensive assessments to evaluate students' theoretical knowledge, practical abilities, and readiness for duty at sea, acting as impartial evaluators who uphold fairness and credibility, by strictly adhering to trust guidelines and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), they maintain the integrity and consistency of the examination process. Drawing on their industry expertise and extensive maritime experience, external examiners provide valuable insights and practical perspectives that help students through, relevant, and aligned with global shipping needs.

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International Day of Yoga 2025: A Day of Yoga for Maritime Well-being

SAGAR MEIN YOG: A WELLNESS MILESTONE FOR MARITIME INDIA

Rooted in the 'Six Pillars of Maritime Well-being'—spanning emotional, physical, nutritional, social, financial, environmental, spiritual, medicinal, occupational, and yoga wellness—'Sagar Mein Yog' sets a benchmark to comprehensive crew wellness. By embedding yoga into daily maritime routines, it bridges India's ancient wellness practices with the operational demands of global shipping. The launch of 'Sagar Mein Yog' not only marked a step forward in soft power diplomacy but also served as a testament to India's leadership in global maritime health standards. As the initiative scales further, it aims to nurture a professionally competent and mentally resilient maritime workforce, capable of navigating the challenges of a globalized world.

In a landmark celebration of International Day of Yoga 2025, the



Workshop at the Maritime Training Centre, India

2024

Page 2: Maritime

CELEBRATING 75 YEARS OF INDEPENDENCE AND 100 YEARS OF THE MARITIME TRAINING CENTRE, INDIA

The Maritime Training Centre, India, celebrated its 75th anniversary on 21st June 2024. The event was held at the Maritime Training Centre, India, and was attended by the Director General of Shipping, the Director of Maritime Training, and other officials. The event was a grand affair, with a large gathering of officials and staff members. The Director General of Shipping, India, addressed the gathering and highlighted the achievements of the Maritime Training Centre, India, over the years. He also announced the launch of the Maritime Training Centre, India, 75th Anniversary Commemorative Book. The book is a tribute to the Maritime Training Centre, India, and its staff members. It contains a wealth of information about the Centre's history, its achievements, and its future plans. The book is available for purchase at the Maritime Training Centre, India, and is priced at Rs. 100.00. The Maritime Training Centre, India, is a leading institution in the maritime training sector. It provides a wide range of courses and programmes for maritime professionals. The Centre is committed to providing high-quality training and to developing the maritime workforce. The Maritime Training Centre, India, is proud to celebrate its 75th anniversary and to look forward to the future.

Director General of Shipping, under the Ministry of Ports, Shipping and Waterways, officially launched the 'Yoga Meets Yoga' programme on 21st June 2024 at the Maritime Training Centre, India. The event was presided by the Hon'ble Minister of Ports, Shipping & Waterways and witnessed participation from academics, senior government officials, maritime stakeholders, and wellness professionals.

The event began with the formal unveiling of the 'Yoga Meets Yoga' modules – a suite of wellness resources tailored specifically for the maritime community. These were designed to promote physical vitality, emotional stability, and mental clarity. The launch was followed by a live yoga session conducted by wellness experts from TruSangati, who led maritime professionals through breathing exercises (Pranayama), yoga postures (Asanas), guided meditation, and relaxation techniques adapted to shipboard environments.

Photographs from the event captured the significance and energy of the launch. From the Hon'ble Minister addressing the SMY workforce, to collective group photos of participating dignitaries, the atmosphere reflected a unified commitment to holistic health. A dedicated yoga session, now available and offered to participating yoga studios, symbolising the integration of India's spiritual heritage into modern maritime life.

A defining feature of the initiative is its Training of Trainers (TOT) model, empowering master trainers and certified instructors to lead yoga sessions aboard ships and at ports. This ensures the programme's continuity, inclusivity, and scalability across the maritime ecosystem. SMY is aligned with the Maritime Labour Convention (MLC), 2006, and supports Sustainable SDG 3 under the Maritime India Vision 2030.

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Headed/Designed by: Shiping Director General (India), IIT



Yoga Inauguration: Director General with the Board Members of the Maritime Training Centre, India



EMPOWERING WOMEN SEAFARERS

THE DGS HAS STRIVED IN SETTING A TRANSFORMATIVE LANDSCAPE AND TO EMPOWER WOMEN IN THE SHIPPING INDUSTRY...

Feature

100 Women Global Oceanography Society (WOGOS)

WOGOS is a global organization of women seafarers and shore-based professionals in the shipping industry. It was established in 2010, with the aim of providing a platform for women to share their experiences, knowledge and skills, and to support each other in their professional and personal lives. The organization has since grown to include members from over 100 countries and is now a leading voice for women in the shipping industry.



Dr. Anurag Chakravarti, Director General of Shipping, India, is a member of the WOGOS. He has been instrumental in setting up the WOGOS in India and has been actively involved in its growth and development. He has also been a member of the WOGOS Executive Committee and has been instrumental in setting up the WOGOS in India.

Director General
Dr. Anurag Chakravarti
Director General
Director General



There is a constant for the Shipping Company of India, in setting up the WOGOS in India. The WOGOS is a global organization of women seafarers and shore-based professionals in the shipping industry. It was established in 2010, with the aim of providing a platform for women to share their experiences, knowledge and skills, and to support each other in their professional and personal lives. The organization has since grown to include members from over 100 countries and is now a leading voice for women in the shipping industry.

Capt. Robert Dethlefs
Director General



"Highlighting our key goals, I encourage our crew members to be a team player, jumping into the line of action. As you know, the job is hard, but it is also very rewarding. We are working hard to ensure that our crew members are safe and healthy. We are also working hard to ensure that our crew members are happy and satisfied. We are committed to making sure that our crew members are the best in the industry."

Ingrid Engquist, Captain of the ship Indira
Indira Department of Shipping



"Continuing to work together, my goal is to ensure that our crew members are safe and healthy. We are working hard to ensure that our crew members are happy and satisfied. We are committed to making sure that our crew members are the best in the industry."

Christina Kallio, Captain of the ship Indira



"The ship Indira is a very special ship. It is a ship that is dedicated to the service of our customers. We are working hard to ensure that our crew members are safe and healthy. We are also working hard to ensure that our crew members are happy and satisfied. We are committed to making sure that our crew members are the best in the industry."

Captain Sushma Choudhary
Indira Department of Shipping



"In 2023, Captain Rishabh Sharma was awarded the 2023 Captain of the Year award. He is a very dedicated and hardworking captain. He is committed to making sure that his crew members are safe and healthy. He is also committed to making sure that his crew members are happy and satisfied. He is committed to making sure that his crew members are the best in the industry."

Captain Rishabh Sharma

India has witnessed a remarkable 77% surge in registered women seafarers—from 1,879 in 2015 to 14,291 in 2024, marking a decade of steady progress in Maritime Gender Inclusion, a key pillar of IMI Services' commitment to making our industry a safer and more inclusive place. The role of women in India's maritime sector is expanding significantly, with a growing number of women crewing traditionally male-dominated roles both at sea and ashore.

There has been impetus from the Govt of India, increasing interest of shipping, in enabling women to take advantage of all available facilities and create high level competition. The increasing interest of shipping's huge Maritime Services Division, the continuous growth of shipping in women at sea, M.T. Domestic Routes and M.T. Overseas routes, ships were called with all Women officers on board, under the leadership of the Maritime Services Division of Shipping and the Shipping Corporation of India, such women have not a hand and that message to the industry - that women can work the ship, and be strong leaders in shipping industry.

SHRUTI KARNIK,
Principal Engineer, India Dept of Shipping



Mr. Anand Bhargava, Principal Engineer of the Indian Department of Shipping, is proud to present the trophy to Captain Rishabh Sharma for his contribution to the industry.

A 2023 award, also recognizing general authority, excellent safety performance, and impressive leadership in the maritime industry.



SECURING A SUSTAINABLE FUTURE FOR SEAMEN

A RELIABLE PROVIDENT FUND SCHEME
NOT ONLY CEMENTS THE FUTURE
OF SEAFARERS BUT ALSO ENABLES
MARITIME STRENGTH

Quote

**Nalini Kumar, Chief
Executive Officer (CEO)**

"The Provident Fund Scheme for Seafarers is a landmark initiative that will help in securing the future of seafarers and their families. It is a significant step towards ensuring a sustainable future for seafarers and their families. The scheme will provide a reliable source of income for seafarers and their families, ensuring a secure future for them and their families."

Provident Funds (PFs) are a crucial component of social security systems worldwide, providing financial protection to workers in their old age or in case of unforeseen events like death, etc. While challenges arise, best practices and innovative solutions can help and ensure the sustainability and effectiveness of PFs in supporting workers' financial security. In this context already introduction of PF for Seafarers is a great provision. It paves the way for seafarers to retire.

While challenges remain, ITRF seeks to explore the best practical solutions which can help and ensure the sustainability and effectiveness of ITRF in supporting seafarers' financial security. The Organisation ensures regular payment of Paid Withdrawal claims and Non-refundable Withdrawal claims through ITRF/IBTRF to the members' accounts (or to the next of kin of the deceased members). All the paid withdrawal (IBTRF) application forms, advance



stamp receipts, transfer form and check for p.a. list of documents required along with the application form are available on the ITRF website which can be downloaded from the website for claiming the amount. Seafarers' President Fund Organisation has started all continents. The website also provides clear steps of member and personnel for verification of their accounts online. All the Application forms can be downloaded from this office website. The seafarers can view their IV account (view only) by visiting "http://ivpf.gov.in". During the year 2024-2025, the Treasurer's President Fund follows continued about ITRF/IBTRF member's President Fund accounts.

The respective Board of Trustees consisting of the Government appointed Chairman, three members of the Central Government, three representatives each of the employers and employees is constituted under Section 3 (1) of the Seafarers' President Fund Act, 1966. The Director General of Shipping is the Ex-Officio Chairman of the Board of Trustees and the Treasurer's President Fund Commissioner who is Chief Executive Officer, is the Secretary to the Board.

The various Board of Shipping provides details of seafarers such as details of voyages, details of Article of Agreement and other administrative supports. However, under the guidance of Director General of Shipping, a new software with forward looking vision, innovative & sustainable approach to underpinning.

ITRF focusses with practical and ongoing issues and an eye towards emerging and growing innovation for President Fund for seafarers to take to new horizons and open.

As we commemorate the 75th Shipping's decade of service to the nation, the President Fund emerges as a quiet testament to the Government's vision—a quiet yet a regulator of maritime justice, but of an empowered one. It acknowledges that the strength of better shipping lies not only in ships and ports, but in the people who sail them. The IV system, backed by policy, protected by law, and sustained through decades of institutional will, is a reflection of the Government's enduring belief that safeguarding the financial future of our seafarers is essential to the continued growth, resilience, and global stature of Indian shipping.

SURESH KANAK
Commissioner, Seafarers' President Fund Organisation, Mumbai

TRIF

ITRF: The Assurance for Indian Seafarers

ITRF is an initiative of the Government of India to provide financial security and social welfare to Indian seafarers. It is a trust established under the provisions of the Seafarers' President Fund Act, 1966. The trust is managed by the Seafarers' President Fund Organisation (SPFO) which is a non-profit organisation established under the provisions of the Seafarers' President Fund Act, 1966. The trust provides financial assistance to Indian seafarers in various forms such as gratuity, provident fund, and medical expenses. The trust also provides financial assistance to the families of deceased seafarers. The trust is a significant source of financial support for Indian seafarers and their families.

TRIF

ITRF is a trust that provides financial security and social welfare to Indian seafarers.

*Samudra Śuddhiḥ,
Rāṣṭrasya Vṛiddhiḥ*







MANY MORE MILESTONES FOR INDIA:

BEYOND AMBITIONS, INDIA CAN ENHANCE GLOBAL
COMPETITIVENESS BY LEVERAGING TECHNOLOGY
AND SUSTAINABLE PRACTICES

India's maritime infrastructure comprises 12 major ports and over 200 notified non-major ports, targeting to quadruple capacity by 2030 and reach 14,000 MMTCA by 2047. Advanced technologies including digital twinning, integrated Vessel Traffic Management Systems, and Maritime Single Window ensure efficient operations, while the focus that India accords continues to grow expand with deeper draughts for larger vessels.

India's maritime sustainability follows the Sustainable Ports Decade, achieving 300,000 tonne-level fuel energy capacity by 2034, meeting

50% energy requirements from renewables by 2030, reducing projected carbon emissions by 1 billion tonnes by 2030, lowering 120 million tonnes by 45% by 2030, and achieving net zero emissions by 2050. However, India drops its MMT plastic to oceans annually and ranks 17th among top 30 countries for marine pollution. There are 100 tonnes—tides, waste, and microplastics—contribute 10% of plastic debris in Indian Subcontinent ocean.

The EC2 is developing a national green shipping policy focusing on alternate fuels including bio-



FROM THE SEAS TO MARITIME GOVERNANCE

A PERSONAL REFLECTION ON A VOYAGE IN MARITIME ADMINISTRATION

As the Maritime Council of Shipping commemorates its 75th anniversary, I find myself looking back over more than forty-one years of my life spent within the institution with a deep sense of gratitude, pride, and humility. I passed those early after years at sea, with salt still in my veins and the steady hum of the engine room still alive in my ears. I did not experience one of disillusionment with realising, but inspired by some personal moments close to my heart.

Over the years I have also joined that my blood runs very near Acts, Rules, Conventions, and regulations than headlights. Yet the truth is that I have loved every bit of working in one of the most rigorously regulated sectors in the world. To me, these regulations are not hurdles; they are lifelines – critical to safeguard lives, protect the marine environment, and uphold public trust. Maritime administration is far more than the written of laws and codes. It is about standing by society when the sea runs hostile and ensuring that our ships, our seafarers, and our coastline never fall short in times of crisis.

I will never forget my posting to the Arabian and Indian Oceans when the tsunami struck in 2005. The devastation was unimaginable – shattered ports, stranded vessels, and entire communities cut off from the world. The entire government machinery worked round the clock with great resources, arranging damaged ships, coordinating emergency relief, and ensuring that supplies reached those stranded in those days and

Dr. Dilip

Project Director, *Remembering the Maritime 75th Years*

Dr. Dilip is a former Director of the Maritime Council of Shipping, Government of India. He has worked in various capacities in the maritime sector, including as a member of the Maritime Council of Shipping, Government of India. He has also worked in various capacities in the maritime sector, including as a member of the Maritime Council of Shipping, Government of India.

rights of seafaring officers, I witnessed what maritime administration truly means: not paperwork, not protocol, but the protection of lives and livelihoods in their most vulnerable moments. That experience moved to me a sense of purpose that continues to guide me every single day.

Through the years, I have developed to be part of initiatives that ensure the resilience of our maritime. I have been part of ever-evolving sea survey and certification agency, ensuring that ships under our flag meet the highest international standards from construction through operation. I have witnessed the maritime assembly including several global associations into our national framework – whether it was ballast water management, MARPOL amendments, or driving India's leadership in the Hong Kong Convention on ship recycling. Most recently, our collective focus on the Paris Agreement framework to prepare our industry for a future that is not only prosperous but also sustainable and green.

Yet, above all else, it is the seafarers who make this journey truly worthwhile. Nothing gives seafarers respect, I know the weight they carry in silence – the responsibility of a ship, the inclusion of long voyages, and the quiet path of keeping the world's trade alive. Every regulation we issue, every inspection we conduct, must uphold their safety, their dignity, and their rights. That is why I have always believed that a maritime administration is not merely an enforcer of rules, but a guardian – someone a seafarer can trust when the tide turns against them.

There have been difficult days and testing moments, but never a day of regret. The Directorate General of Shipping has been more than a workplace to me; it has been a family—a fellowship of colleagues bound by the shared mission of public safety, environmental stewardship, and the advancement of India's maritime legacy. I feel honoured to have contributed even a small part in that mission.

As we celebrate over 75 years, I stand proud as my commitment, my voyage, and the vision I carry to the creation of maritime policy has been one of learning, service, and purpose. Whatever I have been able to achieve is because of the unwavering support of my mentors, my colleagues, and my family—and because of the seafarers I continue to draw from the seafarers who keep the world moving.

For me, the Directorate General of Shipping is not merely an institution. It is a solemn promise—to every seafarer and to every Indian—that we will continue to work with integrity, with humility, and with unwavering resolve to meet our maritime sector's needs and water, green horizons, and a future worthy of the oceans we serve.

As I look ahead to my next superannuation to the coming months, my heart is filled not with an ending, but with hope for the journey yet to unfold for the great institution, its my colleagues and its the next generation of officers and seafarers. I leave only this thought: wear your uniform as your compass, keep the seafarers at the center of your heart, and you will always steer true. No matter how rough the waves, the horizon is bright, and I will always watch with pride as you carry this legacy forward.

ABHIRAM VARMA

Chief Surveyor and Additional Director (Survey/Inspection),
Directorate General of Shipping



MARITIME REFORMS FOR ECONOMIC RESILIENCE: AUGMENTING INDIA'S FLAG VESSEL FLEET

A NEW WAVE OF OPPORTUNITY UNDER THE INDIAN FLAG

India is setting a decisive course toward strengthening its maritime sector by relaxing vessel registration laws and leveraging financial incentives through the International Financial Services Centre at GIFT City. The Merchant Shipping Act 2023, together with policy shifts at the financial and regulatory level, aims to expand the national fleet, reduce foreign exchange outflow, and position India as a significant maritime economic power by 2047.

India's merchant marine trade has seen remarkable growth, with a value exceeding about \$1.2 trillion annually. However, a significant portion of this trade is carried out by foreign-flagged vessels, making it a substantial economic drain. The shipping sector alone accounts for approximately \$100 billion, or about 10 percent of India's total merchandise trade value. Out of this estimated \$100 billion in freight expenditures, Indian shipping companies account for merely around \$2 billion, indicating that the vast majority of freight earnings are accrued by foreign operators. This underscores the urgent need to enhance India's shipping capabilities, as relying on foreign ships for the bulk of cargo transportation not only reduces costs but also limits the economic benefits that could come from operating under the Indian flag.

Strengthening the Indian fleet and enabling Indian companies to take a larger share of the maritime trade is critical for boosting economic efficiency and reducing foreign exchange outflows.

The Merchant Shipping Act 2023, seeks to address this longstanding gap through a new set of progressive provisions. The Act includes specific provisions aimed at facilitating an increase in Indian-flagged tonnage. Furthermore, non-Indian nations, overseas citizens of India, joint ventures, and foreign corporate bodies can now own vessels under the Indian flag provided Indian crewed in command. This change is expected to attract new

400
The 2023 Merchant Shipping Act provides a new structure and grants significant regulatory powers to the Shipping Commission.



REGULATIONS AND PROMOTIONS BY DG SHIPPING HAVE ENABLED MULTI-MODAL TRANSPORT OPERATORS (MTOs), ENSURING SEAMLESS CARGO MOVEMENT ACROSS SUPPLY CHAIN

STRENGTHENING INDIA'S LOGISTICS BACKBONE: THE ROLE OF MTOs

India's growth as a global economic powerhouse depends mainly on the efficiency and sustainability of its logistics and transport infrastructure. In this context, Multi-modal Transport Operators (MTOs) play a vital role in ensuring seamless cargo movement across the supply chain—from road to rail to sea and air—under a single contractual arrangement. The Directorate General of Shipping (DG Shipping), under the Ministry of Trade, Shipping and Waterways, is at the helm of regulating and promoting this critical sector.

CONSTITUTIONAL BASIS AND LEGAL FRAMEWORK

Multi-modal transportation refers to the integrated movement of goods using at least two modes of transport, typically involving road, rail, air, or sea. The Multi-modal Transportation of Goods Act, 1991 and the Regulations of MTOs India, 1992, provide the statutory framework for regulating and governing MTOs in India. However, the current mandate under the Act is restricted to exports and does not comprehensively address import-related operations—a critical gap that industry stakeholders have pointed out. Recognising the importance of transparency, standardisation, and consumer protection, DG Shipping has issued a series of circulars (e.g., DG Shipping No. 01/2019 and No. 28/2020) to ensure fair practices in pricing and service delivery by MTOs, shipping lines, and freight forwarders.

CHALLENGES IN MULTI-MODAL TRANSPORT

Despite strong policy support, several critical challenges continue to impede the efficiency of multi-modal logistics in India. A key concern is the prevalence of non-transparent and arbitrary charges. Numerous complaints have emerged regarding unexplained and excessive fees levied by shipping lines, Container Freight Stations (CFS), and freight forwarders, often introduced

TYRAN

Creating an Efficient Logistics

Multi-modal transport is a complex system that involves various modes of transport. To ensure seamless cargo movement across the supply chain, it is essential to have a single contractual arrangement. This is where Multi-modal Transport Operators (MTOs) come in. They provide a single point of contact for cargo movement across different modes of transport, ensuring efficiency and cost-effectiveness.

under varied circumstances that make it difficult for importers and exporters to estimate them. Another major issue is the lack of legal recourse. The Multi Modal Transportation of Goods (MMTG), Act of 1991 does not provide a framework to resolve disputes or regulate pricing by shipping lines, leaving most import-related matters outside the purview of existing legislation. Furthermore, increasing freight rates and customer shortages have become a persistent challenge. The sector has experienced high volatility and although efforts by shipping lines to reposition containers helped mitigate the issue during 2021-2022, the situation exposed the industry's vulnerability to global disruptions. Adding to this complexity is the multiplicity of changes imposed by Non-Vessel Operating Common Carriers (NVOCCs), who often channel costs through CTRs, thereby increasing the financial burden on importers without providing commensurate value.

Issue of container stacking

A closely allied sector, coastal shipping, is being actively promoted through the MTCA. Regional connectivity is pursued to create a resilient base with bilateral shipping agreements such as the BIMOTEC. Coastal shipping agreement under negotiation, India's focus on global logistics depends on the effective negotiation of various transport modes and seamless regulatory mechanisms. Imports legislation and infrastructure gaps, initiatives such as the

Merchant Shipping Act, Tapaswala, MPM and GatiShakti reflects a strong governmental commitment to reform.

Way Forward

India's focus on global logistics depends on the effective negotiation of various transport modes and seamless regulatory mechanisms. Implementation of a robust Multimodal Transport System ecosystem, which covers legislation and infrastructure gaps, challenges, initiatives like

the Merchant Shipping Act 2025, Tapaswala, MPM, and GatiShakti reflect a strong governmental commitment to reform.

As the country accelerates towards becoming a \$5 trillion economy, MTOs will remain critical to India's ambition of becoming a global logistics hub. By fostering transparency, digitisation, legal reform, and inter-agency collaboration, India can unlock the full potential of multimodal logistics, bridging trade, commerce, and the economy alike.

Dr. SURESH K. NARAYAN, IAS,
 Deputy Director General, MCA

Government Initiatives

Tapaswala Programme: A digital initiative aimed at port infrastructure development. Tapaswala promotes efficient cargo movement and track of container movement through a centralised logistics centre. Address modal mix, and digitalisation of operations.

Merchant Shipping Act – 2025 (MSA) Reform and MMTG Act Revamp: These legislative initiatives aim to streamline and modernise existing regulations, addressing the need for port digitalisation by providing regulatory clarity and transparency to all stakeholders.

Merchant Shipping Act (MSA): A process of revising 1991 MSA enables the operation to avoid duplicated provisions through a consolidated system, addressing legal and regulatory lacunae.

The Landmark National Water Way: This initiative includes strategies to enhance through digital solutions to plan and implement such activities. Project has also includes enhanced connectivity to various of intermodal water infrastructure to ensure growth and sustainability of it.

Key:
 MTOs are crucial to India's ambition of becoming a global logistics hub and economy of \$5 trillion economy.





GREEN SHIPPING

INDIA'S MARITIME TRANSFORMATION: EMBRACING GREEN TECHNOLOGIES AND PRACTICES

A s a small boy, I visited the Merchant port, and the container from trucks here caused me wonder and discomfort. After all these years, during my tenure with DGC in 2018, I visited several ports in Chennai and Mumbai districts and witnessed a sea of change where many trucks have been transformed to electric vehicles. This, I believe is the beginning of a green revolution in Shipping. As the Director General of Shipping since commencement in 7th year of inception, India's maritime sector stands at a pivotal juncture, actively pursuing a transformative journey towards environmental sustainability. This milestone year highlights a strong commitment to decarbonisation and the adoption of green shipping practices, reflected in a suite of strategic policies, collaborative initiatives, and technological advancements that will position the nation as a significant player in the global green maritime landscape.

A cornerstone of this transition is the proposed National Green Shipping Policy (NGSP), a comprehensive document developed through collaborative efforts between the DGC and Lloyd's Register. This policy aims to drive decarbonisation, foster innovation, and enhance competitiveness on the global stage by delineating clear pathways through green finance, regulatory refinements, technological integration, and collaborative initiatives. The NGSP aligns with India's "Pancham" goals announced at COP 26, which include achieving 100 GW of new fossil energy capacity by 2030 and net zero emissions in the maritime sector by 2050. Sectoral stakeholder consultations are ongoing by DGC to fine-tune up this high-level policy document to guide India on this path towards a low-carbon and cleaner maritime.

Complementing the NGSP, the Transition Fuel Strategy (TFS) for Maritime India, formulated by the Indian Register of Shipping (IRS) in partnership with the DGC, outlines a dynamic blueprint for integrating cleaner alternative fuels and developing supporting infrastructure. This strategy emphasises a multi-fuel approach, focusing on green hydrogen, green methanol, green ammonia, advanced biofuels, and electrification. The efforts indicate a significant shift

FOCUS

Large Initiatives in Focus

Green ports are becoming a reality. In 2023, the Government of India has approved the National Green Shipping Policy (NGSP) which will focus on decarbonisation, foster innovation, and enhance competitiveness on the global stage.



away from conventional marine fuels by 2050, with substantial investments planned for bunkering facilities and gasification. The PPS also anticipates the need for Carbon Dioxide Reception Facilities at ports with an annual capacity of 17 million tonnes by 2050, and explores the potential for various propulsion in the long term.

India is also actively engaged in consolidating “Green Corridors” strategic initiatives in decarbonised shipping routes. A proposed partnership with Singapore aims to create a green fuel supply corridor, leveraging India’s designated Green Hydrogen Hubs at ports like Kandla, Tuticorin, and Tuticorin. These corridors are seen as practical pathways to achieving the International Maritime Organization’s (IMO) greenhouse gas reduction goals, providing critical knowledge and consensus of scale. Furthermore, the 19th Circular No. 4 of 2022 mandates the collection of data from all Indian ships by the implementation of IRR, CO₂ Single Use of Plastic, and the issuance of E-CHS by Master Suppliers, through the digital health logs portal. This demonstrates a proactive approach to monitoring and enforcing environmental compliance.

Regulatory frameworks are being reinforced to support these initiatives. The Merchant Shipping Act, 2019 (MSA) and the Merchant Shipping Regulations, 1969 (MSR) are being amended to provide a green energy-efficient fleet, aligning with the NDC’s Revised GGC Strategy 2023. In response to a stakeholder consultation regarding rapid regulatory changes, the ICGT has proposed the “Sustainability Indexing of Ships (SIS)” – a voluntary, performance-linked compliance framework that evaluates vessels on environmental sustainability, safety, operational performance, and competitiveness. This framework will be digitally managed, transparent, and designed to increase greener and more efficient ships, in line with promoting alternative fuels. The ICGT has also issued ICGT Flagging/Porting Circular No. 27 of 2022, providing comprehensive guidelines for LNG bunkering operations. This circular addresses the lack of specific regulations in India, aiming to establish clear guidelines for permitting, safety, environmental protection, maintenance, training, and endorsement for LNG bunkering. Similarly, a recent ICGT Circular on Hybrid Bunkering Guidelines aims to bridge gaps in standardised national guidelines for hybrid bunkering operations, ensuring safety, fuel quality assurance, environmental protection, and operational consistency. Such initiatives underscore the ICGT’s commitment to facilitating responsible uptake of cleaner fuels.

ICGT has recognised the need for the establishment of the Indian Green Cruise of India Line for sustainable maritime transport in the region. A cruise planned to be established in Mumbai will act as a regional support system for countries to further their green initiatives and progress through regional co-operation.

International Collaborative Efforts are also a key focus. The Indo-Japan Centre of Excellence (CoE) on Green Shipping aims to drive collaborative work on green fuels, regulations, ship recycling, digitalisation, and resilience training. This international partnership underscores India’s commitment to knowledge sharing and technological transfer in the green shipping domain. Additionally, India has been selected as a partnering country in Green Voyage 2050 for support in identifying pilot projects from the Green Voyage 2050 Accelerator, further complementing its role in global decarbonisation efforts.

Overall, India’s approach to green shipping is comprehensive, encompassing policy development, fuel strategy, infrastructure upgrade, regulatory reform, technological innovation, and international collaboration. As the ICGT marks its 75th year, these efforts collectively underscore its enduring legacy and forward-looking vision to maintain the environmental integrity of maritime activities while fostering sustainable growth and global leadership in sustainable maritime practices for decades to come.

TAJESH KARAN,

Deputy Chief Manager, Green Energy Supply Chain Division, ICGT



SHIP RECYCLING:

A SUSTAINABLE FUTURE FOR INDIA'S MARITIME INDUSTRY

It gives me immense pleasure to share my journey in this remarkable sea this special eve of 75th Anniversary of the Directorate General of Shipping.

During my sailing career from Junior Marine Engineer to Chief Engineer Officer for about 30 years my responsibility was to maintain the vessels in a condition and ensuring the vessel, its equipment and machinery are in better working condition.

This continued for another 7 years when I retired and also was involved in operations to maintain the vessels under my charge and later to verify the compliance to various international conventions, Sea worthiness of Ships during the Survey & Certification as an Inspector of Ship Surveys and the existing foreign vessels as a Port State Control officer towards compliance verification to various IMO conventions related to Safe Operation of vessels and Welfare of seafarers onboard on these vessels.

Coming to this Directorate, I got an opportunity to look after the ISM Code which covers the Ships and the Shipping Companies are in compliance to the ISM Code requirements related to Safety Management System. Interestingly, I got the profile of Ship Recycling which deals with the end-of-life Ships which for a Marine Engineer is a sentimental task to look after the dismantling activities of a Ship. However, it is our duty to give a rational end-of-life to a Ship which has served its useful life ensuring the needs irrespective of a Nationality or a Region or a Religion. Thanks for rendering it as Ship Recycling considering it as a viable option of a vessel in different forms.

Ship recycling is considered as the best option to reuse the components and recycling of material at the end of useful life of a ship as a sustainable manner. A high proportion of utilization of steel is achieved from the recycled ships for the other domestic manufacturing sector. This offers a cheaper and energy-efficient alternative to steel production from iron ore which reduces the load on the steel manufacturing industry in the country helping to achieve the circular economy.

Identifying the safety risks faced by the workers and the environmental concerns encompassing the ship recycling industry, the Honourable Supreme Court, while disposing the petition of Research Foundation for Science Technology and Natural Resource Policy, dealt with the need to regulate the ship recycling industry from a safety and environmental point of view and the Honourable Court stressed the need for adherence to principles of sustainable development, the precautionary principle, and the polluter pays principle, mandating strict compliance.

STORY

DR. D. N. MURTHY Chief Vigilance Officer

Dr. D. N. Murthy is a former Director General of Shipping, India. He has worked in various capacities in the shipping industry for over 30 years. He is currently a member of the National Maritime Council, India. He is also a member of the National Maritime Council, India. He is also a member of the National Maritime Council, India.



2016

Circular economy

Government has a strong focus on circular economy and resource recovery, with emphasis on creating business to enhance the circular economy. India's Green Building Council (GBC) is the first Green Building Council in India. The GBC India has been established in 2009. It is a non-profit organization, which is a part of the Green Building Council (GBC) network. The GBC India is a member of the Green Building Council (GBC) network. The GBC India is a member of the Green Building Council (GBC) network.

In compliance with the Supreme Court directions, the Ministry of Steel, which was the then administrative ministry for ship recycling formulated a comprehensive Code in the form of an executive order to regulate ship recycling in India. This paved the way for Ship Recycling (India) Bill, 2015, in line with the requirements of Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ships (HSC) which was the regulatory framework all the way of HSC.

India notified the HSC on 28th November, 2017 as a lead ship recycling nation out of the top ship recycling nations demonstrating a commitment to sustainable ship recycling. Subsequently launched the Recycling of Ships Act, 2017, on 13th December 2017 providing the legal framework to enforce the Hong Kong Convention. The Director General of Shipping was notified as an Apex body and National Authority for Ship Recycling on 15th October 2020 to administer, supervise and monitor the Ship recycling activities in the country. To facilitate enforcement, the Recycling of Ship Recycling Rules, 2021 was framed and the Ship recycling regulations are in the verge of notification.

As the global ship recycling regime comes under the endorsement of the Hong Kong Convention with entry into force on 28th June, 2027, having 117 party with Statement of Compliance to HSC, with a capacity to recycle 6.5 million Metric Tonne and looking for doubling the recycling capacity, India is uniquely poised to emerge as a market leader in HSC compliant ship recycling.

India's ship recycling sector is expected to play a key role in the future of green steel, supporting the decarbonisation efforts of the industry. The sector also helps to align the Country's commitment towards the United Nations Sustainable Development Goals (SDG), especially SDG 8 (Decent Work and Economic Growth), SDG 9 (Industry, Innovation and Infrastructure), SDG 12 (Responsible Consumption and Production), and SDG 14 (Climate Action), SDG 15 (Life below Water).

While commemorating the wonderful journey of this movement in the past 75 years implementing various International Conventions of 2007 under SHARP2007. While thanking my illustrious colleagues of the past and present, I take immense pride to be a part of this movement in the past 12 years and to be in it's specific ship recycling journey facilitating entry in to force of Hong Kong International Convention in India.

captain's recollections,

Director of Ship Recycling Unit, Deputy Director General of Shipping (India), 2022

Key

1. The Ministry of Steel
2. HSC
3. Environment
4. SDG
5. SDG 8
6. SDG 9
7. SDG 12
8. SDG 14
9. SDG 15



STRENGTHENING TIES: INDIA'S MARITIME ENGAGEMENT THROUGH INTERNATIONAL COOPERATION

As the Directorate General of Shipping (DGS), India, commemorates 75 years of its distinguished service to our nation, the International Cooperation Branch (IC) strongly stands out as a critical pillar for shaping India's maritime diplomacy and global standing. A sustained engagement lies at the heart of the IC Branch's operations with multiple organisations like the International Maritime Organization, the United Nations specialised agency responsible for regulating international shipping, the International Labour Organisation, the European Maritime Safety Organisation, various Member States of understanding like the Iran IMO, Tokyo IMO, Indian Ocean IMO, Maritime Administration of different flag states and High Commissions of India in multiple countries.



Ahead the scenes, the branch operates as a strategic nerve centre, managing India's participation in IMCT meetings, coordinating the preparation of technical papers that align with national objectives and ensuring compliance. One of the notable successes has been India's uninterrupted election to Category II of the IMCT Council every biennium since its inception, reaffirming the country's strategic influence in international maritime affairs. This representation, along with India's proactive engagement

in various committees and sub-committees of the IMCT, has enabled India to voice the concerns of developing maritime nations and promote an equitable regulatory framework. With the International Cooperation Branch, that continues a dialogue consistent with the Ministry of External Affairs, Indian High Commissions and local-level forums to ensure India's progress and well-articulated and effectively communicated, inputs regarding the maritime sector from the International Cooperation Branch also play a key role during the negotiation of various free trade agreements by the Government of India.

India further demonstrated its commitment and capabilities in ensuring the robust implementation of IMCT instruments in all seven Flag State, Port State, and Coastal State, where there is a substantial engagement during the IMCT Member State Audit (MSA) carried out by the IMCT in early 2023.

The branch plays a pivotal role in negotiating bilateral maritime agreements, including Memorandums of Understanding (MoUs) and Mutual Recognition Agreements (MRAs), to enhance international collaboration and facilitate seafarer mobility. It operates a Working Committee composed of experts and stakeholders, to ensure inclusive policymaking and provide robust technical and regulatory input. The IC Branch also coordinates capacity-building and technical assistance efforts for regional partners within frameworks such as IMCTIC, and the Indian Ocean Rim Association (IORA), Pacific Rim, it ensures India's maritime position evolves, showcasing national achievements at global events, while systematically ensuring the delivery of India's international maritime commitments.

Looking forward, the International Cooperation Branch continues to evolve as a catalyst for India's maritime growth, in an increasingly interconnected maritime landscape, it reinforces India's commitment to global governance, sustainable shipping, and regional cooperation. The branch ensures India's global maritime voice with a strong legacy of resilience, strength, and collaboration that has paved Indian shipping for the past 75 years.

ANURAG CHAKR
 Deputy Director General
 India Shipyard, 1002
 Connaught Place, New Delhi, 110022



IC Branch Team, India, at IMCT Conference in Montreal

Trade

Utilization of Trade Corridors

Over the past few years, India has been actively engaged in various international trade agreements, including the Regional Comprehensive Economic Partnership (RCEP), the Indo-Pacific Economic Framework (IPEF), and the India-Middle East and Europe Economic Corridor (IMEEC). These agreements are expected to significantly boost India's trade and economic growth, particularly in the areas of infrastructure, energy, and digital trade. The government is also focusing on enhancing its trade infrastructure, including the development of new ports and shipping lanes, to facilitate smoother trade flows and reduce transit times. Additionally, the government is promoting digital trade and e-commerce, which are expected to become major drivers of India's trade growth in the coming years.



STEERING OPERATIONS SAFELY

OFFSHORE OPERATIONS IN INDIA AND ENSURING SAFE OPERATIONS THROUGH SPS CODE, MODU CODE, IP CODE AND HSC CODE IMPLEMENTATION

As the Directorate General of Shipping (DGS), celebrates 75 years of steadfast service, its role in regulating and ensuring safe offshore vessel operations stands as one of its most impactful and enduring contributions. Since its establishment, DGS has evolved from a maritime administrator into a proactive custodian of India's offshore vessel safety standards. Through strategic implementation of international frameworks like the Special Purpose Ships (SPS) Code, Mobile Offshore Drilling Unit (MODU) Code, Industrial Trawler (IT) Code and HSC Code, DGS has embedded safety and operational excellence into the very fabric of India's offshore domain.

Keynote

Shantika Mishra

SPS CODE, MODU CODE, IP CODE AND HSC CODE IMPLEMENTATION, REGULATORY CHALLENGES AND SOLUTIONS, THE NEED FOR STRUCTURAL SAFETY THROUGH HUMAN RESOURCE, REGULATORY CHALLENGES AND SOLUTIONS, REGULATORY CHALLENGES AND SOLUTIONS.

Aerial assistance response

India's offshore activities gained momentum in the 1970s following the discovery of oil in Mumbai High, catalysing an era of exploration and innovation. As offshore activities proliferated, ranging from support vessels to mobile drilling platforms and drill ships, the need for structural safety through human resource, regulatory challenges and solutions, the need for structural safety through human resource, regulatory challenges and solutions, regulatory challenges and solutions.

Early response: were we are where we are in our offshore sector

The SPS Code governs vessels engaged in specialised offshore operations like drilling, cable



2024

Real-time Coastal Surveillance (RTCS)

Introducing a system for real-time surveillance of offshore oil rigs across the country using satellite-based data, the Directorate General of Shipping, India, has announced the launch of the Real-time Coastal Surveillance (RTCS) system. A cutting-edge system, it will enable the Directorate General of Shipping, India, to monitor and manage offshore oil rigs in real-time, ensuring their safe and efficient operation.

ing and support services, whereas the 60,000 GRT vessels, structural, equipment, and safety protocols for mobile drilling platforms. DGT integrated these codes into the Indian maritime regulatory system from early 2020, customising them for local operational conditions. Through a blend of policy directives, technical scrutiny, and close collaboration with classification societies, DGT ensured that vessels operating in India's offshore waters meet the highest safety benchmarks.

Operational design and marine risk assessment

From regulatory audits to emergency coordination, the Directorate has played a pivotal role in making offshore operations safe and sustainable. Its efforts working behind the scenes have enabled routine inspections, vessel certifications, and crew compliance tracking. During natural calamities such as cyclonic storms, DGT has coordinated timely evacuations and supported state response initiatives in collaboration with state bodies and coastal authorities.

Creating skills and secure jobs

Today, by endorsing the new Industrial Protocol (IP) Code, the Directorate is proactively laying groundwork for the maritime infrastructure. What is being given for indigenous High Speed Passenger Code certified under the IOP Code 2020 for passenger transfer to offshore work stations. Regular stakeholder consultation, skill development initiatives, and efforts toward international harmonisation reflect its evolving mandate.

Creating a legacy of maritime safety

As the Directorate General of Shipping marks 75 years, its unwavering commitment to offshore safety through the 1974 and 60,000 GRT Codes stands as a defining chapter. The Directorate's legacy is not just in policy documents, but in thousands of safe voyages, protected lives, and resilient operations. Its journey continues, steering India's offshore future with integrity, innovation, and insight.

NEEL KUMAR,

Deputy DG/ Dip Director, www.IndiaShippingDirectorate.gov.in



MERCHANT SHIPPING ACT, 2025: A PROGRESSIVE SHIFT IN INDIA'S MARITIME FRAMEWORK

Over the decades, the Merchant Shipping Act, 1958 had become a bulky piece of legislation due to various amendments carried out to the Act from time to time. Owing to frequent amendments between 1962 and 2014, the number of provisions expanded to more than 100 sections, rendering the legislation cumbersome and fragmented.

The new Merchant Shipping Act, 2025 (25 of 2025) has been recently passed by both Houses of Parliament during the Monsoon session in August 2025 and has received the assent of the President of India on 12.08.2025. The said Act has been duly published in the

Official Gazette of India. Upon coming into force, the Merchant Shipping Act, 2025 shall repeal and replace the Merchant Shipping Act, 1958.

The Merchant Shipping Act, 2025 has streamlined the legislative framework by consolidating and rationalising provisions into a compact structure of 525 sections across 14 Parts, effectively removing redundancies and overlaps. The legislation has evolved through extensive consultations into a comprehensive statute aimed at modernising India's maritime framework, aligning domestic laws with international best practices and International Maritime Organization (IMO) conventions.

Key reforms include the renaming of the





Minister, Ports, Shipping & Waterways, Mr. Nitin Gadgil (left) with the Director General of Shipping, Mr. R. S. Prasad (right) at the port of Tuticorin, Kerala.

Director General of Shipping as the Director General of Maritime Administration (DGMA), and placing strong emphasis on welfare of crew, growth of seafaring under the Indian flag, and ship safety and security. The Act also addresses the protection of the marine environment and provisions for marine transportation.

Significant measures to promote seafaring under the Indian flag include expanded ownership criteria for vessel registration, registration of non-oxi-fuelled powered vessels, and registration without requiring a call at an Indian port. Provisions on maritime education and welfare welfare have been updated based on IMO's Convention, and chapters for survey, audit, and certification have been included.

The EGM is empowered to issue directions to ports and the Director General of Lighthouses and Lightships to ensure compliance with international conventions. The Act also promotes transparency in charges levied to access ports and facilitates access to ports for local investor confidence, while various matters remain under court jurisdiction.

The Merchant Shipping Act, 2023 is a decisive step towards positioning India as a leading global maritime hub. It represents a transformative shift from a regulation-heavy framework to a facilitative policy environment that fosters investor confidence, raises safety standards, safeguards the marine ecosystem, and strengthens India's position as a maritime power.

The Act incorporates global best practices, reduces compliance burden, and ensures comprehensive adoption of India's international commitments, all of which will catalyze growth and sustainability in the sector. It addresses the critical objectives of increasing seafaring under the Indian flag, reducing compliance burden, and strengthening coastal security. By doing so, the Act empowers Indian ports and shipping to shoulder a larger share of global trade—driving economic growth, generating employment, and contributing directly to the national vision of 'Atmanirbhar Bharat'. The new Merchant Shipping Act, 2023 will shift the focus from mere regulation to facilitation, thereby advancing India's credibility and sustainability as a maritime power. This progressive approach is intended to attract greater global investment, stimulate employment generation, and foster a resilient environment for the sustainable and inclusive growth of the maritime sector.

R. S. PRASAD
 Deputy Director General of Shipping, DG



VIGILANCE IN MARITIME GOVERNANCE

ADDRESSING SECTOR-SPECIFIC CHALLENGES AND BUILDING ETHICAL SYSTEMS

International maritime sector is dynamic, diverse, and strategically vital. Within this ecosystem, the International General of Shipping (IGS) plays a critical role – not only as a regulator but also as a custodian of ethical governance. Vigilance in IGS is not limited to compliance checks; it is about embedding integrity into the core of every operation. Yet, the challenges faced by the maritime sector are diverse, requiring nuanced and proactive responses.

Key Challenges in a Multi-Stakeholder Ecosystem

Operating within a complex and evolving ecosystem, vigilance in maritime governance at IGS confronts two key challenges:

Complex Regulatory Interface: IGS operates at the confluence of public and private sector – interacting with shipping companies, port authorities, maritime training institutions, IACS, G-Subsidiary entities, classification societies and international organizations. Navigating this network while maintaining vigilance and without impeding operational flexibility is both intricate and essential.

High-risk functional areas: critical regulatory functions – such as ship registration, IIS, IISG examinations, ship survey, audit, Non-IG business company approvals, inspection and licensing – are sensitive areas prone to obstruction and subversion. These domains require vigilance oversight to ensure fairness, transparency, and compliance with global standards.

Digital Transformation and Emerging Risks: While digital platforms such as Regeneration and e-licensing systems have enhanced transparency, they also bring new challenges. Cybersecurity threats, data integrity risks, and technical vulnerabilities demand a vigilance technology- savvy approach to oversight.

Merits and Resistance to Change: Transitioning from reactive vigilance to a proactive, system-based approach often faces resistance—especially in systems shaped by legacy processes. Promoting a culture of accountability and ethics education, leadership, and prominent effort.

Proactive vigilance: A pathway to culture transformation

The Central Vigilance Commission (CVC), strongly advocates for proactive vigilance as the most sustainable model for ensuring clean government. At CVC, the philosophy is actively implemented through a series of transformational initiatives.

Process Re-engineering: Systems are routinely reviewed, redesigned, and simplified to clear procedural complexity and eliminate ambiguity.

Capacity Building: Regular training programs on ethics, vigilance laws, and internal control mechanisms are conducted to empower personnel at all levels.

Digital Transparency: It provides online platforms, online complaint mechanisms, and public dashboards enhance transparency within processes, and build public trust. Integrity facts and ethical recommendations. The use of integrity facts in tendering processes, monitored by independent observers, ensures fair play and encourages ethical practices.

Vigilance Manual and Awareness: Annual dissemination of Vigilance Awareness Week, combined with ethics engagement campaigns and employee pledge programs, reinforces the values of integrity and accountability.

Key

Vigilance has evolved to encompass ethics. Transparency is inherent and accountability is driven by digital-based solutions.

Ensuring a culture of integrity

True vigilance is not just about detecting misconduct—it is about creating an atmosphere where wrongdoing is discouraged, transparency is habitual, and accountability is expected. In an industry that operates between global protocols and national laws, the Directorate General of Shipping stands not only as a regulator but also as a beacon of ethical leadership.

By instituting vigilance as a shared value rather than a top-down enforcement, DGS is forging a public confidence and resilience underpinning a culture of maritime excellence. In doing so, it ensures that the compass of maritime governance always points toward transparency, fairness, and integrity.

**BY SHRI C. BHASKAR, IAS,
Deputy Director General, DGS**





के सभी माननीय सदस्यों का

7 - 9 जुलाई 2017 | मुंबई



HINDI IN ADMINISTRATION

DIRECTORATE GENERAL OF SHIPPING'S OFFICIAL LANGUAGE RESOLUTION

7/17/17

The Directorate
Of Shipping

किसी भी भीषण
परिस्थिति में
संस्था के सभी
कार्यवाही के लिए
संस्था के सभी
कार्यवाही के लिए
संस्था के सभी
कार्यवाही के लिए
संस्था के सभी
कार्यवाही के लिए

The Government of India's official language policy aims to encourage the use of Hindi in office work and to establish it as a principal working language. The Directorate General of Shipping, the country's premier maritime administrative body, is continuously striving to put this policy into practice. The role of an official language system is especially significant in this regard. This system not only ensures the use of Hindi in the office but also fosters investment and the habit of natural use of the language among all employees.



Steps of work with implementation of the official language section

The primary function of the Official Language Section is to ensure compliance with the policies, rules and instructions laid down by the Department of Official Language, Ministry of Home Affairs. Continuous translation work is undertaken to make office correspondence, manuals, notifications and various kinds of administrative information available in Hindi. Regular workshops are organized to train officers and staff in Hindi skills – covering Hindi typing, administrative terminology, translation skills and official letter writing. Quarterly progress reports, the observance of “Hindi fortnight” and other Hindi workshops form part of its activities. The section is also responsible for organizing inspections by the Parliamentary Committee on Official Language, preparing and presenting the related reports.

achievement

As a result of efforts over recent years, the use of Hindi in the office has been steadily increasing, as reflected in quarterly progress reports. During Hindi fortnight, competitions such as essay writing, debates, translation and handwriting are held, with enthusiastic participation from staff at all levels. Recently, the Parliamentary Committee on Official Language inspected the Directorate and appreciated its work in the field of Hindi. In addition, the bilingual version of the office’s e-website and the e-translators module is under development to ensure Hindi maintains a strong presence in e-governance.

future work: strengthening Hindi in the digital era

Going forward, the goal of the Official Language Section is to ensure that every original correspondence in “Region A” and “Region B” offices is issued out in Hindi. Special training programmes for Hindi shorthand typing are completed and for the use of Hindi in digital media. To make Hindi more user-friendly in the office, efforts will be made to promote circulation through information boards, digital media displays, e-newsletters and social media. Bilingual modules are also planned for initiatives like “Governor in the Seat” and “Step of Gov”. As the chair of the State Official Language Implementation Committee, the Directorate will be active as a source of inspiration for other offices. Keeping the current context in view, an e-library is also planned for the Directorate. This will help conserve the environment while making materials readily available electronically.

Conclusion: writing what has to be achieved in the future

The Official Language Section of the Directorate General of Shipping is making continuous, planned efforts to strengthen Hindi in its work culture. The section goes beyond mandatory compliance to promote Hindi as a language of day-to-day practice. By combining technology and innovation with human resource development, the Official Language Section aims to continue playing a leading role in bringing Hindi into the mainstream of administration in the years ahead.

Shri Venkatesh Prasad Gowda,
Deputy Director (Official Language), D.G.



NAVIGATING INDIA'S MARITIME LEGACY: ADOPTION OF DGS ENSIGN & EMBLEM

ADOPTED IN
2019, THERE IS
AN INTERESTING
LEGACY TO THE
DIRECTORATE
GENERAL OF
SHIPPING ENSIGN
& EMBLEM

A defining moment in the DG's history came in 2019, during its 75th Anniversary Day, a celebration that marked seven decades of unswerving service. This 75th year milestone is not merely a reflection on the past but a bold step toward the future, as the DG adopted its official organizational symbols—the DGS Ensign and Emblem in January 2019. These symbols, meticulously designed to reflect India's maritime heritage, serve as a visual representation of the organization's legacy and aspirations.

The DGS Ensign, set against a navy-blue background symbolizing the vast maritime domain, prominently features the State Emblem of India, signifying its official status as a Central Government Organization. At its heart lies the DG's logo, a rich composition of maritime symbols: an anchor representing stability and safety, a steering wheel denoting



Ministry of Shipping, Government of India

75 YEARS OF STEERING INDIA'S MARITIME FUTURE

WHAT COMMENCED IN 1949 IS TODAY
SAILING AHEAD WITH RESILIENCE,
PURPOSE, AND VISION

As India celebrates and commemorates 75 years of maritime excellence, the Directorate General of Shipping (DGS), established in 1949, as a ministry-led entity, embarks on a definitive steering India's maritime administration, ensuring safety at sea while promoting sustainable shipping practices critical to India's maritime journey marked by resilience, vision, and global impact and stature. Today, as the world grapples with the colossal challenges on the horizon of international shipping, it has evolved from its role as a statutory regulatory body to a dynamic institution concerned with holistic maritime and shipping administration, encompassing from the Directorate General of Shipping to the Director of Marine Administration encompassing not merely the focus on sustainable marine / maritime shipping but also encompassing ports, ship yards, ship recycling centres, all these operational and related maritime shipping administration encompassing environmental safety, security, sustainability and comprehensive marine governance and response.





At our core, the Directorate General of Shipping remains committed to ensuring maritime safety, environmental protection, and seafarer welfare—but with renewed purpose and broader horizons. The earlier focus merely on shipping has transformed in a more comprehensive, human-centric approach towards maritime and shipping management and affairs. At the heart of our institution, lies the human resource element, anchored in maritime governance and shipping work-life as key pillars.

The 75-year landmark journey is not just a celebration of legacy, but of service to the nation and a dedicated purpose, a continuous evolution, and commitment towards better handling of maritime regulation, administration and facilitation. To all our partners in this expanding growth story of the Indian Maritime domain, let the navigation be by the compass of your integrity, let your charts be drawn with mutuals as their own vibrant coordinates, and you will always sail true—to ensure the steady and inclusion seas of transition and challenges. The voyage continues and all are urged to join the efforts of the Directorate General of Shipping to meet maritime governance *seamless access, smart, sustainable, and safe seas.*

In the traditions of the prayers to Lord Venkateswara **ॐ श्री कृष्णाय नमः** (*May all our needs be easily navigable*) as the Directorate General of Shipping commemorates 75 years of dedicated service, the central India national prayer is invoked for all:

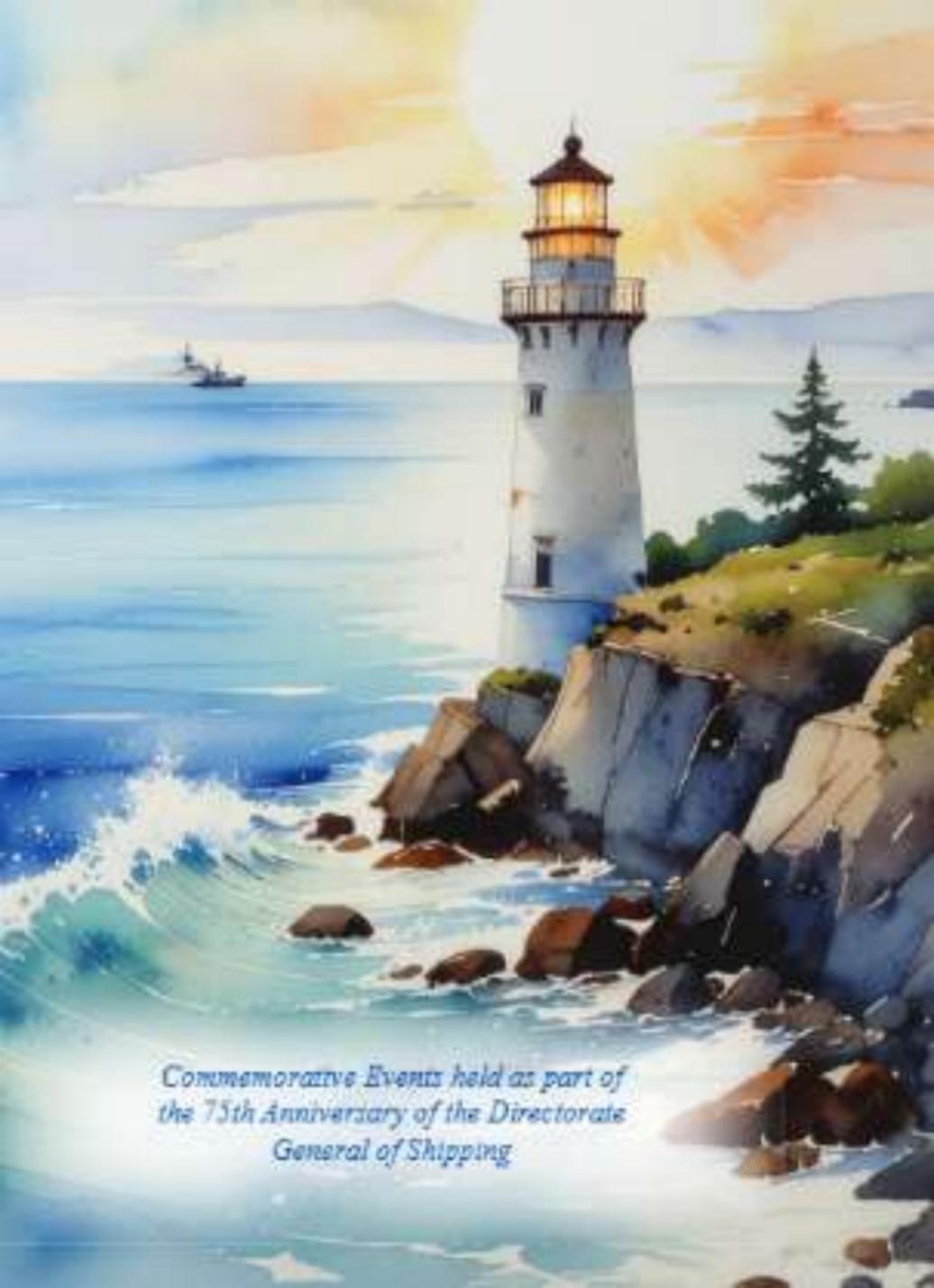
ॐ नमो भगवते वासुदेवाय, OM,
Director General of Shipping,
Ministry of Shipping,
Directorate General of Shipping,
Ministry of Shipping and Transport

ॐ श्री कृष्णाय नमः (Om, May All be Happy)
ॐ नमो भगवते वासुदेवाय (May All be Free from Sorrow)
ॐ श्री कृष्णाय नमः (May All see what is Unseen)
ॐ नमो भगवते वासुदेवाय (May we see God's)
ॐ नमो भगवते वासुदेवाय (Om, Peace, Peace, Peace)



*Netritva-Samyojanam,
Samudra-Sasaktikaranam*





*Commemorative Events held as part of
the 75th Anniversary of the Directorate
General of Shipping*



REFLECTIONS ON THE ANNIVERSARY LOGO

As we celebrate seventy five years of the Directorate General of Shipping's service to the nation, I take the occasion to reflect on the story behind the commemorative logo designed for this milestone occasion. This logo is not merely a graphic or an anniversary symbol. It is a visual narrative of our journey, our values, and our enduring dedication to India's maritime future.

At the center of the logo stands the number seventy five. To me, this is far more than a numeral. It represents a journey defined by institutional resilience, regulatory maturity, and national service. From the early years of post-independence maritime administration to today's era of global competition, digital transformation, and strategic leadership, the number reflects the distance we have travelled and the direction we intend to pursue.



The emblem of the Directorate General of Shipping lies at the heart of the logo. The DG Shipping emblem is placed centrally because it speaks to the core of our authority and legitimacy. This emblem is not ornamental. It is a seal of trust, built on decades of policy-making, international engagement, and unwavering service to the Indian maritime sector. It stands as a testament to our responsibility to uphold the standards we have inherited and the reforms we must continue to lead.

Below the number is a stylized wave motif. This was conceptualized to signify the maritime domain we regulate and protect. The ocean is central to India's history, economy, and identity. It has connected us to the world by millennia. These waves represent that timeless connection. They also symbolize movement, resilience, and the ever-evolving nature of maritime governance. The wave flows not only beneath the number but through the heart of everything we do.





Official Launch

01 October 2024

Her Excellency the Governor-General of the Commonwealth of Australia, Her Excellency the Governor-General of the State of Queensland

The entire public carries its own significance. Gold was chosen to reflect excellence, achievement, and timeless value. It also symbolises trust, depth, and our positional relationship with the sea. Together, they convey a balance between tradition and status, between continuity and adaptability.

At the base of the logo is the tagline "Celebrating 75 Years of Legacy." These words were crafted to reflect not just what we are commemorating, but why. We celebrate not for the sake of nostalgia but to honour the work that brought us here and the success that lies ahead. Legacy is not what we inherit, it is what we build upon. Through this tag line, we pay tribute to every navigator, seafarer, policy-maker, and other who shaped our journey and to the future generations who will carry it forward.

This logo features several of our Platinum Jubilee initiatives including the Collier Table Book, the commemorative stamp, the heritage exhibition, the documentary, and all associated publications. It is the common thread that binds the diverse elements of our celebration. It gives a unified face to our past, present, and future.

For us, this logo is more than an anniversary marker, it is a proud emblem of service, seafarer, and shared aspiration. It represents the journey of a Dominion that has stood at the helm of nation maritime transformation, from its foundations, modern to its methods, and visionary to its outlook.

GM. MISS ANNE

Deputy Special Adviser (Sea) Senior Deputy Director General (Task 1.1.1)

Our commemorative logo pays tribute to a milestone of the 75 years of Queensland. It is an enduring and enduring dedication to better maritime seas.



CANVAS OF THE SEAS: THE STORY OF THE COVER OF THIS COFFEE TABLE BOOK

ENVISIONED BY CAPT. ANISH JOSEPH, DEPUTY NAUTICAL ADVISER, DIRECTORATE GENERAL OF SHIPPING, THIS CONCEPT, BROUGHT TO LIFE BY THE ARTISTIC BRILLIANCE OF ASIF SHARIF SHAIKH IS A REFLECTION OF 75-YEARS OF MARITIME STEWARDSHIP



ASIF SHARIF SHAIKH

THE ARTIST'S VIEW

Shaikh, an acclaimed artist and recipient of some prestigious awards in painting and drawing, established his reputation through his solo exhibitions and more than twenty five group exhibitions, using a vibrant palette of blue, red, and green. He has created compositions that reflect energy, depth, and emotion.

Concept

Capt. Anish Joseph
Deputy Nautical Adviser
Directorate General of Shipping

Illustration

Asif Sharif Shaikh, Artist

Publication

July 2022, 200 pages

Editorial Team/Editors

Ms. Nisha Joshi

Through this artistic vision, the cover captures the dynamism of the maritime world, the ancient rhythm of ships at sea, the vigilance of regulatory oversight, the learning of seafarers, and the massive efforts that sustain India's maritime operations.

The creation between the realities of the past, projects the progress of the present, and envisions the spirit of continuity for the future. The cover is a tribute to the amazing seafarers who serve at sea and on shore, and a testament to the Directorate General of Shipping's role as the light-house guiding India's maritime destiny.

LEGIONS OF SEAFARERS



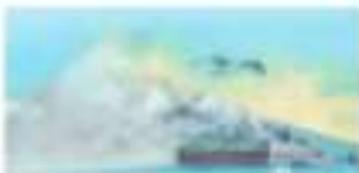
Spunkies at the Centre

At the centre lies the image of India signifying the nation's unity, while the light-house, one of the oldest navigational tools, evokes the historic roots of the shipping industry. Alongside it, the compass represents the modern evolution of navigation. The light-house is a metaphor for the Directorate's safe guiding ships, enforcing conventions, and building steady through changing seas. The compass reflects India's close alignment with Maritime Vision 2030 and Aarbh Kaul 2047 which has been thoughtfully incorporated through the article.

- India's Journey to Safe Sailing: Applications From Legacy to Intelligence
- Upholding Conventions Frameworks

Fuels and Preparations

On the left, the depiction of a vessel on fire under salvaging and firefighting support is a reminder of the persistent risks and uncertainties of sea. It symbolises the reality of maritime casualties, the accidents that test the resilience of both seafarers and the maritime administration and other stakeholders such as the Indian Coast Guard and the Indian Navy. The image also depicts the response mechanisms that reflect the government's preparedness and commitment in salvaging lives, securing vessels, and protecting the marine environment. The vessel is shown being rescued through coordinated efforts, utilising the resources and expertise available with the nation. These actions underscore the maritime administration's responsibility to prevent and mitigate pollution risks that could endanger the ecosystem and disrupt the livelihood of coastal communities.



The illustrations thus capture the balance between rapid emergency response and the long-term duty of environmental stewardship, both of which are integral to India's maritime governance. The vessel is shown evoking the Directorate's role in maritime casualty management, from fire and collision to pollution and oil spills. The shipping has evolved a system of preparedness and rapid coordination with the Indian Coast Guard, and salvage responders, which has been covered through the article.

- Casualty Management and Maritime Safety: A Commitment to Preparedness and Resilience
- Resilience At Sea: Rewriting Operations and Conventions



Conditions of Readiness

Just below, the illustration depicts an Indian-Flagged Emergency Towing Vessel (ETV), a vessel of readiness and readiness, reflecting on a critical mission to rescue a vessel in distress. The presence of the ETV one each in the east coast and west coast of India respectively reflects not only the operational capacity of the maritime administration but also its unwavering commitment to safeguarding life, property and the marine environment.



The Directorate plays a pivotal role in ensuring that such emergency response mechanisms are executed with precision and coordination. It maintains a maritime watch, the Directorate maintains the readiness efforts of the Indian Navy, the Indian Coast Guard, and the commercial port authorities, covering a seamless chain of action through our MARSEC and INCOMSEC units.

An integrated approach enables rapid response and minimises the potential impact of accidents that may threaten the coastline, endangers the lives of seafarers, disrupt trade, or harm fragile marine ecosystems. The ETV, therefore, stands as a powerful emblem of preparedness, cooperation, and the nation's unyielding resolve to protect its shores and those who navigate them. The offshore support vessels, dredgers, and high speed craft operate today under 300

MARSEC II and INSEC codes under the oversight of the DG Shipping and MARSEC which has been incorporated in the article contributed under the following:

- Drafting Maritime Vessel Operational Guidelines

Additionally, the figure symbolises vigilance, readiness, and justice embodied by Maritime Domain Awareness systems like MINDA, and its seamless synergy with ITC, A-Net and MERTS for real time surveillance and rescue which has been enabled through the states.

- Safeguarding Seafarers, Ensuring Safe Seas India Responds to Maritime Threats
- Ensuring Operations Safety

Signage of Industry and Sustainability

The illustration below the Indian Flagged vessel is a pictorial representation of a ship-building yard and ship recycling, wherein the marvel of naval architecture and engineering unfolds the foundation for the building of a vessel out at sea.

Cranes and dry docks represent India's industrial backbone. The ship yards, have transformed 'ship building' into 'ship recycling', recovering 95-98% of a vessel's mass. These practices ensure sustainability with employment, cleaner gains, and the circular economy which has been captured through the article.

- Ship Recycling: A Sustainable Future for India's Maritime Industry
- From the Seas to Maritime Commerce



Face of Maritime Competency and Training

Above in the shipped and ship recycling illustration stands the figure of a seafarer. They reflect an embodiment of the discipline, professionalism and passion that define a seafarer's maritime code. The ship persons reflect the strength and resilience of those who serve both seafarers and at sea, ensuring that the wheels of maritime trade continue to turn seamlessly.



Maritime Training Institutes play a pivotal role in shaping these young candidates into skilled officers who represent the nation with pride. Under the approving authority of the Directorate General of Shipping, these institutes deliver rigorous training to conform with the International Convention on Standards of Training, Certification and Watchkeeping (STCW), ensuring that every seafarer is equipped to meet the highest benchmarks of competence,

skill, and global readiness. The seafarer in white uniform is the symbol of India's maritime legacy. From 160000 trainees in 1972 to today's digital competency courses, the Directorate has prepared seafarers of global standard which has been thoughtfully incorporated from its articles.

- India's STCW Journey: Advancing Maritime Training and Certification
- Governance of India's maritime education

Importers of Trust

Was it love, another official with pinned looking checklist, a subtle but powerful reminder of the rigorous processes and inspections that safeguard the sanctity of every vessel before it is set sail or when it returns on Indian soil. These figures embody the unwavering responsibility of IACC's 40000 surveyors who also carry out the Port State Control and Flag State inspections, whose competence and credibility uphold India's reputation and define sub-standard ships. Every port entry is also a security checkpoint. Since 2001, IACC Shipping has been India's designated authority for ISPS, vaulting port and ship facility security into national law which has been incorporated through the articles.

- From the Boat to Maritime Governance
- Galvanizing the Sea: India's Journey to Port and Ship Security under ISPS Code



Women at the Helm

The women seafarer carries out operations onboard holding a master's licence, managing operations and conversations with her colleagues who are onboard the merchant vessel. The marinerwoman has collaborated and worked with the institutions and the involvement of women seafarers in the activities. Together, the officers, officers, and seafarers, both men and women stand as the backbone of India's maritime industry, the heartbeat of its global trade, and the custodians of its seafaring legacy. The Directorate, realises the women seafarers set at sea through large scale training which is the Directorate's flagship initiative to create a future-ready gender equitable maritime

image symbolizes the broader Green Shipping Policy, the roadmap for future trade, and the creation of Green Corridors, which has been incorporated through the article:

- Green Shipping: India's Maritime Transformation: Embracing Green Technologies and Practices

Everyday Heroes

Together, these stories on the cover weave a narrative of India's maritime journey, its resilience, innovation, and evolving commitment to safety and sustainability. The design was not only because the legacy of seafarers and maritime professionals but also celebrates the nation's forward-looking vision for a greener, safer and stronger maritime future. Nevertheless, deck officers, engineers, cooks, or cleaners, every role on board finds place in this canvas. From land ability to safe porting practices, these figures celebrate the dignity of everyday seafaring work. Wellness, resilience, and preventive safety initiatives are the Directorate's lasting contribution to maritime life which has been thoughtfully incorporated through the article.



The Inger Mar Sig, the transportation flagging initiative that symbolizes the Directorate's unwavering commitment to promoting the holistic well-being of seafarers. As seafaring continues to evolve, initiatives like these play a crucial role in ensuring the physical, mental, and emotional health of maritime professionals, ensuring their sustained contribution to the industry's growth and prosperity which has been incorporated through the article.

- Seafarers with Dignity: A Seafarer's Testimonies
- Seafarers' Well-Being: A Seafarers' Collection for Maritime India
- The Safety Regulations and Initiatives by the Directorate General of Shipping

CAR. 0001/20240.

Deputy Assistant Editor: *Sanjiv Kapur (Senior Counsel, TSP)*, IIT

The cover of this coffee table book is not only a work of art but also a living canvas of India's maritime journey. Every element, from the highlights and vignettes to the words in distress and the figures of officers, seafarers, and seafarers, weaves together a story of resilience, responsibility, and reform. It honors the Directorate General of Shipping's seventy-five years of service as the nation's lightkeeper, guiding India's maritime community through storms, safeguarding lives, advancing sustainability, and preparing generations of skilled seafarers for the challenges of the ocean.

The cover thus embodies both legacy and vision. It is a tribute to the seafaring heritage who serve at sea and on shore, and a reflection of the Directorate's enduring role in shaping India as a responsible maritime power. Just as the sea is boundless, so too is the spirit of service, resilience, and innovation that defines the Directorate General of Shipping and will continue to illuminate India's maritime destiny.



75 YEARS OF DGS

PLATINUM JUBILEE CELEBRATION

a year of commemoration and reflection

The year 2023 marked the Platinum Jubilee of the Directorate General of Shipping, celebrating seventy-five years of dedicated service to the maritime nation. It was a year of reflection and renewal, commemorating an enduring legacy while setting the course for the future of India's maritime profession.

Every initiative undertaken during the jubilee year reflected the Directorate's commitment to safety, security, sustainability, and service. Together they formed a narrative of continuity and reform, linking the institution's historic foundations with its forward-looking vision for Amriti Kari.

the 75-year logo: a symbol of legacy

The official Platinum Jubilee logo was unveiled in January 2023 during the (MSE) Annual Dinner event. The design combined the number seventy-five with the Directorate's insignia and a stylized wave motif, symbolizing resilience, progress, and the eternal connection between India and the sea. The logo became the unifying emblem of the jubilee year and a proud emblem of service and a full decade of national service.

reach to new celebratory milestones

A special 75-Year Celebratory Staff was also announced during the Green Shipping Conference, highlighting the Directorate's initiatives in sustainable shipping and commercial practices. The staff presented the 75th-year jubilee journey through a virtual infographic video and exhibition panels, portraying India's maritime transformation and commitment to green growth.



INTERNATIONAL SHIPPING AGREEMENT

A five-page *Maritime India* supplement was published on 11 September 2023 in the Times of India (Mumbai edition) and the *Maritime Times* (all India edition), followed by its Hindi counterpart in *Navikaran Times* (Mumbai edition) on 15 September 2023. The publication brought the Directorate's seventy-five-year journey to a national audience, highlighting milestones in maritime policy, training, safety, and technological advancement.

The supplement underscored the Directorate's continuing relevance as a maritime regulator of international standing. It showcased the institution's leadership in maritime reform, its pivotal role in international cooperation, and its alignment with India's long-term vision for a sustainable, globally integrated shipping sector.



International Shipping Agreement

COMMERCIAL STAMP, SPECIAL COVER AND COFFER (MUMBAI 2023)

On 01 September 2023, the Directorate issued a stamp celebrating its Platinum Jubilee (Commemorative Day at Haveli Station - Major Customs Facility Station Centre, 320001 MUM, Mumbai).

The release showcased the release of the official coffee table book, the launch of the documentary under "Voyage of a Nation," and the unveiling of the commemorative postage stamp and special cover by the Department of Posts.

The stamp depicts the Platinum Jubilee logo framed by maritime imagery of ships and seafarers, while the special cover carried the Directorate's motto. These releases symbolized the Directorate's enduring service to the nation and its leadership in India's maritime future.

The Coffee Table Book, titled *Voyage of a Nation: Seventy-Five Years of the Directorate (Annual of Shipping)*, chronicled the institution's journey through archival imagery, reform milestones, and stories of leadership that shaped maritime India.



Commercial Stamp, Special Cover and Coffers

THE DOCUMENTARY "VOYAGE OF A NATION"

The *Maritime India* documentary *Voyage of a Nation* portrayed the seventy-five-year evolution of the Directorate (Annual of Shipping) from its founding in 1947 to its transformation into a modern maritime administration. Through a blend of archival footage, interviews, and creative visuals, the film captured India's maritime progress and the Directorate's defining role in modern seafaring, maritime safety, and sustainable development.

The documentary premiered during the Jubilee events and was telecast nationally on *News 24* on 27 and 28 September 2023, reaching audiences in eighteen states across India. The broadcast received wide acclaim, bringing the Directorate's story to homes across the country and reaffirming its place in the nation's maritime heritage.



The Documentary "Voyage of a Nation"

CONFERENCE OF LEGAL AIDERS

Three major conferences served as the foundational pillars of the Platinum Jubilee year.

LEGAL AIDERS, STRONG ALLIANCE (01 AUGUST 2023)

This inaugural conference addressed maritime safety priorities and regional cooperation. The *Annual Generally Report 2023* and *Maritime Security Review 2023* were released, and Memorandums of Understanding were exchanged with the international groups of 164 Clubs and the International Seafarers Welfare and Assistance Network (ISWAN).



Legal Aiders, Strong Alliance

12TH ICAO MEETING, AIRPORT SECURITY, AIRCRAFT SAFETY (20 AUGUST 2023)

This conference explored the evolving role of maritime education, aviation competence, and institutional capacity building. It featured the release of the *ICAO Annual Report 2023* and the *Comprehensive Inspection Report*, underscoring India's leadership in global aviation markets.



12th ICAO Meeting, Airport Security, Aircraft Safety



Coventry Leathers, Expresso Vodka (17 October 2020)

The lead evidence focused on decontamination, ship recycling, and the circular maritime economy. Discussion on green shipbuilding and decarbonisation indicated various critical India's readiness for sustainable maritime development.

Together these three conferences established an enduring institutional legacy for the Maritime India, realising India's maritime leadership on the world stage.

Exhibition: 75th Anniversary Maritime India Story

A national exhibition titled 75 Years of Sea and Service was held at SEIFE, Mumbai, from 09 to 20 September 2023. The exhibition showcased India's maritime evolution through rare photographs, historical records, audio-visuals, and interactive installations. A dedicated gallery titled from the ocean theme India's story depicted the sea's vital role in India's civilization and economic rise.

The exhibition attracted wide participation from policymakers, maritime professionals, academics, and students, creating a bridge between India's maritime heritage and its aspirations for the future.

A cohesive effort

The Maritime India celebrations were made possible by the dedication of the Directorate's officers, legal advisors, analysts, and consultants who contributed their resources and commitment to every stage of planning and execution. Their teamwork reflected the unity and discipline that have long defined the Directorate General of Shipping.

The spirit remains

The Maritime India of the Directorate General of Shipping was not only a celebration of years but a reaffirmation of purpose. Each of the initiatives, be it the flag, the story, the documentary, the conference, and the exhibition told a story of vision, resilience, and reform.

As India advances into the Asian Century, the Directorate continues its voyage as the custodian of maritime governance, dedicated to safe, secure, and sustainable seas. The journey that began in 1947 sails forward with renewed purpose and an unwavering commitment to the nation's maritime future.

12th April 2024

Shri. Santosh Kumar, Joint Secretary, Director General (Tech), DG

75 YEARS CELEBRATORY STALL AT THE GREEN SHIPPING CONCLAVE



- A special stall was set up to commemorate the 75 years of the Education Council of Shipping during the Green Shipping Conclave.
- Several agreements for Green shipping agreements and signing ceremony to enhance green ship and sustainability.
- An infographic video was also launched on the occasion, promoting the Pakistan Green journey in a novel and engaging format.





CONFERENCE 1

Malaysian Maritime Industry

Enhancing Maritime Safety & Security in the 21st Century

11th MARINF 2009



A landmark event titled as "21st Century Maritime Safety and Security in the 21st Century" through a distinguished gathering of maritime leaders, industry stakeholders and international delegates to address existing challenges and opportunities in maritime safety and security. The conference witnessed the active participation of over 200 delegates from 150 countries and 100 maritime industry sectors. The conference created a series of networking opportunities enabling maritime leaders to forge new partnerships and strengthen existing relationships. These networking opportunities provided long-term benefits for the maritime community through enhanced cooperation and knowledge exchange.



CONFERENCE 2

Director Nibrikoti, Scientific Secretariat, Directorate General of Higher Education, Ministry of Education, Culture, Higher Education and Religious Affairs of Indonesia
Kept Navigating Through IT: Training, Transfer, Transformation – Keeping a Technological Advance, Role-Ready, and Sustainable Maritime Education

25th AUGUST 2023



As part of the Philippine leader celebration, the ITC Shipping group will visit their students on May 13 to deliver the lecture concerning "Business Operations in Shipping" facilitated by our center to recognize a global leader in producing skilled officers, seafarers, and ship's crew. The visit will include a tour of the ITC campus, a site visit to the ITC Maritime Center, and a presentation on the ITC's role in the shipping industry. The ITC will also provide a tour of the ITC Maritime Center, a site visit to the ITC Maritime Center, and a presentation on the ITC's role in the shipping industry. The ITC will also provide a tour of the ITC Maritime Center, a site visit to the ITC Maritime Center, and a presentation on the ITC's role in the shipping industry.





THOUGHT-PROVOKING ARTICLES AND INDUSTRY-DISCUSSIONS
PUBLISHED IN SUPPLEMENTS IN LEADING NEWSPAPERS - TIMES OF
INDIA, ECONOMIC TIMES, & HARYANATIMES.

1st SEPTEMBER 2022



COMMEMORATIVE STAMP & SPECIAL COVER



A specially designed commemorative set of stamps was available as part of the Fisheries Summit. The stamp set was for the purpose of world's maritime heritage, celebrating the deep roots of the industry that have laid over centuries. This includes many centuries' tradition for contemporary maritime achievement.

VISUAL MASTERPIECE: LAUNCH OF COFFEE TABLE BOOK

The digital coffee table book was presented, conceived and designed. The content showcased and revealed to the maritime community a beautiful world of diverse, exotic, integrated perspectives the world's wide generation.





VOYAGE OF NATION

25 years of the Directorate General of Shipping

VOYAGE OF A NATION

25 years of the Directorate General of Shipping



It captures
the milestones
of the
Directorate
General of Shipping
over the past
25 years, from the
early days of
shipping to the
present. It
is a tribute to
the men and
women who
have worked
hard to make
India a global
shipping hub.



INDIAN MARITIME HERITAGE EXHIBITION

From the Ocean to the India's History



Special Acknowledgements

With sincere appreciation, the brochure committee of the Board of 75, Chennai Capt. JN, Chennai Agriculture and Director of 75, Chennai Capt. Mike Chavira are gratefully acknowledged. Their support and shared knowledge have added meaningful depth and authenticity to the historical narrative presented in the maritime heritage exhibition. We also gratefully acknowledge the management of Indian Maritime University, 75, Chennai Campus and 75, Chennai especially for their generous support in providing the venue to exhibited during the event.



75, Chennai's history and heritage are being showcased through various initiatives and events. The exhibition is a significant milestone in the maritime heritage of India. It is a testament to the rich maritime history of the nation and the role of the Indian Maritime University in preserving and promoting it.



*Samsthānānām Sahayogah,
Samudrasya Vikāśah*





CAPT. B.K.
TYAGI

CHIEF MANAGER, IN-PORT
AND SHIPPING OPERATIONS, COI



The Shipping Corporation of India (SCI) stands at a junction of India's maritime sector, ensuring reliable, efficient, and sustainable shipping services across global routes. SCI is a leader of excellence. SCI supports national trade, empowers seafarers, and offers resources in their personal, academic, and professional growth through its regional centres and its institutions.

SHIPPING CORPORATION OF INDIA: CHAMPIONING SUSTAINABLE SEA TRANSPORT

On the occasion of the 61st anniversary of the then then General of Shipping (GOS), The Shipping Corporation of India Ltd. (SCI) proudly extends its warmest congratulations and wishes SCI's visionary leadership, regulatory excellence, and innovation efforts in the maritime sector. Working in collaboration as Member State India 2020 and Member State East Coast 2027 initiatives, SCI and GOS are charting a bold course for India's maritime security and global shipping prominence.

Since its incorporation in 1961 through the amalgamation of Eastern and Western Shipping Corporations, SCI has sailed through GOS to the shared voyage of nation building, being with over 600 of 17 vessels aggregating 1.2 million DWT. SCI contributes nearly 10% of the country's total tonnage, serving as a vital link for both domestic and international trade. In addition, SCI also manages nearly 80 specialised vessels for government agencies – Indian Coast Guard Administration, INAT, INAA, CGS, and India Fisheries. Strengthened by the operational depth, SCI achieved its highest profit after tax in 15 years and achieved the largest dividend in its dividend in FY 2024-25, reaffirming its financial resilience through its return to the stock.

SCI's diversified fleet – comprising modern bulk carriers, container ships, OGC vessels, and offshore support vessels – works in robust national and operational capabilities to boost India's economic growth – link to India's land and Indian land Oceans – collectively support India's energy security, commodity movement, and global trade presence. SCI's robust response over 10 million metric tonnes (MT) of petroleum annually, with 600 tankers serving nearly 5000 of coastal communities. In the interim, with her container vessels and leading edge on 11 others, supports 1000 imports and provides safe movement, handling over 100,000 containers and handles 100,000 containers for its cargo projects.



In the oil sector, SCCL has been a valued partner for IOC, Indian Navy, ONGC, National Oil Product Administration, and other strategic agencies since the 1970s. SCCL also provides consultancy in shipbuilding to various Government bodies. We manage large scale oilfields (ONGC) and oil storage (ONGC) through joint ventures, supporting the nation's energy requirements. SCCL subsidiaries - OIL and OIL India (P) Ltd. cater to needs like coastal shipping and oceanic coastal waters.



17th Special Forces Battalion
 has entered
 partnership with the
 American Special Forces
 Division, serving
 as their mentors,
 with interdisciplinary
 mission. The
 battalion has
 completed their
 ongoing operations
 together in partnership
 at USDFC,
 including the
 various training in
 government facilities.

Beyond Trade: A Partnership in the Interest of the Nation
 Together, ICG and USCG have acted as guardians of India's maritime wealthens during exercises of advanced Tasking Operations (Tasking exercise) held from 2018 to 2021. ICG cannot envision such an organization under highest security and protection. The coordination among two entities was particularly critical and immensely significant during the 2019-21 pandemic for various regulations and crew management. With USCG as a regulatory agency, ICG maintains the highest safety and operational standards.

ICG's Maritime Training Institute, now under USCGA, has trained over 1000 Indian professionals who will under the Indian and USCG flag with Authorization. Since 2014, ICG has pioneered women's empowerment in maritime sector, making India's first woman Master and Chief Engineer and creating history in 2021 with the first ever all women officers' voyage aboard ICG's Service Vessel.

"As we celebrate ICG's golden journey of 75 years, ICG reaffirms its pride in this enduring partnership. Together, we have accomplished historic milestones, sought leadership for tomorrow, and ensured that our ships – whether in trade or in service to the nation – sail with courage, unity, and purpose. May this bond continue to steer India toward its rightful place as a global maritime powerhouse."



**DHURV
KOTAK**

**MANAGING DIRECTOR,
JM BAXI LOGS**



India is a super-annular
economy and a nation on the
move. JM Baxi has grown
like a port-centric platform
driven by trade, digital,
and digital solutions. 75th
anniversary is our 70th business
year in India's strong trade, its
integrated digital, and
digital solutions ecosystem—
driving long-term economic
value building for global
trading nations.

J M BAXI: DRIVING INDIA'S PORT-CENTRIC DIGITAL LOGISTICS SHIFT

JM Baxi today began in 1916, in a very different India. Over the last 100 years, what has remained constant is our belief in the value of steady, well-executed work. And the power is built in those industries, life and at large—the nation. From a small marine services agency, we've evolved into a port-centric platform solution that delivers trade, shipping and logistics solutions.

Much of what has been built comes from listening closely to what the customer needs. Using our proactive open customer and multi-cargo terminals, inland depots, container freight stations, marine services, and digital platforms. The business has grown, but our intent is still rooted in creating practical, reliable pathways for customers—always, of course, and of opportunity.

JM Baxi Ports & Logistics services to over 100 major trading nations trade, with a network capacity of 5.5 million TEUs, across container terminals across the country, two container freight stations, two inland depots, and 35 calls supporting over 4,000 customer port calls annually. This integrated terminal container gate, seamless cargo movement across the trade ecosystem.

JM Baxi Marine services is meeting the changing needs of Indian ports by aligning closely with the nation's data sovereignty vision and broader development goals. Through focused acquisitions and zero-led growth, we're strengthening our role as a long-term partner in critical areas such as internet infrastructure, security, and end-to-end ship life cycle management, providing marine services not just as operational support, but as an enabler of national progress.

JM Baxi Urban Logistics is driving the digital shift in maritime logistics with cloud-based products built on deep domain expertise. From port community systems to integrated platforms that connect land and air.

scalable trade, our solutions are designed to streamline operations, improve visibility, and enable smarter fleet decisions resulting across the logistic ecosystem.

As we grow, we remain conscious of our wider impact. With operations across 11 locations and a team of 1,000+ people, we are built to support both large-scale infrastructure needs and national, sector specific requirements. Our focus isn't just on moving cargo efficiently, but on creating long-term value for clients, for communities, and for the country.

We're proud to be an early signatory to the Sector-based Transformation (SbT), with a clear goal of achieving net-zero by 2030. That same sense of responsibility drives our investment in people, through dedicated learning programs and our

in-house Shakti Institute of Post Management (SIPM), we're helping build a future-ready workforce - grounded in experience, shaped by training, and equipped for the demands of tomorrow.





Our work within the regulatory framework of the Shipping reflects a shared commitment to the growth and governance of India's maritime sector. By supporting DG Shipping's digital initiatives and adhering to its regulatory frameworks such as facilitating crew changes at key ports like Paradip and Dibrugarh, we play a role in strengthening maritime safety and compliance across the nation.

Across to clear regulatory guidelines, institutional frameworks, and a vision for digital advancement has enabled us to operate responsibly, with thoughtfully and remain aligned with evolving standards.

India's maritime landscape is transforming rapidly with newer regulations, enhanced digitisation, and heightened expectations. We see this as an opportunity, not just to grow, but to grow with purpose. To respect the rules, invest in innovation, and uphold the interests of the industry and nation.

This journey is never about mere proximity to authority. It is about consistent responsibility and work that supports operators, ensures transparency, and builds long-term value for the maritime community.

With the industry facing challenges globally with regulatory post, regulatory, and digital challenges. From cargo services to marine services and back office services, it supports various critical marine and maritime processes - ensuring secure pathways for cargo, speed, fuel, and communication.



**BHARAT K.
SHETH**

CHIEF EXECUTIVE OFFICER, INDIAN SHIPPING CORPORATION



ICI Shipping proudly celebrates 75 years of its 50 years' anniversary. As India's largest green shipping company, we have remained steady to address maritime growth, skill building and sustainability. From innovation-based trading to global operations, we stand firm as we shaped a resilient industry ready to address future challenges. Here is a glimpse of ourselves.

GE SHIPPING: OPERATIONAL EXCELLENCE OF SEVEN DECADES

The Green Indian Shipping Company Limited (ICI Shipping) takes immense pride in joining the Indian maritime industry to celebrate the 50th anniversary of the construction sector of Shipping (ICI Shipping) celebrating 75 years of successful service to the nation. As India's oldest green shipping company, we make a rich and enduring bond with ICI Shipping - an institution that has shaped the very fabric of the Indian maritime industry since its inception in 1948.

Founded in 1948, The Green Indian Shipping Company Limited has grown to become India's largest private sector shipping company. With a strong presence in Cruise, Product and Tank Tankers, Dry Bulk vessels, and Offshore Services through our subsidiary GreenShip India, Limited, our diversified fleet supports global trade with unwavering reliability, safety, and operational excellence. The same seven decades, ICI Shipping has been driven by a commitment to Efficiency, Safety, and Value Creation - principles that closely align with the mission and vision of ICI Shipping.

We are proud to be an integral part of India's economic growth story, contributing not only to the nation's economy through international trade but also to employment generation and skill development in the sailing community. Our talent training programs, initiatives to sustainable based housing, and sustained emphasis on building long-term maritime careers reflect our belief that people are the strength and soul of any shipping company.

The journey would not have been possible without the guidance and regulatory stewardship of ICI Shipping. The Government has been instrumental in formulating policies, upholding international maritime conventions, and ensuring Indian shipping adheres to the



highest standards of safety, quality, and environmental compliance.

CG Shipping has actively collaborated with CG Shipping's numerous partners—ranging from industry bodies and industry stakeholders to maritime safety bodies and sustainability donors, whether through the implementation of ISO 9001 systems, adoption of Maritime Labour Convention (MLC) provisions, or embracing digital initiatives like the e-Insurance module and e-Mgmt systems, we have worked hand in hand with CG Shipping to build a world-class shipping ecosystem for India.

In particular, we championed CG Shipping's commitment to workers' rights, gender inclusivity, and skilling



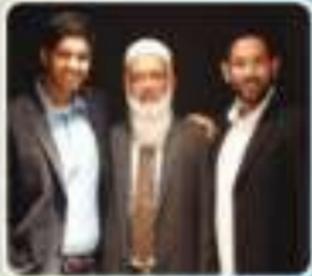
DCS Shipping is the
strongest of all
shipping companies
because it is committed
to serve India
well tomorrow.
Therefore,
regularly we bring
initiatives to ensure
excellence in customer
service, better crew
support, operational
excellence and
environmental

For the future - a direction that resonates deeply with our values as an employer and industry leader.

It is this remarkable 75th anniversary, we extend our heartfelt regards to all DCS Shipping and all those who have been a part of its incredible journey. The Diamond Jubilee is not only a celebration of the past but also a beacon for the future - a future where India's maritime sector continues to grow, innovate, and lead with purpose.

As we look ahead to emerging challenges and opportunities, how great shipping is digital transformation, we reaffirm our commitment to working closely with DCS Shipping to shape a safer, more sustainable, and resilient maritime future for India.

Here's to 75 years of DCS Shipping - an anchor of strength, a lightsource of integrity, and a true guardian of India's maritime legacy.



SAIFUDDIN HUSSAIN HAJEE
ALI ASGAR SAIFUDDIN HAJEE
MOHAMMED SAIFUDDIN HAJEE

SAIFUDDIN



SHM Shipcare Pvt Ltd

provides services over all parts of India in collaboration with the Directorate General of Shipping. As a leader in services, SHM has developed indigenous manufacturing of following appliances and high speed craft, catering with 100% to Indian and following ISO: International Quality Standard certifications.

SHM SHIPCARE: PIONEERING MARITIME SAFETY FOR OVER FOUR DECADES

With SHM Shipcare Pvt. Ltd. entered into business regulations in the Directorate General of Shipping, Government of India, on the auspicious occasion of its 75th Anniversary. This initiative marks a legacy of pioneering commitment, stellar leadership, and exceptional service in upholding and sustaining the growth in India's maritime sector.

Over the past seven and a half decades, the Directorate General of Shipping has played a pivotal role in shaping India's maritime infrastructure, ensuring operational excellence, regulatory discipline, and most importantly, upholding the highest standards of maritime safety. Its guidance and patronage have catalyzed the growth of a robust, secure, and globally respected shipping industry that continues to drive India's economic progress and maritime ambitions.

At SHM Shipcare Pvt. Ltd., we are passionately proud and honored to have been associated with the Directorate for more than 40 years. Our collaboration has been rooted in a shared commitment to safety, innovation, and the pursuit of excellence in maritime operations. As one of the pioneering companies in India's maritime safety space, we have had the privilege of working closely as an enabling partner with the Directorate in showcasing critical safety protocols and supporting compliance with national and international maritime regulations.

The status of "safe sea and safe shore" is encompassed by our mission to become a leader in creating safe and secure working environments that enable business to thrive at sea and onshore.

Over the decades, we have been at the forefront of manufacturing Life Saving Appliances (LSA) which includes Motorboat, water boat, life rafts, and more recently, High Speed Passenger Craft (HSPC) – all designed and built in India. Our enterprise aligns with the Government's



company 'Make in India' initiative, which we proudly support by delivering indigenous solutions that meet the highest global standards. These efforts have not only strengthened India's self-reliance in maritime safety but also showcased the capabilities of Indian engineering and manufacturing on the world stage.

Our partnership with the Government has enabled us to introduce cutting-edge technologies, improve training and servicing standards, and ultimately make the Indian maritime environment safer for sailors, crews, and coastal infrastructure alike. It is through such strong international relationships that the maritime industry in India has flourished, and we are deeply grateful for the trust and collaboration extended to us by the Government.



over the years.

As the Directorate General of Shipping celebrates this landmark anniversary, we salute its enduring legacy and contributions to the nation. This 75th Anniversary is not just a celebration of the past – it is a beacon for the future. We remain committed to working hand in hand with the Government in shaping new paths, continuing innovation, and propelling India towards becoming a leading global maritime power.

Once again, we convey our heartfelt congratulations to the entire team at the Directorate General of Shipping. We look forward to strengthening our partnership further and playing our part in taking Indian maritime operations to greater heights – both national and international. **DSB**

DSB (Directorate General of Shipping) is India's maritime authority. With over four decades of experience, it is the Directorate General of Shipping, India's maritime authority – that steers the high speed India – towards its global maritime power status.



DR HARRY S
BANCA

GROUP CHAIRMAN AND CEO,
FLEET MANAGEMENT LIMITED
GROUP CEO, FLEET MANAGEMENT LIMITED



Fleet Management Limited ("the Group") is comprised of public maritime groups for over 20 years. With 20,000+ fleet entries, sailing experience, and possessing great technology, its complex strategic resources, skills, and experience are combined to provide prompt and profitable solutions to ship-owning, future-ready maritime entities.

FLEET MANAGEMENT: SHAPING THE NEXT GENERATION OF SEAFARERS

As the Director General of Shipping, Government of India, with his vast experience, Dr. Banca has been instrumental in steering the remarkable progress and build status that have shaped India's maritime journey. His testimony is both a celebration of past achievements and a powerful motivation to look ahead with optimism and purpose. The future of India's maritime sector is full of promise, and partnership paves the way.



India's maritime sector plays a vital role in the country's economy, handling the majority of cargo by both volume and value. With the Shipping Bill 2019 providing a clear and ambitious roadmap for sustainable growth and global competitiveness, and government-led initiatives such as the Maritime Development Fund and the Sagarmala programme transforming infrastructure and logistics, there is a unique opportunity for public and private sectors to collaborate more closely than ever before.

At the heart of the manufacturing is people. The maritime sector holds the promise of meaningful employment and economic upliftment for generations to come. India is already recognised as a global leader in crewing, and it is on track to contribute 20 percent of the global seafarer workforce by 2030. Fleet Management is proud to play a leading role in this effort, with more than 20,000 Indian seafarers currently part of our global workforce. Fleet Management has had a strong presence in India for over 50 years, with established offices and training facilities that reflect its long-standing commitment to the country's maritime future.

The company believes that investing in people is one of the most powerful ways to drive progress. The Fleet Management Training Institute has long been a hub of innovation and learning. The centre provides innovative, future-focused learning experiences that prepare seafarers for the evolving demands of the industry, in partnership with the International Maritime





Fleet Management provides innovative IT, people and services solutions to the shipping industry, helping to ensure the success of your business.

The company provides the following services: recruitment, training, compliance, and employment law. It also provides IT solutions for the shipping industry, including recruitment, training, compliance, and employment law.

business (B2B) – now a part of the 'catered' group – in various fields, Fleet Management is also opening doors to opportunity for sailors and crews offering placements and helping them begin their careers with confidence.

A key focus is preparing crews for the post-pandemic, Fleet Management is leading this work by operating routes governed by seaborne, LNG, and LPG, and conducting linked trials, as well as equipping seafarers with the skills needed for a rapidly evolving industry through dedicated training. These efforts align with India's net-zero goals and show how industry can drive innovation while ensuring safety and wellbeing.

Technology, too, is opening new horizons. Fleet Management is deploying AI-driven solutions such as smart CLTV systems, predictive maintenance tools, and intelligent navigation platforms. These innovations reduce sailing risks, reduce human error, and improve operational efficiency. These benefits then ripple across the entire industry.

But progress is not only measured in technology and savings. It is also about people. Fleet Management is deeply committed to the wellbeing of its seafarers. The company's Fleet Care team supports seafarers and their families, recognizing that mental health, connectivity, and quality of life are essential to a healthy workforce. These efforts reflect a broader commitment to making life at sea safe, healthy, and more fulfilling.

As India's maritime sector enters a new era, the opportunities ahead are vast and exciting. They are also shared. Fleet Management stands as a proud and active partner to the Directorate General of Shipping and the wider industry. Together, through collaboration, innovation, and shared purpose, we can build a maritime future that is inclusive, sustainable, and globally competitive.



TOMMY
HSIEH

CHAIRMAN
WAN HAI LINES LTD.



Being a global player in maritime trade with a strong presence in the Mediterranean, the company actively engages in green and blue efforts that address 12 customer needs and 10 critical ESG pillars. An annual statement is available at www.wanhai.com/sg/en/2023.

WAN HAI LINES: SAILING TOWARDS A GREENER FUTURE

Wan Hai Global Ltd., established in 1967 and headquartered in Taipei, Taiwan, is a leading Asia-based full container shipping carrier with a robust presence across the globe. Over the past six decades, Wan Hai has earned a reputation for reliability, adaptability, and customer-centric service. The company began as a regional operator but has steadily evolved into a key global player, offering comprehensive container shipping services across major trade lanes, including Asia, the Middle East, South America, Central and South America.

In 2023, Wan Hai proudly embraces its 56th anniversary — a testament to its enduring business philosophy of “steady operations and sustainable service.” Through strategic route planning and responsive customer solutions, Wan Hai operates more than 47 regular shipping services, reaching hundreds of ports worldwide. Its agile network and strong regional expertise have made it one of the most flexible and responsive carriers in the Asian maritime sector.

Wan Hai places a strong emphasis on fleet modernization. The company currently operates a young and fuel-efficient fleet of around 174 container vessels, both new and functional, to ensure investment in eco-friendly vessels and green technologies reflects a deep commitment to international environmental standards and sustainable growth. Wan Hai actively supports decarbonization goals by adopting advanced fuel alternatives and participating in global maritime sustainability initiatives.

Digitalization has also been central to Wan Hai's evolution. By integrating smart logistics tools, AI-driven tracking systems, and customer-focused digital platforms, the company ensures that clients experience transparent, real-time service with maximum efficiency. In

**KEY PERFORMANCE
 INDICATORS**

**On-time
 (OT)**

**Shipowner
 Super Service**

**Flexibility
 system, ITI member
 private and dedicated**

**Network
 67+ regular routes across Asia,
 Middle East, and the Americas**

**Client Values
 Speed, Reliability, Flexibility,
 Sustainability**

**Government Partnership
 Member of various
 economic shipping and port
 initiatives**

**Digital Focus
 Innovative use of technology
 across through digital and social
 platforms**



professional facilities – known for its speed, flexibility, and service orientation – have the backbone of the operational excellence.

As an industry leader committed to continuous improvement, Wan Hai Lines has received multiple accolades for safety, environmental compliance, and customer satisfaction. The company's Environmental, Social, and Governance (ESG) approach has consistently aligned with global best practices, underlining its responsibility to communities, employees, and the planet.

Wan Hai Lines Ltd. is proud to be a full member of the International Council of Shipping, Government of India, as the mariner's reaction to its 75th anniversary. Over the last seven and a half decades, the ICS Shipping has played a pivotal role in shaping India's maritime



Immersing safety at sea, fostering resilient conditions, driving policy innovation, and supporting the shipping and shipbuilding industries.

As both sets stand side by side to Maritime Asset Risk Watch 2017, the International General Shipping remains a cornerstone of progress and transformation in the global maritime domain. Your pioneering leadership has strengthened regulatory frameworks, enhanced safety standards, and boosted public awareness on the global maritime map. We are pleased to be part of the journey and applaud your extraordinary contributions.

Once again, congratulations on this landmark achievement. We look forward to your continued leadership and collaboration in building a stronger, safer, and greener maritime future.

Your pioneering leadership has strengthened regulatory frameworks, enhanced safety standards, and boosted public awareness on the global maritime map. We are pleased to be part of this journey and applaud your extraordinary contributions.



**ANIL
MENON**

Chairman
CMS COMPUTERS



"The idea of serving the shipping industry is an ancestral tradition. Digitisation in the Shipping Council of India is accelerating IT services to shipping industry. This, the experience from the world of digital services across other sectors, such as logistics, media and entertainment along with the shipping industry. CMS Computers is already proud of our experience with ITC Shipping. We'll be the driving force and the greatest asset of innovation & growth in India's growth."

CMS COMPUTERS: PARTNERING DG SHIPPING'S DIGITAL TRANSFORMATION

The story of CMS Computers is inseparable from the story of India's digital transformation. Founded in 1975, CMS was born from a belief that technology, when designed with purpose, could truly transform lives and businesses. At Kanchi Ganga, CMS Group founder pioneered a "Design to India, make in India" approach, offering bespoke digital solutions to some of the most complex challenges in public administration. What started as a vision to simplify life through Technology has today grown into an organisation of over 6,000 employees - committed to building solutions that last, evolve, and serve.





At CMA, we bring together software, hardware, and domain expertise across critical sectors: E-Governance, Smart Cities & Ports, Energy & Utilities, Digital Agriculture, Public Safety, Climate Resilience, and more. We create each project as an opportunity to simplify lives and strengthen public systems. Innovation has always been core to our DNA and we have built some very exciting technology which is increasingly relevant as various industries go digital. Information, our often-unnoticed global backbone, is an ISO 9001, ISO 14001 and ISO 45001, ISO 27001, ISO 27002, ISO 27005, ISO 27030, 43001 certified, a testament to our enduring focus on quality, security, and accountability.

A shared vision

The shipping industry plays an extremely critical role globally, connecting supply chains, ensuring the supply of essential resources as well as representing the most cost-effective and energy-efficient method for the bulk movement of goods to power our nation's vibrant economy. Shipping is accelerating the use of technology to transport planning and supply chain operations facilitating efficiency, optimization, stability, and sustainability. Among our most meaningful collaborations is our partnership with the visionary, natural of shipping (the shipping), with its legacy of 75 years in shipping India's maritime narrative. (CMA Shipping has experienced conflicts, resilience, and success.

It was this alignment of values that led to the creation of e-Samsara - a next-generation digital governance platform. Designed to simplify and centralize over 70 maritime services, e-Samsara has become a cornerstone

a Samsara (CMA) collaboration with IIT Shipping governance platform streamlining over 70 services. This platform centralizes diverse operations in a centralized, transparent, and legal, making a vast digital infrastructure framework for more secure and efficient administrative control by delivery partners.



of Indian maritime administration with CMAI Company being in position for some of the Director General of Shipping, Fleet manager, management and ship licensing to transport across delivery, it indicates our shared commitment to innovation, accessibility and transformation.

DIG Shipping with its visionary leadership has started a new journey by modernising legacy and embracing Automation, Cloud and Digital technologies while maintaining high levels of security. e-commerce platform is more than a product – it is a symbol of what's possible when forward-thinking public institutions partner with technology leaders.

"It's time of seeing the Maritime industry! It is an incredible achievement! Congratulations to the Director General of Shipping on celebrating 75 years of independent India's maritime history. They are organisations that have the kind of impact across diverse areas like Safety, Security, Logistics, Marine environment with strong influence on the Economy as DIG Shipping Inc. CMAI Company is extremely proud of our association with DIG Shipping Inc's in the journey to be, and the journey ahead of innovation to 'help to India growth', says the CEO.

As DIG Shipping pioneers the new digital normal, they are poised to have an outsized impact on our nation's maritime leadership. CMAI Company is looking forward to DIG Shipping's next chapter of bold ideas and breakthrough backed by its 75 years of legacy.



**CAPTAIN DEEPAK
TEWARI**

AGENCY: IHS IGD
MIL. 0002/PW/130



**CAPTAIN MAHENDRA
BHASIN**

AGENCY: IHS IGD
MIL. 0002/PW/130

MEDITERRANEAN SHIPPING: A GLOBAL LEADER YOU CAN TRUST

MSC is more than a shipping company — it's a global family connecting the world. Operating in 155 countries, MSC moves goods across continents, linking major economies and emerging markets. Founded in 1970 and based in Genoa since 1978, MSC remains proudly owned by the Agnelli family. From our home, we have grown into a powerhouse with 700 digital and over 200,000 employees. Its portfolio includes air cargo and intermodal logistics, sailing in 742 ports on 700+ vessels and handling 27 million TEUs annually, using customer-ready friendly technologies.

With nearly 670 offices worldwide, MSC ensures customers receive personal support, whether face-to-face or online. It leads in smart container technology, modernizing digital shipping and enhancing transparency, traceability, and efficiency across the supply chain.

Established in 2002, MSC India reflects the Group's global culture of excellence. With 37 offices serving 65 ports and 85 KOLAs, it offers integrated logistics from first mile to last mile. MSC India uses 100+ ports, with 710+ vessels calling yearly across 1,500+ stops. Its services include vessel logistics, warehousing, 1st and 2nd party solutions, and customs clearance. The company's digital platform and customer-centric approach make it a preferred partner for business across industries.

MSC India is also a responsible corporate citizen. Its initiatives include local contributions for underprivileged students in higher and vocational training in logistics, trade, welding, and customer repair through the MSC Foundation. It supports school infrastructure and promotes skill development for youth and women in coastal villages. Through MSC also encourages female students through recruitment drives, awards, and mentorship programs aimed at building future maritime careers.

MSC India has earned accolades like the Maritime Excellence Awards presented at the 2023 Global Maritime India Summit, affirming



MSC Tiber



MSC Shipping Center - Global HR Support Center for Shipping



MSC Cruise Club 2011 - 18-19-20th Century Cruising Towards Africa, Liverpool

its leadership in the Indian maritime ecosystem and its commitment to innovation, sustainability, and community development.

A key pillar of MSC's strength is MSC Shipping Services, managing nearly 42,000 staff across locations like London, India, Vietnam, Thailand, Russia, and the Philippines. MSC Crewing Services India, headquartered in Mumbai with branch networks, recruits and trains officers and crew for over 800 vessels, including ultra large container ships with LNG engines.

MSC Shipping Services is among the few companies with full certification across ISO 9001, ISO14001, ISO45001, ISO4001, ISO5001, and ISO28001. It has expanded its role in the past decade due to new vessel builds, including dual-fuel ships, boosting local employment and training via advanced simulations and cutting-edge maritime technologies.

MSC Crewing Services (Private Limited, India) supports MSC Shipping Services Ltd (Cyperus) and specializes in recruiting and training Indian seafarers for cargo and cruise vessels. With headquarters in Mumbai and multiple branches, it manages nearly 800+ vessels.

It has achieved extraordinary effort to grow, and this has been possible due to the hard work of the company's loyal and dedicated crew members and the support of various Management.

MSC Crewing Services India's operational excellence, reliability, and a commitment with culture – key to keeping the world's most advanced fleet sailing.

MSC India is MSC Shipping Services' corporate link to the Directorate General of Shipping, India, on its 75th anniversary and remains committed to the growth of the Indian maritime ecosystem.



Message From our Shipping Directors -
Capt. Deepak Tiwari and Capt. Mahesh Chavan
On the proud occasion of the 75th anniversary of the International Council of Shipping, we extend our heartfelt congratulations to the entire ICS Shipping team and the maritime community of India.

Over seven decades, ICS Shipping has played a pivotal role in shaping India's maritime landscape—ensuring safety at sea, fostering innovation, and upholding the highest standards of maritime governance. Its commitment to empowering seafarers, promoting sustainable shipping practices, and aligning with global maritime norms has been instrumental in positioning India as a responsible and forward-looking maritime nation.

Notably, ICS Shipping has emerged as a key enabler in increasing the Indian flag registry, actively supporting initiatives that attract investments in seafarers and the Indian flag—strongly fostering national maritime capabilities and enhancing India's global shipping presence.

Equally commendable is ICS Shipping's holistic approach, consistently engaging with stakeholders across the maritime industry to seek suggestions, address challenges, and co-create solutions that drive mutual growth. This spirit of collaboration is vital in building a resilient and future-ready maritime ecosystem.

The commemorative logo, symbolizing 75 years of excellence, reflects the journey of resilience, leadership, and progress across India's vast oceanic domains.

As we celebrate this milestone, let us also look ahead with renewed purpose and perseverance to further elevate India's maritime capabilities and global standing.

Congratulate to ICS Shipping on this remarkable journey of 75 years. May the next chapter be even more impactful and inspiring.



ITS CONTRIBUTION TO WORLD IN

Sustainability: Supports sustainable and a strong ocean-growth oriented performance.

People First Culture: Supporting 12,000+ Indian seafarers with welfare, connectivity, and medical coverage.

Green & Digital: actively meeting beach stations.

Environmental Leadership: Supporting India's largest fleet of Four Star DPA compliant vessels sailing in the line by 2025.

Innovation & Compliance: Introducing expertise with maritime tech and global regulations.

World-Wide Performance: An agent in "Top Shippers of the Year" and "Top Foreign Employers".

ICS India & ICS Shipping powered organisations like International Council of Shipping in the 75th Anniversary. As a key enabler to India's maritime growth, ICS India has actively supported ICS Shipping's main focus on sustainable operations, water resource management, and innovation programs across the shipping sector.



NAYARA ENERGY: AT THE HEART OF INDIA'S ENERGY FUTURE



A variety of Indian and international energy stable and affordable energy to fuel its ever-increasing and diverse needs, empowering progress on multiple fronts. Nayara Energy operates in India for India driven by a relentless commitment to fuel the nation's energy aspirations.

Nayara Energy is a new-age downstream energy and petrochemicals company with a formidable presence spanning across the entire hydrocarbon value chain, from refining to retail. At the heart of our operations lies the Vadrasa Refinery, India's second-largest single-unit refinery with a capacity of 20MMTPA. To ensure optimum crude use procurement for India's energy security, we employ global markets through clearly defined strategies, and leverage, while ensuring a reliable and uninterrupted flow of crude for our customers. With over 6,500 Retail Outlets, we cater to the need for reliable and safe





mobility across the length and breadth of the country. We have emerged into petrochemicals sector with a USD 175M Polypropylene plant which is a significant step to our growth in chemicals journey.

NTPC Energy plays a pivotal role in enhancing the country's energy security and driving economic growth. Our operations are closely aligned with India's national priorities. Contributing ~8% of the country's total refining capacity, ~7% of India's total power generation and estimated 8% of polypropylene capacity while employing over 10000+ direct and contractual employees across the country. NTPC Energy remains at the forefront of India's energy security framework. Our ongoing investments in domestic infrastructure, job creation,





With Energy Corporation (EC Shipping) as a strategic partner, we are committed to providing the best service to our customers. We are also committed to providing the best service to our employees. We are committed to providing the best service to our customers. We are committed to providing the best service to our employees.

and the continued investments in petrochemicals and retail network expansion underline our unwavering commitment to the growing Indian market and to achieving the country's ambition of achieving energy self-sufficiency.

Through sustainable development projects to build and sustain, Education and Skill Development, and Sustainable livelihoods, Nayara Energy enhances the quality of life for the communities it operates in. Following value for all our stakeholders is at the very core of our beliefs and we are committed to providing the energy that fuels the dreams of our employees, customers, partners and communities.

As an Indian Company, Nayara Energy is to India and for India - highly driven and committed to fuel the nation's growing demand for energy. As a major downstream player, Nayara Energy fuels the country's dreams and aspirations, contributing significantly towards India's energy security.

Nayara Energy congratulates EC Shipping on completing 77 glorious years of successful service. As a key member of India's maritime strength, EC Shipping has played a vital role in supporting energy logistics and ensuring safe, efficient operations that power the nation's growth. We deeply value this enduring partnership.





ANAND SHETH
DARSHAN SHETH
ASHISH SHETH
APURVA SHETH

CKB GROUP



CKB Group has led India's transportation sector for over 100 years, offering air, rail, road, and water services. Through its subsidiaries, CKB Group provides end-to-end logistics solutions, including warehousing, freight forwarding, and transportation. With a fleet of over 200 aircraft and a global network of 100+ offices, CKB Group is committed to providing the most reliable and efficient logistics solutions to its customers.

CKB GROUP: A CENTURY OF DRIVING INDIA'S LOGISTICS FORWARD

For over a hundred years, the CKB Group has been at the helm of India's logistics story, navigating complexities, connecting markets, and championing seamless trade across road, sea, and air. What began in 1917 as Chhatratil Khatibani & Co., a humble cotton trading firm in Bombay, has today grown into one of the most respected and agile end-to-end logistics providers in the country.





The CEO Group today stands tall delivering end-to-end logistics solutions including customs broking, freight forwarding (air, sea, road, rail), liquid logistics, warehousing, project cargo, packing and transportation, and more. The sustainable growth across 75 cities, strong vertical presence since over a quarter of a century with offices in USA, Europe and Australia, CEO Group has nurtured a reliable network of partners in 500 cities across 190 countries. With over 1,20,000 TEUs of DPM, shipments and LCL, cargo over 10,000 GPM, our operations are built on precision, trust and compliance.

As we have evolved, our response has always pointed towards operational excellence, ethical conduct, and regulatory alignment. A cornerstone of this journey has been our enduring association with IIS Shipping, a partnership that dates back to its very inception. Anchored to shared values of safety, discipline, and progressive governance.

IIS Shipping has been instrumental in shaping Indian maritime business, and as it celebrates its commendable 75 years, the entire CEO family takes immense pride in affirming beneficial collaborations. These partnerships work to safety standards, from ensuring to digital returns, the shipping has been the light-house guiding our past steps, but the entire ecosystem of maritime logistics.

As contributors to this dynamic ecosystem, we are honoured to have walked this path with IIS Shipping, and as inheritors of Indian legacy heritage, the remarkable legacy of collaboration deserves a page not just in our minds but is etched in our hearts forever too.

Here's to 75 years of IIS Shipping. A journey that continues to inspire and steer the course for Indian maritime logistics.

A cornerstone of the journey has been our enduring association with IIS Shipping, a partnership that dates back to its very inception. Anchored to shared values of safety, discipline, and progressive governance.





R.C.
SINGH

CHAIRMAN
B.P. MARINE ACADEMY

The academy has been National
In-Course Best of Records and
Institute Best of Records for
Training 'Inshore mariners of sea
before their sailing to overseas ports

B.P. MARINE ACADEMY: PIONEER IN MARITIME TRAINING

Efficient sea transport plays a vital role in a country like India. Blessed with an extensive coastline and thriving maritime trade, recognising this need, B.P. Marine Academy (BPMAC) was established by its visionary Founder Chairman Mr. R.C. Singh on 16 November 1972 Pioneering of Maritime Training in New India. Today, B.P. Marine Academy stands tall as one of India's premier maritime training institutions, operating from a 1.75,000 sq. ft. facility at Noida and a World class campus built over 15 acres of land in Tamil.

Since its inception, B.P. Marine Academy has trained over 7.7 lakh seafarers to various post-UTS and post-UTS courses. The Academy has earned a spot in Times Book of Records for three consecutive years (2014, 2017, and 2018) for training the highest number of sea-leavers in a single calendar year and as the Guinness Book of World Records for highest employability skills – an outstanding feat that witnesses its top role in fulfilling India's maritime workforce requirements. B.P. Marine Academy has been a model partner of the Directorate General of Shipping (DG Shipping) offering 104 approved courses with the objective to prepare seafarers to meet the evolving challenges of the maritime industry through comprehensive training that enhances their knowledge, skills, and attitude.

B.P. Marine Academy has also demonstrated a strong commitment to social impact by providing financial assistance worth Rs 10 crore to economically disadvantaged students. This initiative under its

The Academy has been
National In-Course Best
of Records for Training
BPMAC TRAINING OF
SEAFARERS IN A SINGLE
CALENDAR YEAR AND
GUINNESS BOOK OF
RECORDS FOR HIGHEST
EMPLOYABILITY SKILLS
AN OUTSTANDING FEAT
THAT WITNESSES ITS
TOP ROLE IN FULFILLING
INDIA'S MARITIME
WORKFORCE REQUIREMENTS

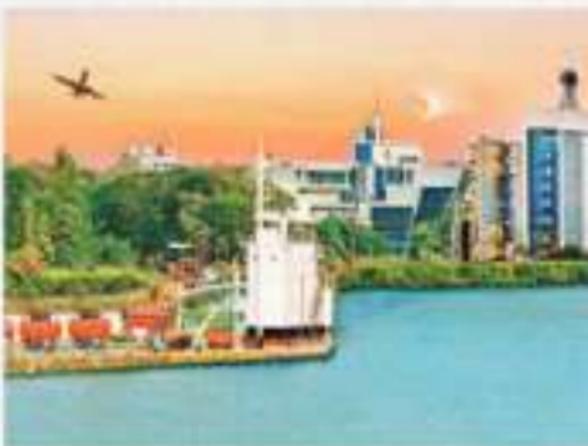


IMU and has opened career avenues for thousands of aspiring mariners who otherwise lacked access to quality training. The institution has been accredited by AQI Quality Evaluation and continues to be the best of 2017 quality institute. It was also rated A1 (Outstanding) in a Comprehensive Inspection Programme (CIP) by ISO.

An exceptional placement record of 92.7% from 2007 to 2020 underlines the fact that the global maritime industry places its highest valued professionals.

Chairman MC R.C. Singh, a stalwart in maritime education, has been recognised internationally and was featured on the Indian Magazine cover "2021: THE YEAR OF MARITIME" for his extraordinary contributions. His vision continues to steer I.M. Maritime Academy to greater heights.

"We extend our warmest congratulations to the Directorate General of Shipping on completing 75 glorious years of dedicated service to the maritime sector."





INTERNATIONAL
MARITIME ORGANIZATION

Shaping a better world at sea



ERIC
VEITH

REGIONAL CHIEF OFFICER, NORTH PACIFIC
BUREAU VERITAS



Bureau Veritas Marine & Offshore joined the International Maritime Organization with the International Convention on Shipping, welcoming 75 years of marine regulatory leadership, the International Maritime Organization's global reach, and continued growth. The alliance continues to shape global maritime future with industry leadership, regulatory expertise, and pioneering advancement in solutions.

BUREAU VERITAS: PROVEN TRACK RECORD IN MARITIME WORLD

Bureau Veritas Marine & Offshore stands as a global leader in maritime classification, certification, and inspection services. With a rich history of ensuring maritime safety, environmental protection, and operational efficiency, the organization plays a critical role in supporting the global maritime industry's operational integrity and sustainability. Recognized for its technical excellence and international reach, Bureau Veritas continues to innovate and evolve with the dynamic demands of the maritime world.





STRATEGIC PARTNERSHIP WITH DSC SHIPPING

The collaboration between DSC Shipping and the American Council of Shipping, DSC Shipping, represents a powerful alliance in maritime governance and safety. This partnership has been instrumental in:

- Enhancing maritime safety standards through advanced tools and methodologies
- Implementing rigorous vessel inspection protocols that align with international benchmarks
- Supporting India's maritime infrastructure development and expansion
- Promoting sustainable maritime practices that ensure environmental impact and resource efficiency

Together, these collaborative efforts – and have been meeting – creating benchmarks for safe and green shipping operations across Indian waters.

KEY COLLABORATIVE AREAS

- Technical Expertise: Providing advanced classification and certification services across diverse range of vessels, ensuring operational integrity and operational reliability
- Regulatory Compliance: Ensuring vessels meet international maritime regulations, ensuring global compliance across all Indian maritime operations
- Risk Management: Developing comprehensive maritime safety strategies, weather prediction mechanisms, and prompt risk assessment models

From regulatory compliance to operational excellence, DSC Shipping's collaborative impact demonstrates a commitment to maritime safety and sustainability.

75 Years of DSC Shipping: A milestone of excellence. For your 75th anniversary, DSC Shipping controls its health & compliance as far as possible journey in shipping India's maritime landscape. Your consistency and resilient commitment to maritime safety, technology and innovation, and national maritime development has been truly inspirational.

For seven and a half decades, you have navigated challenges successfully, embraced innovations, and consistently elevated maritime standards. Your leadership has been crucial and instrumental in propelling India as a significant maritime nation.

We are proud to be your partner in this remarkable voyage of excellence.



DR. N. P. TOLANI
(1924-2017)

1924
2017



Dr. Nandlal Prasad Tolani served as President of the TOLANI GROUP for over 20 years, leading the group through its transformation from a small shipping company to a global maritime leader. His vision and leadership were instrumental in the group's growth and success. He was a pioneer in the Indian shipping industry and a respected figure in the global maritime world.

TOLANI GROUP: NAVIGATING EXCELLENCE TOGETHER

A true entrepreneur is defined not just by vision, but by grit, unwavering determination, and resolute action in the face of adversity. Dr. Nandlal Prasad Tolani was one such pioneering personality who carved a unique niche in Indian shipping and the global maritime world.

The Tolani family, displaced from their ancestral lands, built a life of hard work, resilience, and success. Under the leadership of Nandlal Tolani, they built a shipping empire across the Indian and Global Seas, challenged by the competition in the industry. Dr. Tolani's vision and leadership were instrumental in the group's growth and success.





During his time at Council, Dr. Tolani met Mr. Arthur (A.K. Independent India's first Director General of Shipping who had played Dr. Tolani's interest in maritime commerce. In 1968, Dr. Tolani entered the shipping industry founding what would become Indian Shipping Company Ltd. (ISCI). Today, ISCI stands at the group's flagship entity focused on ship ownership, operations, and management.

In 2017, the Group launched a ship management company S-Crafts Ship Managers Pvt. Ltd., a well-respected name in the field managing ships under various international flags.

Guided by a philosophy that business must serve society, a value championed by Dr. Tolani's father Chhotu Tolani, the newly established Institute of Higher Education in Adipur (IHA) and Institute (IHA) in Porbandar focus on quality learning.

In 1996 the Government of India provided maritime

education. Dr. Tolani responded by establishing Tolani Maritime Institute (TMI) in 1998 in India, Odagam, Tamil Nadu with its purpose, build capacity and create maritime infrastructure. TMI offers a holistic and insurance learning environment for aspiring maritime professionals.

In recognition of his uniquely important and unparalleled contributions to the development of India's maritime sector, more so in the area of maritime education and training, Dr. Tolani was honored with the prestigious Maritima Award by the Ministry of Shipping, GOI, in 2002.

Guided with the persona of her father, Dr. Tolani's daughter, Dr. Sujata Walk, guides the group with the same dynamism and commitment.

Congratulations to ISCI Shipping on 77 years of excellence in leading India's maritime governance. Tolani Group values its enduring partnership with the mariners and looks forward to its continued growth.





SHASHI KIRAN
SHETTY

CHAIRMAN & MANAGING
DIRECTOR

ALLCARGO GROUP ACCELERATING INDIA'S GLOBAL LOGISTICS AMBITION

Allcargo Group stands to benefit significantly in the short-term from the passage of the Shipping Bill, an important step towards the government's vision of making India a global shipping hub. The Shipping Bill has been instrumental in shaping a framework of regulatory provisions, maritime safety and international mobility that has empowered India's shipping industry to rise on the global stage.

We are proud to work alongside the Government in setting programs that go beyond business to contribute to a nation's future-ready logistics sector that supports the nation's economic growth. All Shipping and Allcargo Group are excited to see endeavours to realize India's emergence as a global logistic hub.

With our roots deeply anchored in India's maritime ecosystem, Allcargo Group has evolved into three divisions into a global leader – spanning 180 countries, with capabilities across international trade chains, domestic express logistics, LTL-FTL operations, logistics and industrial parks, and consolidation logistics solutions. This journey has been underpinned by robust compliance, strict quality control and certification standards and fostering operational excellence, domains where Allcargo's leadership has been pivotal.

For the future, we envision Allcargo Group continue to play a key role in shaping, define and govern India's logistics landscape, contributing to the nation's growth and global status of a world leader.



**KARAN
PAUL**

CHAIRMAN
APEEJAY SHIPPING LIMITED

APEEJAY SHIPPING LIMITED: COMMEMORATING 75 YEARS OF PARTNERSHIP AND PROGRESS WITH DG SHIPPING

Apeejay Shipping Limited, a distinguished member of the Apeejay Group and a leading entity in the maritime industry, as we have completed our 75th anniversary since our establishment on 25th August 1947, it is with great pride that we reflect on our journey marked by excellence in shipping and logistics.

Our fleet boasts a balanced mix of Kapissons, Tankers, and Supramax vessels, reflecting our continued expansion and operational strength. Our operations are certified under ISO 9001:2015 and ISO 14001:2015, demonstrating our commitment to quality, safety, and environmental responsibility.

A significant portion of our fleet proudly sails under the Indian flag, operating in full alignment with the regulatory framework set forth by the Directorate General of Shipping (DG Shipping). Our long-standing association with DG Shipping has been instrumental in upholding the highest standards of safety, efficiency, and operational excellence.

As an active member of the Indian National Shipowners' Association (INSA), we collaborate closely with DG Shipping to help shape forward-looking maritime policies, foster strategic industry insights, and contribute meaningfully to the development of a robust and future-ready maritime ecosystem.

At the heart of our operations lies an unwavering commitment to nurturing Indian maritime talent. Today, over 250 Indian officers and ratings serve across our fleet, supported by structured training programs and defined pathways for professional growth.

On the occasion of our 75th anniversary of DG Shipping, we extend our heartfelt congratulations. Under the leadership of Mr. Karan Paul, Apeejay Shipping cherishes its enduring partnership with DG Shipping and remains committed to charting a shared course toward greater horizons and a thriving maritime future.





CAPT. VENUGOPAL H. SHARMA

**MANAGING DIRECTOR
BLISS SHIP MANAGEMENT**



*BLISS is proud to be a part of
DC Shipping family.*

BLISS SHIP MANAGEMENT: TAILORED SERVICES

The Bliss Ship Management Corporation creates tailored organizations to DC Shipping on its TMS ecosystem. The Bliss Ship Management Group (BSMG) comprises of about 11 companies. BSMG operates and manages vessels for diverse fleets, addressing unique challenges and opportunities. Bliss Vela Shipping (BVLS) manages crew for its own fleet, while Karmata Offshore LLP (KOTF) handles the offshore business. This strategic structure allows BSMG to offer tailored maritime services.

BSMG is recognized in the global maritime industry for its high-quality ship management services, emphasizing safety, compliance, and operational efficiency. Specializing in technical and crew management, operations, and commercial compliance, BSMG ensures adherence to international regulations and sustainable practices.

The close association with DC Shipping, India's principal maritime entity, has been pivotal in shaping BSMG's operations. DC Shipping provides regulatory frameworks and guidance, supporting BSMG in certification, training, compliance, and audits, ensuring operations meet international standards.

As DC Shipping celebrates its anniversary, BSMG is proud to be part of its legacy. Together, they lead maritime innovation and progress, embracing tradition and looking into the future with a shared vision of excellence. BSMG looks forward to continued collaboration and growth with DC Shipping.





ARJUN
CHOWGULE

MANAGING DIRECTOR
CHOWGULE SHIPBUILDING PRIVATE LIMITED
CHOWGULE, COASTAL ROAD



Chowgule SBD builds industrial vessels and offshore structures along coastal markets and provides full turn-key services to operators.

CHOWGULE SBD: UNMATCHED REPUTATION IN SHIPBUILDING & OFFSHORE STRENGTH

Chowgule and Company's Shipbuilding Division (SBD), based in Goa, stands as a pioneering force in India's maritime engineering landscape. With over 75 years of shipbuilding expertise, Chowgule SBD has earned a reputation for delivering high-performance vessels to domestic and international clients. The division specializes in constructing multipurpose cargo ships, steel-hull vessels, TCG-class vessels, and hybrid diesel-electric vessels, reflecting its commitment to innovation, precision, and sustainability.

Beyond shipbuilding, Chowgule SBD leverages its deep technical expertise to execute complex repair and maintenance projects across rigs, cranes, ship lifts, and other offshore and heavy engineering domains. Its robust infrastructure, agile project management, and skilled workforce enable the company to undertake 100% projects with precision, safety, and reliability – setting new benchmarks in marine services and engineering excellence.

Chowgule SBD is also a proud partner in India's defense forces and shipyards, contributing to the 'Make in India' initiative by building multipurpose capabilities and fostering self-reliance in naval engineering.

As ITC Shipping celebrates 75 glorious years of maritime excellence, Chowgule SBD stands as a testament to the company's unwavering commitment to safety, quality, and customer-centricity. It has been a honor for the industry. "We strive for visionary leadership and look forward to continued collaboration in shaping India's maritime future."





INDIA'S SAILING VESSEL HERITAGE: A LEGACY THAT DEFIES TIME

India's maritime history predates both of Western civilization. The world's first known wind-driven vessel is believed to have been built around 3500 BCE, during the era of the Indian Valley Civilization. This remarkable feat of engineering is just one of many milestones in India's early history of the sea. The Indian sailing vessel industry, with roots tracing back to these ancient times, stands as a living symbol of a "Sevens Seas" maritime legacy—forged through millennia of trade, labor, and migration, often amid fierce Arab, British, French, and Portuguese rivalries in the Indian Ocean.

Long before European adventures such as Columbus crossed the Atlantic or Magellan navigated the Pacific, Indian sailors were already harnessing monsoon trade winds to traverse the Indian Ocean and Arabian Sea. These routes had, by then, reached into bustling centers of commerce and cultural exchange.

Through ages of colonization and global shifts in maritime technology, India's sailing vessels have endured. In an era now dominated by locomotives, container ships, and nuclear submarines, the survival of the Indian sailing vessel industry is nothing short of a miracle.

This resilience is owed to large part to the unyielding

spirit of India's coastal seafaring communities. Their commitment to their way of life, to traditional skills passed down through generations, has kept the industry alive—vital to many parts of the world, where such vessels are now only found in museums. Today, this writer continues to provide livelihoods to nearly 0.7 million people, many of whom come from diverse or socially marginalized communities on India's eastern and western coasts.

These vessels are made in India and proudly registered under the Indian flag.

To protect and study this vital sector, the Federation of All India Sailing Vessel Industry Associations was established in 1976. As the official representative body of the Indian sailing vessel industry, the Federation brings together various associations and groups across India's maritime states, it remains steadfast in its mission to safeguard the rights and welfare of everyone connected to this historic trade—crew members, authors, distributors, and coastal communities alike.

The Indian sailing vessel industry is not just a relic of the past. It is the heartbeat of shipping—a living, breathing remnant of India's maritime soul.



Recreated photo of British sailing fleet in India's Gulf of Oman, 1840s. Photo: The British Library



JEFF LO

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INTERASIA (SEKURAS) BERHAD (KLSE: 438)



The group has made remarkable growth from its roots in the Straits region, India's "global east".

INTERASIA LINES- ANCHORING TOMORROW IN INDIA'S MARITIME POTENTIAL

Founded in Singapore in 1967, Interasia Lines has pursued a more than 50-year journey of rebranding, evolving into one of the region's most respected ocean carriers. From pioneering containerised services across Asia to realising exciting trade, our motto "Move ahead" continues to propel us forward.

With a vast network covering all major Asian economies, Interasia has secured significant exposure in India over the last decade, recognising India's position as a key economic power in the world.

India, with its skilled workforce, robust infrastructure, and steady economic growth, holds an increasingly important role as the global economy. Our expansion into Mumbai (2015), Chennai (2019), and Kandlur (2021) underscores our long-term commitment to investing in India.

At Interasia, we believe the next chapter of our journey will be written across India's coast, connecting regional hubs through enhanced service networks and more responsive service patterns tailored to India's dynamic trade flows. With the support of the Directorate General of Shipping, we are actively shaping our India-focused strategy to bring faster, safer, and more reliable ocean freight solutions to local and global stakeholders.

Interasia Lines would like to extend our warm congratulations to the Directorate General of Shipping on its 71 years of leading India's maritime industry to its strong position today. We look forward to being a continuous partner to the maritime industry in India, which undoubtedly has a bright future ahead.





**SURESH
PAREKH**

**MANAGING DIRECTOR
INDIA & SE ASIA**

At Polestar, we are committed to providing our customers with the highest quality service, safety, and reliability. We are committed to providing the best service to our customers and ensuring the highest quality of our products and services.

POLESTAR: SAFEGUARDING INDIA'S COASTLINE WITH PRECISION & PURPOSE

Polestar Maritime (India) is an independent business unit serving company with a modern fleet, focusing on ensuring the safety and efficiency of port and terminal operations across India's coastline.

Amongst the fleet owned by our group, the Water Lily stands out for serving India as an Inaugural Floating Vessel (IFV) based out of Mumbai in close collaboration with the Directorate General of Shipping for the past six years. Water Lily has proven instrumental in ensuring emergency response, offering critical assistance in distressed vessel situations, providing protection, and safe towing under adverse conditions.

The company remains committed to upholding the highest standards of safety, operational excellence, and environmental responsibility. Through continuous investment in crew training, vessel maintenance, and technological upgrades, we aim to continue to contribute meaningfully to India's maritime advancement.

Polestar extends its heartfelt congratulations to the Director General of Shipping on the proud occasion of completion of 70 years of exemplary service to the nation. The Directorate's unwavering commitment to maritime safety, regulations, and development has been a guiding force. In company like ours.

We look forward to continuing our cooperation with the Directorate in enhancing maritime resilience and responding effectively to evolving challenges of our industry. Together, we will harness safety, strength, and with shared purpose.





JOSEPH E.
FARRELL III

CEO & MEMBER, BOARD
OF DIRECTORS



Photo credits go to the people who make our work unique and successful. We're proud to have the following people help us achieve our goals.

RESOLVE MARINE GROUP: FOUR DECADES OF GLOBAL REACH

Resolve Marine is a global leader in vessel salvage, emergency response, compliance, and specialized marine services, proudly serving the maritime industry for nearly 40 years. Robert Clowdary, Country Manager says, "We bring a unique blend of global reach and local responsiveness to every project.

Our strength lies in our people — a dedicated team of salvage masters, vessel mechanics, engineers, divers, environmental specialists, and project managers — backed by advanced technology and global experience. From remote regions to major ports, we're successfully delivering complex marine solutions worldwide.

Through continuous investment, we maintain a world class fleet of vessels, large, heavy-lift equipment, aircraft, and specialized tools, strategically positioned for rapid deployment through our global depots. Guided by a vision to leave the world in a better place, we are committed to delivering safe, innovative maritime solutions rooted in values of safety, integrity, excellence, and teamwork.

Resolve Marine is honored to be working with the maritime community of shipping, including shipping efforts to support the requirements of multiple salvage companies in India. We share DG Shipping's mission to enhance maritime safety, professionalism, and environmental stewardship.

Congratulations to DG Shipping on completing 75 glorious years. We deeply value our association and look forward to continued collaboration in advancing India's maritime future."





**VIJAY
SANKAR**

Chairman
and Managing Director

**C V SUBBA
RAO**

Managing Director
Shipping Division

The Group building a strong sporting culture in tennis and cricket, with some players taking part in the Olympic medal hunt.

THE SANMAR GROUP: A GLOBAL CONGLOMERATE



Shipping is our industry, and its conventional nature of business carrying multiple interests, whether commercial or regulatory, require leadership on a sovereign platform, which we believe the IG Shipping and its people have unfathomably and unapologetically offered over the last 75 years. We, at The Sanmar

Group, uphold this legacy, which carries the reputation of transparency, uniformity and integrity.

The Sanmar Group, headquartered in Chennai, is a USD 1.30 billion industrial conglomerate, with interests in Chemicals, Engineering and Shipping. The Group owns assets in Singapore, Egypt, Mexico and the USA, other than India. All the businesses are professionally managed and operated on the core principles of ethics, logic and fairness.

The Group also has an active investment in education and healthcare for the larger good of the society and the lower privileged people. Over the last 50 years, the Group built up a strong sporting culture in tennis and cricket, with some of its players even being part of the Indian medal team.

It is a matter of great pride and privilege for The Sanmar Group to be associated with the Directorate General of Shipping, as it commemorates 75 years of service to the shipping industry of India.



**C.F.
GEORGE**

VICE CHAIRMAN
GLOBAL FREIGHT SHIPPING

Global Marine provides
intelligence on Shipping's
most interesting freight
destinations

STRENGTHENING INDIA'S MARITIME NETWORK WITH GFS

Global Freight Shipping (GFS) entered our beautiful shores in the International General Shipping for their unwavering commitment to excellence over the years and a steadfast dedication to ensuring the safety, security, and sustainability of our maritime sector. This phenomenal journey marks a proud legacy of dedication, excellence, and integrity.

Global Freight Shipping (GFS) is the pioneer of freight operations in the Indian East, a vibrant and bustling gateway to the Indian Ocean Shipping ecosystem. Our network stretches from the Persian Gulf to the Far East, serving the Mediterranean, Red Sea, Africa, Middle East, Indian Subcontinent, Southeast Asia and North Asia ports. Our voyage started in the 1990s, and we continue to be a strategic partner of the shipping industry now for over 31 years through a multi-panch network connecting the major shipping hubs. GFS operates 32 services globally with more than 50 container vessels, making among the top largest India operators worldwide.

Sima Marine (India) Pvt Ltd was incorporated in 14th Dec 2001 to manage GFS operations in India. In 2014, Sima Marine commenced coastal service with two own Indian flag vessels. Currently, we own six Indian flag vessels with a capacity of 20,227 TEU / 272,877 AGU. Sima Marine is now one of the leading coastal operators connecting the West and East Coast of India weekly on the GFS service with four Indian flag vessels catering to Mumbai, Durgam, Mangalore, Cochin, Kattappadi & Veng. Colombo.

We cherish GFS Shipping for their legacy of excellence and we look forward to many more years of successful leadership of GFS Shipping in the maritime domain.





**CAPTAIN SANTOSH
DWIVEDI**

GENERAL MANAGER
XFINITY MARITIME SERVICES (INDIA) PVT. LTD.



• 20+ years of experience in
delivering world-class service
management across 120+ sites
• Managing 1000+ crew members
• Engineering world-class
customer service global systems

XFINITY MARITIME: DELIVERING TRUSTED CREWING FOR DIVERSE VESSELS

Xfinity Maritime Services Private Limited, an ISO-certified company headquartered in Mumbai with a strategic office in Singapore, is a trusted name in maritime crew management.

We specialize in providing world-class crewing solutions for a diverse range of vessels including oil tankers, gas carriers, bulk carriers, and container ships. Our commitment to operational excellence, innovation, and the highest safety standards drives our service delivery.

At Xfinity Maritime, we are passionate about ships and sailing. With a robust in-house pool of qualified seafarers and our dependency on third-party agents, we ensure transparency, reliability, and satisfaction in every solution. Our dedicated teams not only recruit but also provide crew-specific training to maintain the highest level of competency on board.

We are proud of our longstanding professional association with the International General Shipping, whose regulatory policies continue to shape the Indian maritime sector. In the commemorative occasion of 75 years of IGC Shipping, we extend our heartfelt congratulations and gratitude for our visionary leadership and commitment to maritime excellence, have been instrumental in fostering global trust in Indian seafarers.

As we sail forward, Xfinity remains dedicated to supporting the sustained growth of the maritime industry anchored in quality, driven by passion.







**DR. J.
RAMACHANDRAN**

CHIEF
EXECUTIVE OFFICER

AMET UNIVERSITY: PIONEERING MARITIME EDUCATION

Located on India's East Coast Road, AMET University is the country's first Maritime-focused University, established in 1997, offering degree programs from diploma to doctoral levels, with a strong industry connection and over 300 shipping companies participating in campus activities. The university is ISO 9001:2015 certified and accredited with an A-grade by NAAC.

AMET University has a long-standing association with the International Council of Shipping (ICS) Shipping, adhering to its guidelines and regulations to ensure excellence in maritime education and training. "Our curriculum remains aligned with evolving global maritime standards and technological advancements."

"We congratulate ICS Shipping on completing 75 glorious years of service to the Indian maritime industry. We

appreciate their efforts in promoting safety, security, and environmental protection. We look forward to continued collaboration and growth, and wish them many more years of success in shaping India's maritime industry."



**VINEET
GUPTA**

MANAGING DIRECTOR,
ANGLO-EASTERN Ship Management (India) Pvt. Ltd.

ANGLO-EASTERN: PIONEERS IN SHIP MANAGEMENT FOR OVER 50 YEARS

Anglo-Eastern Ship Management Group is a leading global ship manager, overseeing more than 750 vessels with full technical management and an additional 500 crew management while providing employment to more than 17,000 global seafarers. Our headquarters in Hong Kong oversees a network of 50 locations worldwide, including specialist training centres and the award-winning Anglo-Eastern Maritime Academy (AEMA) in India. Indian operations provide employment to about 21,000 Indian seafarers on more than 170 ships under Management of Anglo-Eastern.

We have long set high industry standards by ensuring industry partnerships built on trust and performance, always striving to exceed stakeholder expectations. As we celebrate the Diamond Jubilee of Shipping over 75th anniversary, we look forward to a deepened partnership and advancing the global maritime industry together alongside a shared commitment to excellence and innovation. We wish you all an even more vibrant, optimized and fruitful voyage ahead."





**RAVI
ARYA**

CHAIRMAN
ARYA TANKERS PVT. LTD.

ARYA TANKERS: A GLORIOUS LEGACY OF DEDICATION

Arya Tankers Private Limited has established a strong and reputable presence in the shipping industry, driven by a commitment to excellence, reliability, and customer satisfaction. "We have a dedicated team that manages all ship-related activities onboard, thus ensuring seamless vessel performance and operational efficiency. Our rigorous approach allows us to maintain high standards of safety, compliance, and service quality."

Over the numerous decades of 75 years of the Directorate General of Shipping, Arya Tankers continues its successful operations and deepens its commitment and deeper appreciation to the esteemed stakeholders. Over the decades, DG Shipping has been a pillar of strength and guidance for the Indian maritime sector, upholding safety, regulatory excellence, and global standards with unwavering commitment.

Arya Tankers is proud to be a part of this dynamic journey and looks forward to continued collaboration in navigating the future of Indian shipping.



**ATIT
MAHAJAN**

MANAGING DIRECTOR
CMA CGM

CMA CGM: CHAMPIONING INDIA'S MARITIME RISE

Following the landmark visit of Prime Minister Narendra Modi and French President Emmanuel Macron to CMA CGM's Mumbai office in February 2023, our leadership committed to deepening presence in India through strategic investments and bold maritime initiatives. As a historic move, CMA CGM became the first major foreign shipping company to fully integrate its operations under the Indian flag, showcasing our long-term commitment to India's rise as a maritime powerhouse.

Working closely with the Directorate General of Shipping (DG Shipping), we successfully established our Recruitment and Placement Centre (RPC) office in Mumbai. With a goal to recruit 1,000 Indian seafarers by the end of 2023, we are well on track - driven by visionary leadership, robust execution, and ongoing collaboration with DG Shipping.

Our Mumbai RPC champions world-class opportunities for Indian seafarers and fuels their success in global shipping. Congratulations to DG Shipping for their invaluable support and leadership in shaping India's maritime future.





**CAPT. VIKRANT
GUSAIN**

1111,
Executive - Ship Management FZCO

DOCKENDALE SHIP MANAGEMENT FZCO

*Global maritime solutions, powered by
people and performance.*

As the shipping celebrates 75 years of leadership, Dockendale congratulates our regulatory authority and reaffirms its commitment to improving welfare, adhering to compliance and contributing to our long-term goal of sustainable shipping practices. We recognize the TC of Shipping for its pivotal role in shaping India's maritime industry.

Dockendale is a global ship management company delivering complex maritime solutions across marine operations, technical management, crew management, construction / retrofitting projects, procurement, inspection and audits and marine consultancy. We manage fleets across bulk carriers, PCTCs and Tugs, operated with a commitment to safety, sustainability and

Operational Excellence:

Our recent achievement - Dockendale Training Academy reflects our investment in building future-ready welfare. The training centre equips crew with advanced training in ship handling, OPA operations and safety drills, thereby preparing them for the maritime future.



**DR. SANJEEV S.
VAKIL**

110000 & 1111
Executive Director of HIMT (HIMT)

HIMT: A JOURNEY OF PROGRESS & PURPOSE

Hindustan Institute of Maritime Training (HIMT), established in 1998, is a leading maritime education and training institution in India, approved by the Directorate General of Shipping. HIMT has consistently delivered excellence in maritime training and has trained over 4,70,000 seafarers to date across various specializations.

With world-class infrastructure, state-of-the-art studios, highly equipped faculty, and a strong industry-academia interface, HIMT remains deeply committed to producing globally competent, future-ready, and responsible seafarers. "Our long-standing association with the Directorate General of Shipping has played a vital role in ensuring quality, innovation, and regulatory compliance in maritime training."

On the occasion of 75th glorious years of the Directorate General of Shipping, we extend our warmest congratulations. Your visionary leadership has significantly strengthened India's maritime sector, and we look forward to continued collaboration in shaping the future of maritime excellence and sustainable growth.





DEVKI
NANDAN

MEMBER
INDIAN PRIVATE PORTS & TERMINALS ASSOCIATION

IPPTA: LEADING PORT INVESTMENT SURGE

Indian Private Ports & Terminals Association (IPPTA) is an association of private ports and PPP Terminal Operators in India formed in 2011. IPPTA members as also all existing private operators collectively represent an investment of more than \$4,50,000 across 84 major ports and operate almost 20% of the port capacity and handle around 43% of the overall traffic of the major ports, driving India's growth trajectory. IPPTA proactively works with the government regulatory authorities providing inputs and recommendations relating to port policy and port development to make India port globally competitive and regionally single-also. IPPTA pledges assistance to the government in developing and implementing policies regarding private sector contribution to achieve the goals of Maritime India Vision 2020 & Maritime India Vision 2047.

IPPTA congratulates TG Shipping on the 7th anniversary celebration and applauds the association's growth enabled by its business diversity. "Our members have greatly benefited by their association with TG Shipping in all port related safety and security matters."



RAJEEV
NAYYAR

MEMBER
IMEI

IME(I) HONOURS TRAILBLAZING PARTNERSHIP

The Institute of Marine Engineers (IMEI) - IME(I) is an independent, non-profit, professional membership organization dedicated to the promotion, development & advancement of education & research in the field of marine engineering. From conferences like IME(ANCI), IME (L200000), CHAMBERS & IME(I) to technical assistance & written publications - the Marine Engineers Review (MER) & IME(I)G - IME(I) continues knowledge retention & professional growth.

By being members of ASSOCIATION OF INDIA - collaborating with IME, CMMI, DSA & MEN working in cooperation with ICG (IMRSC) constituting part of IME(I)G meeting as members of the technical committee of IME(I)G - IME(I) continues to shape the future of marine engineering.

IME(I) is proud of its association with TG Shipping - a partnership that has consistently strengthened maritime education, raised professional standards & empowered generations of marine engineers. Under the aegis of TG Shipping IME(I) continues to support the Green Shipping Council, participate as members of the Indian delegation to the IME(I)G, contribute to its studies committees.

On this significant milestone of TG Shipping's 75th year of the TG Shipping, IME(I) extends heartfelt congratulations & admiration for its visionary leadership in shaping India's maritime legacy.





CAPT. SAVIO RAMOS

GENERAL SECRETARY,
THE MARITIME UNION OF INDIA

THE MARITIME UNION OF INDIA: VOCAL PILLAR OF MERCHANT NAVY OFFICERS

The Maritime Union of India (MUI), established in the year 1970, is the sole recognised trade union representing Indian merchant navy officers.

The core right domain, MUI has remained committed to safeguarding the rights, welfare, and professional interests of officers serving on Indian and foreign going vessels. Through active engagement, the Union has contributed significantly to the formulation of policies and promotion of best practices within the maritime sector.

MUI shares a longstanding and symbiotic association with the Director General of Shipping, the apex regulatory authority for the Indian maritime administration.

"In the numerous occasions of the Director General of Shipping completing 75 years of exemplary service to the Indian Maritime Industry, we extend our heartfelt congratulations. Your unwavering commitment to regulatory excellence, safety and sustainable growth has been instrumental in shaping the progress of Indian shipping on the global platform."

MUI is proud of its association with the Director General of Shipping and looks forward to further strengthening this partnership in the years to come working together for the continued advancement of the maritime industry.



CAPT. JAGMOHAN, IN (RETD.)

CHIEFMAN & MANAGING DIRECTOR,
MAZAGON DOCK SHIPBUILDERS LIMITED

MAZAGON DOCK SHIPBUILDERS: FORGING INDIA'S NAVAL MIGHT

Mazagon Dock Shipbuilders Limited (MDSL), a premier Defence PSU under the Ministry of Defence, is India's leading shipyard engaged in the construction of one of the most warships and submarines for the Indian Navy and other clients. With a legacy of over 200 years, MDSL takes pride in contributing to national security and maritime self-reliance through innovation, precision engineering, and unwavering commitment to excellence.

In the numerous occasions of the 75th anniversary of the Directorate General of Shipping, MDSL extends its warmest congratulations. (G) Shipping has played a vital role in shaping India's maritime landscape through its regulatory excellence, safety standards, and visionary leadership.

As a key stakeholder in the maritime and shipbuilding ecosystem, MDSL deeply values the contribution of (G) Shipping in strengthening India's maritime capabilities and fostering global partnerships.

We wish (G) Shipping continued success in journey towards a safer, stronger, and globally competitive maritime future.





SATISH KUMAR SINGH

MANAGING DIRECTOR
MOLMI

MOLMI: EMPOWERING SEAFARERS, MARITIME LEGACY

MOL Maritime (India) Pvt. Ltd. is the in-house training, seafarers training and ship management arm of MOL, incorporated in the year 1995. A 100% subsidiary of MOL Shipping Services S.A., MOLMI plays a pivotal role in recruiting, training, monitoring and placement of world class seafarers across MOL's global fleet.

From our head office in Mumbai, we manage training for over 80 vessels, including state-of-art container, container, bulk carriers, and gas carriers with a total seafarer estate of above 2000 seafarers including lady seafarers. Our focus is deeply rooted in safe operations, professional development, and building long-term maritime careers. We follow our value base MOL CARES which includes Challenge, Honesty, Accountability, Flexibility, Teamwork and Safety.

Our value base MOL CARES which includes Challenge, Honesty, Accountability, Flexibility, Teamwork and Safety.

We wish the Directorate General of Shipping all the best upon completion of 75 years in existence and providing a robust leadership to maritime excellence."



NAFEESA MOALOBHOJ

MANAGING DIRECTOR
MOLOOBHOY GROUP

MOLOOBHOY GROUP: 120+ YEAR LEGACY & SERVICE EXPERTISE

Established in 1995, Moalobhoj Group continues its 120+ year legacy as a globally recognized leader in marine supply and services.

Being a one-stop company, spanning 14 strategic locations in India, UAE, Oman, and Qatar, we represent 70+ OEMs and are the exclusive distributor and service provider for PERKINS in India.

We have established three MRCCs for the Indian Coast Guard and awarded NIMS and Communication Systems on all ONGC rigs and platforms.

Our 70+ skilled engineers specialize in a "First Time Fix" for Electronic Services and "Working Like a Star" for ISA Services.

We have trained over 20,000 marine professionals on ICCO and TMSA-Audit courses at our training facilities.

Our new ventures of manufacturing life-saving equipment including tillerbars, rescue boats and compatible tanks is in line with OEM's vision of Make in India.

We recognize the Shipping industry's vision and work with every vessel for the future.





**MILIND
KANDALGAONKAR**

GENERAL SECRETARY, NUSI, MUMBAI

TORCHBEARERS OF INDIAN SEAFARERS

Established in 1976, the National Union of Seafarers of India (NUSI) represents Indian seafarers to various seafaring organisations, unions, dockers, seps and unions, on Indian and foreign flag vessels.

Since 1977, NUSI has been negotiating the national Maritime Board Agreement (MBA) (i) providing exemplary working terms and conditions on board Indian Flag Vessels. It has negotiated with the Indian Coastal Ship Owners Association (ICCSA), MR, CBA, Foreign Owners Representatives and Ship Managers Association (FOSMA), MR, CMA and International Maritime Diplomacy Council (IMDC) under ILO, ITC, ITC, CMA and bilateral agreements with Norway, Japan, Denmark, and Turkey, safeguarding employment standards and seafarers' rights.

NUSI addresses issues like shoreleave, wages, gratification of seafarers, unpaid wages, and repatriation. In 2021, the Shipping and STCW Act as well as India's "Super New flag", a white seafarers' initiative for seafarers.

NUSI congratulates the DG Shipping for its visionary leadership, dedication, and lasting contribution to India's maritime strength.



**CAPT. IMACULADO AVALON
BARROS COLACO**

CHIEF SUPERVISOR,
NUSI MARITIME ACADEMY

NUSI MARITIME ACADEMY: FORGING TOMORROW'S SKILLED SEAFARERS

NUSI Maritime Academy, Goa, was constituted by the late Dr. Sanjiv Kumar, former General Secretary of NUSI, under the NUSI Offshore Indian Seafarers' Scheme (OIS), the Academy has trained over 20,000 seafarers through pre- and on-board seafarer courses,



supporting India's Maritime Aspirational Vision 2047 to enhance the presence of Indian seafarers globally.

Backed by its founding bodies – the NUSI OIS Fund and the National Union of Seafarers of India – the Academy stands as a leading institution to nurture training to the seafarer.

The Academy has also admitted its first group of 7 women seafarers, 3 under 10 training and 4 under OISMB pre-arr category. Under its dynamic NUSI General Secretary Mr. Milind Kandalgaonkar, 3 women from the EASTERN also has been and 7 women having been recruited and fully sponsored to undergo their training.

On its 75th anniversary, NUSI Maritime Academy stands breathless wishes to the Director General of Shipping and team for continued success in moving India's maritime progress.





KEELI
LU

MANAGING DIRECTOR
OOCL SHIPPING P&I LTD.

OOCL: TRUSTED LEADERS IN SHIPPING LOGISTICS

OOCL, one of the world's largest integrated international container transportation and logistics companies, is committed to delivering reliable shipping solutions across the world.

OOCL has a strong reputation for providing customer-focused solutions, quality services and excellent innovation. It is also an industry leader in the use of the latest technologies to enhance global supply chains. OOCL's modern fleet today includes some of the youngest, largest, fuel-efficient, and continuously locally rebuilt carrying capacity on hundreds of vessels across the world, providing a total link to global trade.

"We extend our heartfelt congratulations to the thousands of crew of shipping as in 2016 anniversary. As the authority responsible for ensuring safety,

security, crew welfare, environmental protection, and sustainability as we, your leadership for best-in-class performance in shipping India's maritime strength. We trust your legacy will be honored to continued collaboration in building a vibrant and sustainable global shipping future."



CAPE S. R.
PATNAIK

CEO AND MANAGING DIRECTOR
PANBULK SHIPPING

PANBULK: CRAFTING MARITIME FUTURE WITH GLOBAL EXPERTISE

Panbulk Marine Services Private Ltd. (Panbulk Shipping) is headquartered in the UAE and offers a comprehensive range of shipping services, including freight, commercial and technical management operations and claims handling with a skilled and experienced team. We serve clients across the globe from our base in Dubai and branch offices to ports.

The maritime sector of shipping (or shipping) today plays a vital role in facilitating and implementing national policies, ensuring safety of life and wealth at sea, preventing marine pollution, promoting sustainable education in collaboration with the IMO, and regulating marine welfare, contribution, and employment. OCL Shipping also actively supports the growth of coastal shipping and Indian shipping tonnage.

"We align closely with OCL Shipping's vision and values. In this 2016 anniversary, we extend our warmest regards to the crew and thank you for your leadership in building India's maritime future."





**PARTHASARATHY
GOPALAN**

MANAGING DIRECTOR - SOUTH ASIA/INDIA OFFICE
PIL (INDIA) PVT. LTD.

PIL, KEY PLAYER IN MARITIME ARENA

Perils International Lines (PIL), a top 12 global container shipping line, has a strong presence in India with offices across major cities. We continue to expand our services, enhancing connectivity and supporting India's economic growth.

Through PIL India and Trade Manning Agency, we value our long-standing partnership with the Directorate General of Shipping (DGS), Government of India. With expertise in global maritime operations, crewing, and ship management, we are committed to safe, reliable, and compliant operations.

Our partnership with DGS has been vital in maintaining the highest standards in vessel operation, regulatory compliance, crew training, and safety at sea—strengthening India's role in global shipping. As DGS marks 75 years of service, we extend our heartfelt congratulations and commend its dedication to maritime excellence. We look forward to continuing our partnership to shaping the future of international shipping.



**SANJAY SINGH
KUSHWAH**

MANAGING DIRECTOR - SOUTH ASIA/INDIA OFFICE
HAPAG-LLOYD SOUTH ASIA PVT. LTD.

HAPAG-LLOYD POWERING SEAMLESS SHIPPING

Hapag-Lloyd is one of the world's leading liner shipping companies, ensuring global trade through a modern fleet and a wide range of reliable, consistent transport services. With a strong and growing presence in India, we are proud to support the country's robust maritime ecosystem and contribute to its global connectivity.

Our longstanding association with the Directorate General of Shipping (DGS) reflects our shared commitment to safe, sustainable and efficient shipping practices.

As DGS celebrates 75 years of global service in the industry, we committed to pivotal role in shaping policy, ensuring safety

and upholding the highest standards in shipping—truly an example in our industry. We are honored to be part of this journey and look forward to continued collaboration.

Heartfelt congratulations to DGS Shipping on completing 75 remarkable years of excellence in service to the maritime industry.





SANTHA KUMAR
PILLAI

MD & CEO
SERENE GREEN SHIPPING PVT. LTD.

SERENE GREEN: BUILDING GREENER FLEETS

Serene Green Shipping Pvt. Ltd. is driven by a vision to promote sustainability and innovation within the maritime sector. "We aim to revolutionize marine operations by capitalizing advanced technologies such as electric propulsion, hybrid systems, solar integration, and clean energy solutions that contribute to long-term environmental responsibility. As a ship owner and witness to our company's commitment for supporting the transition to greener and more efficient maritime practices.

Our association with the Shipmate Group of Shipping reflects a shared aspiration to make a change. In our early maritime industry, we continue to align our goals with national priorities in sustainable shipping and marine innovation.

We extend our sincere congratulations to DG Shipping for their visionary leadership and steadfast

efforts in transforming India's shipping landscape. Serene Green remains committed to contributing to this journey through purpose-driven innovation and responsible growth."



CAPT RAHUL
BHARGAVA

MD & CEO
Seros Shipping Pvt. Ltd.

SEROS SHIPPING DRIVES INDIAN MARITIME STRENGTH

Seros Shipping Pvt. Ltd. with Indian Flagged Fleet of bulk carriers and offshore vessels, play a pivotal role in coastal trade and offshore energy support. Their chartered to OPEC and G77, Serene Green Armada further blends maritime excellence.

In 2022, Seros has led vital mission – conveying pollution free MHC (MHC) during live on Wm 5th 90's and towing MHC (MHC) to safety. Seros vessel awarded the title of the year 2022, 2nd place in Outstanding Indian Shipping Company by DGL and 2024 Top SME in transport and logistics.

From charterer under DG Shipping's robust administration, stakeholder collaboration and sustainable shipping. As the 2022 marks 70 years of exemplary service, Seros Shipping applauds its leadership and remains committed to innovation, national service, and shared growth.





JESPER
KRISTENSEN

GROUP CEO / MEMBER OF BOARD
TEEKAY MARINE GROUP

SYNERGY MARINE: TUNED WITH INDIA'S MARITIME AMBITION

Founded in 2002 and now among the largest ship managers globally, the Synergy Marine Group employs over 26,000 seafarers and nearly 5,000 ashore – majority of them in India.

"We are also privileged to be the largest dual-gate way managers of Indian-flagged vessels, with 1,000 of them in Chennai and Mumbai. In 2023, we proudly inaugurated a dual-fuel capacity training and assessment facility in New Delhi, alongside offices in four other Indian cities.

Many of our Indian seafarers began their journeys through the operations and training framework initiated by the 1920s, 1950s, 1960s, 1970s, 1980s, 1990s and accelerating growth diversity in increasing culture, capacity, dual-fuel operations and customer-oriented technologies, now evolution reflects India's economic ambition.

We are also pleased to serve as a credible platform for presenting Indian maritime expertise and innovation on the global stage. We remain deeply grateful for the 1920's leadership as we chart a shared course to make a more robust and inclusive future."



KENNETH
HVID

CEO / CEO
TEEKAY

TEEKAY: HONOURING A LEGACY OF MARITIME SAFETY

Established in 1971, Teekay has grown from a regional player to one of the world's leading marine energy transportation companies. With offices in 8 countries and 1,200+ employees and shore-based employees, Teekay delivers marine services – technical, operational, crewing, and commercial – to power the global economy and improve lives. This proudly takes the liberties: General of Shipping India, an exemplary 75 years of dedicated service and innovation. As the statutory authority under the Ministry of Ports, Shipping & Waterways, 166 Shipping plus a vital role in vessel safety, seafarer welfare, and environmental compliance under the Merchant Shipping Act, 1958. Through 2023, through a massive global environmental

protection, Teekay stands to proud partnership signed in various of safety, sustainability, and resilience. We are committed to support the Shipping's journey and further maritime excellence through training and mentoring. Heartfelt congratulations to the 75-year milestone!





WITH BEST WISHES FROM

**M.PALLONJI
SHIPPING
PRIVATE LIMITED**



**SHALIN
THYVALAPPIL**

CEO,
Van Oord India Private Limited

VAN OORD: POWERING INDIA'S PORT INFRASTRUCTURE

Van Oord India Private Limited, a subsidiary of Royal Van Oord Dredging and Marine Contractors NV, is a leading dredging contractor operating in India for over 30 decades. "We own three Indian flagged dredgers – *ESSE Thelva Ada*, *ESSE Thelva Chyappa*, and *Matu* together with *Devyar Kaveri* – and have contributed to key port infrastructure projects, land reclamation, and navigational maintenance."

Notable projects include Mumbai Port (over 30 years), Jawahar Nehru Port, International Port, Jawahar, Hemes, Devyar, Kandaswaram, Volapam, Ganes, Corbin, and defence-related dredging for the Navy. "We are currently engaged in capital dredging at Kattappana Port and maintenance at Pambly and Madhavapur."

With full regulatory compliance and continuous support from ICI Shipping, our operations remain efficient and safe. We proudly join ICI Shipping in celebrating its 75th anniversary and extend its pivotal role in shaping India's maritime excellence. We look forward to contributing to the sustained leadership in the sector."





**CAPT SOMESH
BATRA**

CHAIRMAN
YANG MING LOGISTICS PVT. LTD.

YANG MING: DELIVERING EXCELLENCE IN LOGISTICS

Yang Ming Group (YMG), a global leader in container transportation, appointed Mumbai-based Marine Container Services India Pvt. Ltd. (MCSI) as its official Agent in India. In July 2018, the two companies formed a feasibility study to start a joint venture named Yang Ming India India Pvt. Ltd. This partnership combines the expertise of the Singapore company with the strong capabilities of the Indian group, delivering comprehensive logistic and international transportation services across the country.

Chairman Capt. Somesh Batra, along with Managing Director Mr. Vivek Das and the staff of Yang Ming India India Pvt. Ltd., extend their sincere congratulations to MCSI Shipping for reaching the incredible milestone of 75 glorious years of service in the maritime industry.

We send our best wishes to the management team and staff of MCSI Shipping and look forward to many more decades of prosperity and achievement.



**RAMESH
RAMAKRISHNAN**

CHAIRMAN
TRANSWORLD

TRANSWORLD: REDEFINING THE FUTURE OF GLOBAL TRADE



Transworld stands at the forefront of integrated shipping and logistics, delivering end-to-end solutions across Maritime, Aviation, Supply Chain, Freight Management, Fuel, Procurement, Global Hiring and Training. With a strong fleet presence and a strategic business operating hubs, the Middle East, and beyond, we ensure seamless cargo movement, specialized logistics services, and expert ship management.

Our focus on real growth is underpinned by decades of operational excellence and trust partnerships, from digital transformation and heavy investment in porting, local and global logistics. Transworld continues to set new benchmarks in service delivery and customer experience.

As the 75th anniversary of shipping unfolds, 75 years of remarkable service, Transworld proudly joins the maritime community in honoring its visionary leadership, regulatory excellence, and enduring commitment to maritime safety and progress. We extend our heartfelt congratulations and wishes our support to achieving a legacy of excellence.



*Jalanja Raka, Amaya Saraka
Dakita Narak, Sakita Sarukhama Sarakita Samukrah
Samuha Jukhah Rukraya Fidakah*

