

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

The 26th Meeting of the National Shipping Board (NSB) New Delhi was held on 25th Aug 2025 at 10:00 hours in the conference hall of Deendayal Port Authority, Kandla, Gujarat. The list of participants/attendees (including online) is as follows:

Attendees:

Board Members:

1. Shri Sameer Kumar Khare, IAS (Retired), Chairperson, National Shipping Board, New Delhi
2. Shri Ajithkumar Sukumaran, Chief Surveyor, Directorate General of Shipping, Mumbai (Online)
3. Shri Rakesh Singh, President, Indian Coastal Conference Shipping Association, Mumbai
4. Shri Anil Laxman Devli, Chief Executive Officer, Indian National Shipowners Association, Mumbai (Online)
5. Shri Rahul Modi, President, Coastal Containers Transporters Association
6. Shri Milind Kandalgaokar, General Secretary, National Union of Seafarers of India, Mumbai (Online)
7. Shri Pankaj Verma, DIG, Coast Guard Headquarters, New Delhi (online)

Board Members granted Leave of Absence:

8. Shri Arun Sharma, Executive Chairman, Indian Register of Shipping, Mumbai
9. Dr. K. Murali, Professor, IIT Madras, Chennai
10. Shri Shantanu Kalita, Advisor, Indian Ports Association, New Delhi
11. Ms. Sanjam Sahi Gupta, Director, Sitara Shipping Limited, Mumbai

Board Members absent without Leave of absence:

12. Shri Madhu S Nair, CMD, Cochin Shipyard Limited, Kochi (Absent)
13. Shri Mandeep Singh Randhawa, In-charge Maritime Administration Division, Ministry of Ports, Shipping and Waterways, New Delhi (Absent)
14. Shri Raghu R Nair, Commodore, Naval Operations, Indian Navy, New Delhi (Absent)

Board Member yet to be notified by the Ministry of Shipping, Ports & Waterways

15. Representative of the Maritime Union of India, Mumbai

Board Member yet to be nominated by the Ministry of Petroleum & Natural Gas

16. Representative of the Ministry of Petroleum & Natural Gas

Secretary:

17. Shri Nebu Oommen, SS-cum-DDG, DG Shipping, Secretary National Shipping Board, Mumbai

Permanent Invitees to the Board:

18. Shri AK Bansal, Representative from Inland Waterways Authority of India, Noida, U.P. (online)
19. Shri Sushil Mansing Khopde, Additional Director General of Shipping, as representative from DG Shipping Mumbai **(Absent)**

Special Invitees:**Gujarat Maritime Board**

20. Capt. Banshiva Ladva, Chief Nautical Advisor, Gujarat Maritime Board
21. Shri Kalpesh Vithlani, General Manager Project, Gujarat Maritime Board
22. Kingshuk, Consultant, Gujarat Maritime Board

Deendayal Port Authority Kandla

23. Captain Pradeep Mohanty, Dy. Conservator of Ports, Deendayal Port Authority, Kandla
24. Ratna Shekhar Rao, Traffic Manager, Deendayal Port Authority, Kandla
25. YK Singh, Secretary, Deendayal Port Authority, Kandla

IRS

26. Shri K K Dhawan Chief Surveyor & Sr. Vice President IRS
27. Shri Santosh Patil Vice President IRS

Local Associations

28. Gandhidham Chamber of Commerce & Industry (GCCI) Gandhidham District Kutch Gujarat
29. Kandla Ship Chandlers & Ship Repairers Owners Association (KSSRA) Gandhidham District Kutch Gujarat

Opening of the Meeting:

1.1. At the outset, the **Shri Sameer Kumar Khare IAS (retired) Chairperson, NSB** welcomed all the Board Members of National shipping Board, New Delhi (constituted vide Gazette Notification No. S.O.1935(E). dated 30/04/2025 of Government of India, Ministry of Shipping, Ports & Waterways File No. ST-16011/4/2016-MA), representatives of the permanent invitees & Special Invitee and the staff of DG Shipping & NSB Secretariat who were present (both physically and virtually) & attending this 26th meeting of the NSB.

1.2. **The Deendayal Port Authority (DPA)** warmly welcomed & felicitated the members of the National Shipping Board present physically in the meeting.

1.3. **The Chairperson NSB** expressed his gratitude to the Chairman, Deendayal Port Authority (DPA), for organizing the meeting at a short notice and Shri Shantanu Kalita, Advisor, Indian Ports Association (IPA) for facilitating the arrangements. He also thanked the officials of the Gujarat Maritime Board & the Deendayal Port Authority for sparing their valuable time in coming to the meeting for sharing their vision and good practices. He informed that the National Shipping Board, is a statutory body established under the Merchant Shipping 1958 (now the Merchant Shipping Act 2025) to advise the Central Government on the promotion of the Shipping Sector. It has a term of two years and it is reconstituted every two years. The present Board has been reconstituted for two years with effect from 30/04/2025, It plays a vital role in Shipping Sector by engaging with the relevant stakeholders in the Shipping, Ports & Waterways sector ensuring that the voices of all the stakeholders including the smaller yet significant stakeholders (represented as well as unrepresented in the Board) are heard and their concerns are conveyed to the Central Government.

1.4. The Chairperson NSB emphasized that active and physical participation of members is essential as the purpose of the Board is to directly engage with stakeholders across India at the field level and to understand the ground realities of the Shipping Sector viz. a. vis. the Government intervention / efficacy of the schemes etc. for meaningful advisory to the Government. Despite the 30-day prior notice informing the date / time / venue of the this meeting, many NSB members informed the Chairperson at the last moment about attending the meeting online or seeking leave of absence for not attending the meeting which is not only an unhealthy practice but it is unacceptable. The Chairman underlined that if members are unable to devote adequate time due to their own commitments elsewhere, they may inform the Government about their inability to devote time as a board member so that Government may consider nominating other representatives who can actively participate. Concluding his remarks, he urged members to attend physically in future so that they can interact with the stakeholders directly. He requested the Secretariat to take attendance and proceed with the agenda.

1.5. **Shri Nebu Oommen, Secretary NSB** informed the members about the schedule for the day's proceedings. He stated that the meeting would begin with presentations by the Gujarat Maritime Board & Deendayal Port Authority followed by an interactive session with the Board members soon after to deliberate on the key issues relating to their vision and operations. Thereafter the Board would interact with the local associations present at Kandla / Gandhidham. After the interactions with local associations, the meeting would proceed with the formal agenda items of the Board.

2. Presentation by Deendayal Port Authority:

2.1. Overview of Operations:

2.1.1. The DPA informed that located in the maritime state of Gujarat, the Deendayal Port (also called Kandla Port) is one of the twelve major ports of India, situated in the Gulf of Kutch with operations across Kandla, Vadinar, and Tuna Tekra ports. Kandla Port, officially known as Deendayal Port, is a seaport in Kutch district of Gujarat, India. The port is situated in the Kandla Creek and is 90 km from the mouth of Gulf of Kutch, it is one of India's major ports on the west coast. It is about 256 nautical miles southeast of the Port of Karachi in Pakistan and about 430 nautical miles north-northwest of the Port of Mumbai. Kandla Port was constructed in the 1950s as the chief seaport serving western India. The depth of the channel of port depends on the tide. This channel has a minimum depth of 13 meters. Kandla is a natural tidal harbour, completely protected from waves during monsoons. Connected to deep water by a dredged channel It is the largest port of India by volume of cargo handled. Kandla Port was renamed as Deendayal Port in 2017 under the Indian Ports Act, 1908. The Kandla Port is one of the ports that support the hinterland of North, West and Central India. It mainly transports liquid and bulk cargoes; handled 150 million metric tonnes of cargoes in the 2024–25 financial year.

2.1.2. Oil Jetties: Liquid products at the Kandala creek are mainly transported by seven oil jetties along the western bank of the creek. Each jetty consists of a service deck and a total of four dolphin moorings, two each on either side of the service deck. These jetties differ in the length of their service docks; oil jetty no-1 has the shortest length, which is 89.4 metres (293 ft) long, and jetties no-4, 5, 6, and 7 have the longest length, which are each 110 metres (360 ft) long. According to the construction design and infrastructure, the oil jetties are capable of handling oil tankers ranging from 40,000 DWT to 65,000 DWT. Among the oil jetties, oil jetty no-6 has the lowest navigability with a draft of 10.1 metres (33 ft) and oil jetty no-7 has the highest navigability with a draft of 13 metres (43 ft), while the length ranges of berth from a minimum of 183 metres (600 ft) to a maximum of 216 metres (709 ft). Oil jetty no-1 to no-7 are each capable of handling two million tonnes of liquid products. Oil jetty no-1 mainly handles LPG and chemicals, oil jetty no-2, 3 and 4 each handle chemicals, oil jetty no-5 carries gas/chemicals, oil jetty no-6 handles petroleum products and oil jetty no-7 mainly handles edible oil.

2.1.3. Cargo Berths: Cargo berths mainly handle bulk cargoes and containers. There are a total of 16 berths, of which two are container berths and others are bulk cargo berths. The maximum draft at the terminal is 14.5 metres, providing berthing capacity for vessels up to 255 meters in length.

2.1.4. Vadinar Off-shore Oil Terminal: The off-shore oil terminal consists of three single buoy moorings (SBM), these buoys have a navigable depth of 33 metres (108 ft). The SBMs are known as SBM-1, SBM-2 and SBM-3. SBM-1 and SBM-2 have an annual oil handling capacity of 11.25 million tonnes, while SBM-3 has an annual oil handling capacity of 19.95 million tonnes. The terminal has infrastructure to handle large oil tankers, and its buoys are capable of accommodating vessels up to 300,000 DWT. Buoy moorings at this terminal unload crude oil for the refineries at Koyali (Gujarat), Mathura (U.P.), Panipat (Haryana) and Nayara Oil Refineries. The terminal has crude oil storage facilities. The storage facilities operated by IOCL and EOL have a capacity of 11,44,000 kilolitres and 11,20,000 kilolitres respectively. Buoy moorings are connected through pipelines to onshore storage tanks, and to the main pipelines to oil refineries in North India and Gujarat.

2.1.5. Vadinar Product Jetty: There are two product jetties on the coast of Vadinar, which handle POL (Petroleum, Oil, and Lubricants) products. Each jetty is capable of handling 7.25 million tonnes of product annually.

2.1.6. Planned Additional Capacity: Deendayal Port Authority (DPA) has planned a new container terminal with a capacity of 2.19 million TEUs and additional capacity of 32.91 MMTPA as under.

CAPACITY ADDITION PLAN

PROJECT	CAPACITY ADDITION (MMTPA)
OIL JETTY 7 (Commissioned in 2023)	2
OIL JETTY 8 (Commissioned in 2024)	3.5
OIL JETTY 9-10-11	9.60
PIPELINE RATIONALIZATION	15.8
OIL JETTY 0	3.39
VADINAR SBM	24.5
CONTAINER TERMINAL (Awarded)	2.19 Million TEUs 32.91 MMTPA
MULTIPURPOSE CARGO	18.33 MMTPA
BERTH NO 13 (Original capacity -4.5 , Revised Capacity- 5.7)	1.2
BERTH NO 14, 15-16 (Original capacity -13.5 , Revised Capacity- 32.74)	19.24
TOTAL CAPACITY ADDITION BY 2030	125+ MMTPA
2030 TOTAL CAPACITY (MIV Target 300+)	300 + MMTPA

2.1.6. The Authority also presented its financial outlook, indicating an operating surplus of ₹1700+ crores as under.

NAME OF THE PORT:- DEENDAYAL PORT AUTHORITY							
FINANCIAL PERFORMANCE							
						Rs. In Crores	
S.NO.	DESCRIPTION	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (Provisional)
A	Traffic Handled(MMT)	122.61	117.56	127.10	137.56	132.37	150.16
1	Operating Income	1728.16	1717.95	1971.93	2611.48	2493.15	2732.32
2	Operating Expenditure	714.04	776.49	816.27	949.02	989.27	999.18
3	Operating Surplus	1014.12	941.46	1155.66	1662.46	1503.88	1733.15
4	Operating Margin(%)	58.68	54.68	58.61	63.66	60.32	63.43
	FINANCE & MISCELLANEOUS						
5	Non-Operating income	254.03	244.76	168.66	531.11	611.09	384.64
6	Non-Operating exp.	231.36	541.63	500.16	47.81	143.48	179.54
7	Net Surplus Before Tax	1036.79	644.59	824.15	2145.77	1971.49	1938.24
8	Net Surplus After Tax	691.83	343.21	552.36	1074.63	1320.55	1260.95
9	Cost per Ton(Rs.)	58.23	66.05	64.22	65.89	70.12	63.17
10	Operating Ratio (%)	41.32%	45.32%	41.39%	36.34%	39.68%	36.57%
11	CAPEX	212.22	282.78	559.41	670.99	767.96	792.32

2.2. New Initiatives:

2.2.1. Highlighting its alignment with India's National Green Hydrogen Mission, the DPA underlined the potential of achieving import savings of ₹1 lakh crore and creation of 6 lakh jobs. As one of the three ports designated under the Mission, the DPA has become the first port under India's green transition programme, with the goal of converting 50% of tugboats at major Indian ports to green energy by 2030. The Port is also working towards developing the Rotterdam–Singapore Green Digital Shipping Corridor aimed at establishing zero and near-zero emission shipping routes, and has signed an MoU with NTPC Renewable Energy Ltd. Key planned projects include establishment of a Centre of Excellence for Green Hydrogen & Fuel Bunkering (project cost ₹100 crore), a 100 MLD Desalination Plant to ensure sustainable water supply, development of a Smart Port with 6 km waterfront, and a Mega Marine Shipyard Facility. Among projects under implementation, the flagship initiative is the Tuna Container Terminal (PPP with DP World) with a capacity of 2.19 MTEU on ~55 hectares of land. The terminal will have three berths (1,100 m length, extendable to 1,375 m) and a draft of 14 m, enabling handling of vessels up to 15,000 TEU. Minimum Guaranteed Traffic commitments are 0.31 MTEU in Year 1, 1.00 MTEU in Year 5, and 2.19 MTEU in Year 8. The project was inaugurated with foundation stone laid on 26.05.2025. Other ongoing projects include the construction of a 10 MW Green Hydrogen Production Facility at Kandla, three Road Over Bridges (ROBs) with six-lane road upgrades at Kandla, Oil Jetty No. 8 at Old Kandla, dome-shaped transit storage godowns at the Cargo Jetty Area, additional road connectivity from Adipur to Cargo Berth 16 to NH 141, expansion of port area for EXIM cargo storage at Kandla,

common connectivity to the Tuna-Tekra Container Terminal, and the development of D-type residential quarters at Port Colony, Gopalpuri.

2.3. Operational Challenges of Deendayal Port Authority (DPA):

2.3.1. The DPA highlighted a few operational challenges. Being a tidal port, vessel movements are restricted to limited tidal windows, requiring meticulous planning and often leading to bunching of vessels. This creates demand for sufficient marine flotilla resources such as pilots, tugs, pilot boats, and mooring gangs. The port also has one of the country's longest navigational channels, nearly 30 km from the outer anchorage, which faces heavy siltation and requires continuous dredging to remain operational. During strong spring ebbing tidal currents, vessel mooring lines often part at the berth, causing vessels to drift and risking rupture of connected hoses. A shortage of pilots, due to the geographical location of the port, further adds to the operational difficulties. Lighterage operations at the outer anchorage are also restricted during the monsoon season due to the limited number of capable barges. In addition, more than 100 small crafts—including cargo barges, bunker barges, service barges, tugs, and floating cranes—operate in the area. During cyclonic conditions, safe berthing or parking for these crafts inside the harbour is a challenge, as they usually anchor near the Bandar area, posing risks for tanker movements.

2.4. Achievements of Deendayal Port Authority (DPA):

2.4.1. Despite these challenges, the DPA has achieved notable progress. The port has replaced the dependency on physical navigational aids by installing 30 virtual navigational buoys, enhancing safety and precision of navigation in the channel. This is a significant step as maintaining 19 physical navigational buoys is costly and prone to them going adrift. In addition, revamping of pipelines is currently underway to enable safe handling of multiple types of liquid cargo, thereby strengthening the port's operational efficiency and safety standards. The discussion elaborated on the risks associated with vessel movements, particularly when vessels drift away from the berth due to parted mooring lines. Such incidents can damage flexible hoses connected to the manifold, posing significant safety hazards. DPA informed that these occurrences, though not frequent, require constant monitoring and preparedness, especially when larger vessels are berthed. It further highlighted the persistent challenge of managing over 100 small crafts, including barges and service vessels, operating within the harbour. During adverse conditions, providing safe parking spaces for these crafts becomes difficult, creating additional risks for tanker movements. They also reiterated the issue of maintaining physical navigational buoys—19 in total—which are prone to getting adrift and demand costly upkeep, thereby underlining the importance of the port's shift to virtual navigational aids.

2.5. GMB representative highlighted policy-related matters and the need to strengthen systems for smoother cargo movement and coordination. He mentioned issues around Container Freight Stations (CFS) and emphasized the importance of policy clarity and operational streamlining to ensure efficiency in port logistics. He stressed adopting a system-wide approach, leveraging better coordination, and updating policies to match the port's growing cargo handling capacity.

2.6. The Chairperson NSB expressed gratitude to the DPA Authorities for their valuable time and assured full support from National Shipping Board in addressing any challenges that may arise.

3. Presentation by Gujarat Maritime Board (GMB):

3.1. The Gujarat Maritime Board (GMB): conveyed its heartfelt gratitude to the National Shipping Board for extending this warm invitation and for providing it an opportunity to share its perspectives. It emphasized the spirit of collaboration between Central Government and State Government to strengthen India's maritime sector and expressed its full commitment to achieve the common objectives.

3.2. Organisation Structure:

3.2.1. The GMB stated that established under the GMB Act, 1981, it is the first of its kind in India to regulate and develop the non-major ports (ports not under the control of the Central Government) of the State of Gujarat. It has the distinction of being the first autonomous State Maritime Board to be set up in India. It was established in 1982 to develop, administer, and regulate the non-major ports of Gujarat under the overall control of the State Government. The vision of GMB is to leverage Gujarat's strategic coastal advantage, transform coastal areas to global standards, and position Gujarat prominently on the international shipping map.

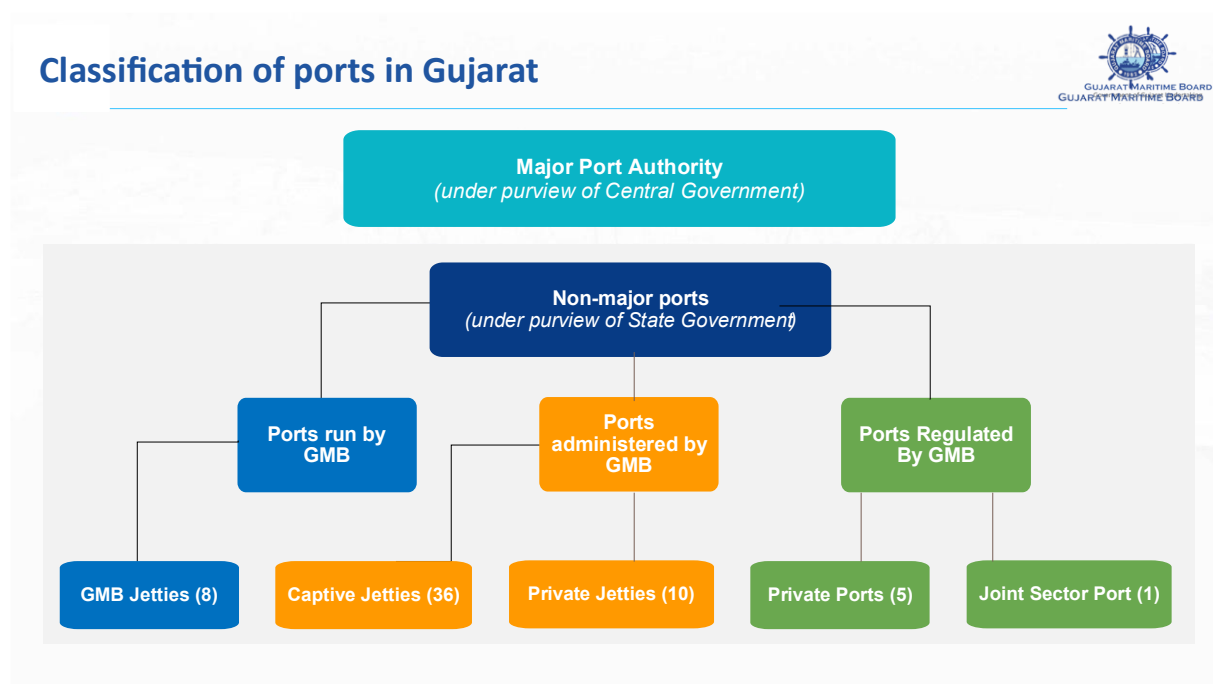
3.2.2. The GMB functions under the Ports and Transport Department of the Government of Gujarat, led by the Hon'ble Minister of Ports and under the overall guidance of the Hon'ble Chief Minister of Gujarat. In the GMB, at the top is the Chairman (Advisor to the Hon'ble Chief Minister), followed by the Vice Chairman & Chief Executive Officer. Under this leadership, the administration oversees various divisions such as projects, mechanical and engineering services, traffic management, port operations, and environmental management, ensuring smooth functioning and comprehensive governance of the state's non-major ports.

3.3. Functions:

3.3.1. The GMB performs many functions like regulator, creator of port infrastructure, operator of port infrastructure, enabler of private sector participation in port sector through the PPP model and facilitator for development of private ports. Gujarat pioneered the private port development, with Pipavav being the first such example, and today the state has several private and PPP-operated ports. For assessing these PPP ports, GMB engages consultants and coordinates with various stakeholders, including officers from different departments, representatives from the Navy, and members from statutory bodies, making up a 14-member panel. Since Maritime Boards are relatively new institutions, they follow the enforcement directives of the Directorate General of Shipping (DG Shipping). Under the relevant Acts and subsequent rules, competent authorities such as IWAI (Inland Waterways Authority of India) and other designated agencies also play a regulatory role.

3.4. Classification of Ports:

3.4.1. **The GMB** stated that the framework for port operations has been designed and implemented by GMB's own staff and in-house teams, ensuring consistent governance and effective monitoring. This includes small-scale facilities such as captive jetties, which play a crucial role in serving industrial clusters.



3.4.2. Ports under GMB have been classified into three categories:

1. **Ports run by GMB** – These are directly managed and operated by the Board.
2. **Ports administered by GMB** – Ports where operations are carried out by private players or other agencies, but oversight and administration remain with GMB.
3. **Ports regulated by GMB** – These primarily include private ports, captive jetties, and terminals where regulatory oversight such as tariffs, safety, and compliance is under GMB.

3.5. Security:

3.5.1. The security and operational control at GMB ports is largely managed by the respective Port Authority under overall supervision of GMB rather than the Directorate General of Shipping (DGS). The matters of port security of ports under GMB are managed by GMB but are closely linked to the State Home Department. The recent regulatory changes (2024 rules) empower the Chairman or Vice Chairman/CEO to chair security and compliance meetings, ensuring higher accountability. The ISPS compliance for all ports, including small fishing harbours and minor jetties, ensures that they undergo audits and rectify observations before operations. Many smaller ports that have remained non-operational for the last 10–20 years are now being reviewed under a new plan to bring them back into operation, ensuring that all ports and jetties in Gujarat are covered under ISPS regulations.

3.5.2. The security preparedness is assessed based on structured plans, and levels are decided by the government. For GMB specifically, four officers are designated to manage this process. Information on changes in security levels is disseminated to all Indian workers and stakeholders, though foreign nationals are not covered under this arrangement. Although large private ports like Mundra and Hazira are often described as highly secure, the responsibility for deciding the actual security level lies with the port authority itself. The port authority coordinates with designated agencies to implement appropriate security levels. The smaller ports also follow this system, where the port authority assesses the risk and determines whether to apply a higher security level, such as moving from Level 1 to Level 2. In such cases, the State Home Department is informed, along with the Water Transport Department and relevant business stakeholders, so that security measures can be upgraded without delay. For the ports administered by Central Government directly like Kandla, the decision on security levels is taken by the Ministry of Home Affairs of Central Government & DG Shipping, with feedback flowing through local autonomous authorities before implementation.

3.6. Operations:

3.6.1. Gujarat has the longest coastline in India (2340 km), with 49 ports (both major & non major) handling over 38% of India's total port cargo. In FY 24-25 the major ports across India collectively handled 854 MTPA of cargo, while Gujarat's non-major ports handled a significant share of 488 MMTPA, demonstrating their growing importance. The other non-major ports of India accounted for another 251 MMTPA. Thus, in FY 2024–25, the non-major ports of Gujarat handled **31% of India's total cargo throughput**, reflecting the state's strong maritime infrastructure and connectivity. More significantly, these ports accounted for **66% of the overall cargo handled by all non-major ports across the country**, reinforcing Gujarat's position as a national leader in cargo movement.

3.6.2. **The GMB** has demonstrated a remarkable growth trajectory with a CAGR of 12% over the past four decades, firmly establishing itself as a key driver of India's maritime sector. Today, GMB handles 42% of India's container volume, 85% of LNG cargo, and 45% of POL (Petroleum, Oil & Lubricants) traffic. It also accounts for 15% of the nation's coastal traffic and contributes an overwhelming 98% of India's ship recycling capacity, making Gujarat a global hub in this domain. A significant share of this growth has been propelled by the private sector, with around 56.6% of cargo being handled by private ports, while private jetties account for 1.6% of total cargo volumes. This reflects Gujarat's successful policy of encouraging private participation, innovation, and investment in port infrastructure, while GMB continues to play a pivotal regulatory and facilitative role. Gujarat's non-major ports handled 150.4 million metric tonnes of cargo in FY 24-25, which stands in strong comparison to the cargo volumes managed by other major ports of India. This demonstrates not only the efficiency of GMB-managed ports but also the confidence of trade and industry in utilizing Gujarat's maritime facilities for large-scale cargo handling.

3.6.3. **The GMB** continues to focus on **cargo connectivity, scope expansion, and identification of future opportunities** to strengthen Gujarat's position as the maritime hub of India. There are **five private ports and multiple private jetties operating under GMB's regulatory ambit**. Notable players like Reliance have also established world-class facilities under this structure. Under the Public-Private Partnership framework of the Gujarat Maritime Board (GMB), Gujarat has emerged as a pioneer in private port development, hosting some of the country's most significant port projects. Mundra Port, developed by the Adani Group, is India's largest private port with a cargo handling capacity of 264 MMT and an annual throughput of around 200 MMT. Pipavav Port, operated by AP Moller Terminals, holds the distinction of being India's first private port, commencing operations in 1995 with a capacity of 24 MMT and an annual throughput of 13.93 MMT in FY 2024–25. Chhara Port, developed by SPPL as an LNG terminal, commenced operations in 2024 with a proposed capacity of 5 MMTPA and recorded a

throughput of 0.09 MMT in FY 2024–25. Dahej Port, established in 2004 by Petronet LNG Ltd, Adani, and GCPL, is India's first chemical terminal with a capacity of 42.5 MMT and throughput of 34.07 MMT. Hazira Port, developed by the Shell Group, became operational in 2005 as India's first all-weather LNG-led multi-cargo port, with a capacity of 40 MMT and throughput of 28.95 MMT. Collectively, private ports in Gujarat handle a significant share of India's maritime cargo, with 56.6% managed by private ports and an additional 1.6% by private jetties. Cumulatively there are 36 captive jetties, which handled 179.13 MMT cargo in the year 2024-2025.

3.6.4. The potential passenger ferry services are being planned on important corridors, including Dwarka–Mumbai and Pipavav–Mumbai, which are seen as promising routes due to high passenger demand. To support these services, GMB is engaging with private operators and pursuing partnerships to ensure operational viability and better facilities for passengers. The overall approach emphasizes not just the expansion of ferry connectivity but also ensuring that such services are sustainable, commercially viable, and beneficial to both local communities and regional trade.

3.7. Ship Recycling:

3.7.1. The Ship Recycling Industry at Alang remains a cornerstone of Gujarat's maritime sector, with a total of 153 plots allocated for recycling activities. Out of these, 115 plots—representing nearly 86% of the capacity—are actively operational, while four additional plots are currently under order. At present, 131 plots are functioning effectively, making Alang the world's largest ship recycling hub. European ship owners, although unable to directly scrap their vessels in Europe due to stricter regulations, prefer Alang as a key destination for dismantling, provided the selected yards comply with international standards and the ship's flag requirements. Notably, around 95% of vessels dismantled at Alang are black-flagged ships, underscoring its prominence in handling global end-of-life tonnage.

3.7.2. The Future Expansion Plan for the Alang Ship Recycling Yard will be implemented in two stages. Phase 1 will span from 2025 to 2035, focusing on strengthening existing infrastructure, compliance mechanisms, and international best practices. Phase 2, beginning in 2036, will build on these foundations, expanding capacity and further enhancing Alang's position as a global leader in sustainable ship recycling.

3.8. Port Connectivity Master Plan:

3.8.1. The Port Connectivity Master Plan has been prepared to identify critical projects for enhancing road and rail connectivity to the non-major ports of Gujarat. The final master plan report was submitted in October 2024, outlining actionable proposals. As part of the

plan, 20 road connectivity proposals have been submitted to the Roads & Buildings (R&B) Department. On the rail front, a coastal railway line is planned between Okha and Dahej, with the proposal already submitted to Indian Railways and receiving agreement for integration in the northern Gujarat region. In addition to land connectivity, maritime safety has been prioritized through the Vessel Traffic Management System (VTMS), which is now operationally connected across the Gujarat coastline, spanning from Kutch to the Gulf of Khambhat, ensuring safe and efficient navigation.

3.9. Digital Initiatives:

3.9.1. **The GMB** has made significant progress in adopting digital systems for port operations and cargo handling. According to the GMB representative, an online system for cargo handling and vessel calls has been implemented, streamlining processes that previously required multiple manual clearances. This digital platform ensures greater efficiency, transparency, and ease of operations for stakeholders.

3.9.2. An integrated data management system has also been introduced, which consolidates cargo, vessel, and operational data into a unified platform. This allows for real-time monitoring and better decision-making. The system, supported by the AIC platform, is currently operational and being enhanced further for finance and operational management.

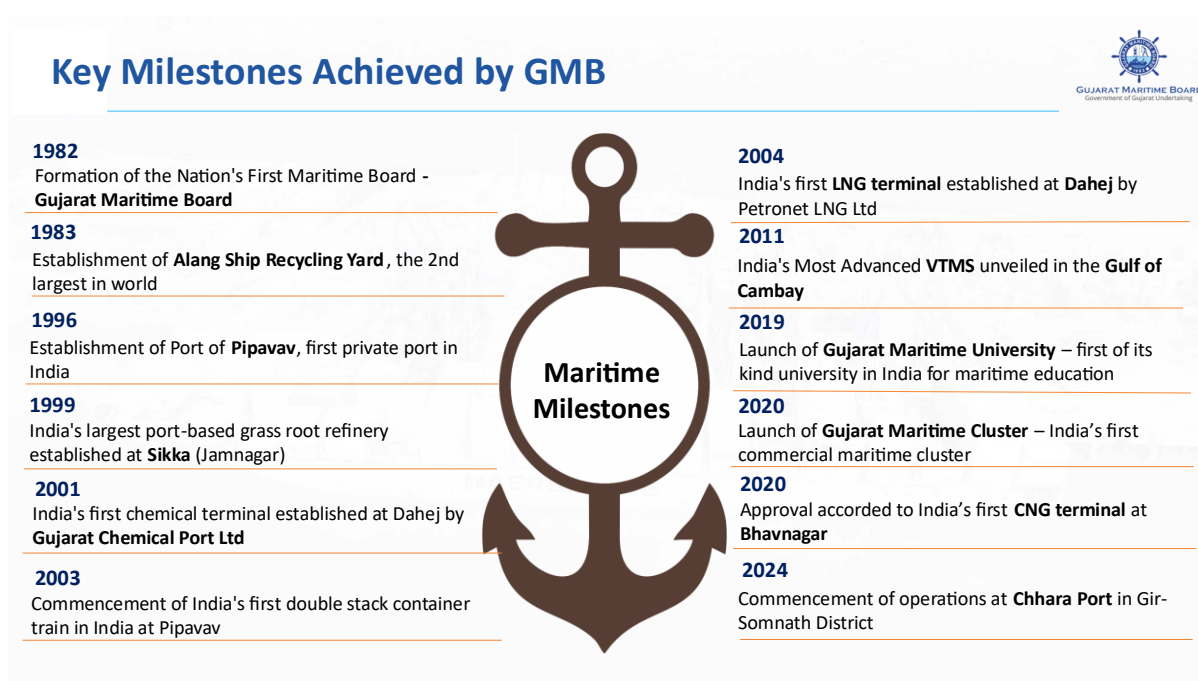
3.9.3. **The GMB** ensures regular reporting of vessel calls and cargo movements to BI systems, maintaining a reliable flow of information that supports planning and regulatory compliance. This digital push reflects GMB's commitment to building a modern, tech-driven maritime ecosystem in line with its growth and Vision 2047 objectives.

3.10. Industry-Supportive Policy Framework by GMB:

3.10.1. **The GMB** has consistently introduced progressive and industry-friendly policies to strengthen port-led development. Starting with the GMB Act, 1981, which brought all non-major ports under its purview, GMB has pioneered frameworks enabling private participation and operational flexibility. Landmark policies such as the Captive Jetty Agreement (1987), Port Policy (1995), BOOT Policy (1997), and Model Concession Agreement (1999) laid the foundation for public-private partnerships and ease of doing business. Subsequent initiatives, including Shipbuilding Policy (2010), Ship Recycling Regulations (2015), and the Gujarat Maritime University Act (2017), promoted sectoral growth, skill development, and regulatory modernization. Recent reforms such as the Revised Scale of Port Charges (2019), Integrated Logistics and Logistics Park Policy (2021), and Stevedoring Regulations (2024) further demonstrate GMB's commitment to enhancing competitiveness, sustainability, and efficiency in the maritime sector.

3.10.2. **The GMB** is currently in the process of framing a new policy for Gujarat Rules in line with conservation and mission objectives. While a draft framework already exists, further regional inputs are being considered to refine it. Under the direction of the Central Board of Navigation (CBN), detailed studies on goods movement, suitable locations, and operational models are being undertaken. The aim is to introduce a comprehensive policy by 2035, which will include provisions for small-scale ferry services, enabling safe passenger movement between islands and riverine locations. Once formalized, this policy will strengthen operations in smaller ports and creeks, ensuring standardized rules instead of fragmented approaches.

3.11. Key Milestones Achieved by Gujarat Maritime Board (GMB)



3.12. Vision @2047 – Gujarat Maritime Board:

3.12.1. **The GMB** has set an ambitious vision for 2047, focusing on capacity expansion, sustainable growth, and strengthening India's maritime leadership. The plan envisages expansion of private ports by 400 MMTA and redevelopment of GMB ports with an additional 200 MMTA capacity. A key driver will be Port-led City Development, adding another 500 MMTA, while greenfield ports are expected to contribute an additional 500 MMTA of capacity.

3.12.2. To boost shipbuilding, five specialized clusters are planned, while port connectivity will be strengthened through 18 major road projects and 9 railway projects. In ship recycling, the target is to double capacity to 9 million LDT, reinforcing Gujarat's dominance in this sector.

3.12.3. The broader maritime ecosystem will be supported by institutions like Gujarat Maritime University (GMU), Gujarat Maritime Cluster (GMC), and GIMAC, ensuring skill development, research, and industry integration. New policies are being framed to provide essential regulatory and structural support, while a focused logistics strategy aims to reduce costs and enhance trade competitiveness.

3.12.4. Recognizing the potential of tourism, cruise tourism is being unlocked as a new growth area. At the same time, the GMB is committed to sustainability through the adoption of a Green Port Policy, marking a decisive step toward environmentally responsible maritime development.

3.13. Areas of Collaboration between GMB & NSB :

3.13.1. **The GMB** also discussed possible areas of collaboration between GMB & NSB as under:

Sr.No.	Issue Identified	NSB Status/Reference	Possible Support for GMB
1.	Coastal Shipping – Return Cargo Constraint	NSB has already discussed revival of incentive schemes like SIMSC, adoption of Kerala’s fixed-rate incentive model, priority berthing, and viability gap funding support.	<ul style="list-style-type: none"> ▪ The NSB can recommend that the Ministry of Ports, Shipping and Waterways (MoPSW) conduct a nationwide cargo origin–destination (OD) study. ▪ This will help in planning cargo flows and allow Gujarat to design an incentive framework that attracts shipping lines by ensuring probable return cargo. ▪ Further, NSB can push for a joint venture led by SCI along with all

			coastal states to run predefined subsidized routes with guaranteed cargo support.
2.	Single Portal for Pre-Arrival Notification (PAN)	NSB has initiated work on creating a National Single Portal for PAN under the Merchant Shipping Act.	<ul style="list-style-type: none"> ▪ The NSB can ensure that the vessel data from this single portal is shared with all State Maritime Boards, including GMB, so that data is automatically fetched into their systems. ▪ This will reduce the burden on shipping agents who otherwise have to submit the same information multiple times.
3.	Multiple Data Submissions (Coal, Mines, Railways, IPA, DGLL, etc.)	While NSB has not yet consolidated data reporting, it has emphasized the need for harmonization of processes.	<ul style="list-style-type: none"> ▪ The NSB can recommend that MoPSW become the single nodal agency for traffic data reporting. ▪ Once GMB submits data to MoPSW in a common format, MoPSW can forward the same to all other ministries and agencies. ▪ This will save GMB/other state maritime board and major ports significant time and prevent errors due to multiple interpretations of the same dataset.

4.	Cargo & Coastal Incentive Framework)	NSB has discussed reintroducing coastal incentive schemes and aligning them with viability gap funding.	<ul style="list-style-type: none"> ▪ The NSB, as general agency which has coordination with all states, can help in providing platform for all coastal states on one platform and creating a national incentive policy that supports coastal cargo movement. ▪ With NSB's recommendation, Gujarat can design state-level tariff concessions or rebates that are backed by central subsidy support, making coastal transport more viable for shipping companies.
5.	Green Vessels & Shipbuilding	NSB has promoted the Green Tug Transition Program (GTTP) and suggested PLI schemes for green vessel manufacturing.	<ul style="list-style-type: none"> ▪ The NSB can recommend that Gujarat's non-major ports and shipyards also be included in central schemes for building green vessels. ▪ This would help Gujarat attract investment for battery-powered, hybrid, and hydrogen-fuel vessels, creating green infrastructure across its ports and will be helpful for ship building in Gujarat.

6.	Representati on of State Maritime Boards	The 24th NSB meeting highlighted the need to involve State Maritime Boards like GMB in NSB activities.	<ul style="list-style-type: none"> ▪ The NSB can recommend that Gujarat Maritime Board be made a permanent participant or structured invitee in NSB meetings. ▪ This will ensure that the issues of Gujarat's non-major ports are directly conveyed to the Central Government through the NSB forum.
7.	Multimodal & Regional Maritime Transport Grid	NSB has already created a sub-group to develop a regional transport grid connecting India with Bangladesh, Myanmar, Nepal, and Bhutan.	<ul style="list-style-type: none"> ▪ The NSB can recommend that Gujarat's ports (like Mundra, Pipavav, Bhavnagar, etc.) be made important nodes in this regional connectivity plan. ▪ This will integrate Gujarat's ports into international trade corridors and create new opportunities for cargo movement.
8.	Promotion of Coastal Shipping in Gujarat	Inter-State Collaboration: Inter-State Collaboration by coordinating with other coastal states, UTs and regional trade bodies to set up mechanisms to streamline and increase cargo movement and trade.	
9.		Uniform Incentives & Tariff Structures: Develop a standardized framework of incentives and tariff regimes for coastal shipping across all Indian ports to improve commercial viability and predictability across various origin-destination pairs.	
10.		Rationalization of GST for Multimodal logistics: Reconsider the existing GST rate of 12% on multimodal	

		logistics services and explore its alignment with the 5% rate applicable to road transport, to ensure parity and encourage modal shift.
11.		Preference for Coastal Shipping by Central PSUs: Encourage Central Public Sector Undertakings (CPSUs) to adopt coastal shipping as a preferred mode for cargo movement, wherever commercially and operationally feasible.
12.		Exemption of Duty on Bunkers during coastal run for EXIM vessels: Exempt duty on bunkers consumed by EXIM vessels during coastal runs to reduce operating costs and simplify compliance.
13.		Subsidized rail connectivity for coastal cargo: Provide targeted subsidies on rail transport for first mile and last-mile movement of coastal cargo, to reduce logistics cost and enhance multimodal integration.
14.	Promotion of Coastal Shipping in Gujarat	Amendments in customs regulations for CFS allowing storage of coastal cargo: The prevailing customs regulations at present does not allow stuffing/destuffing and storage of coastal cargo in CFS without special permission from Customs. Amendments may be made to allow stuffing/destuffing and storage of coastal cargo in CFS.
15.		Amendment in Merchant Shipping Act for reducing time for chartering foreign vessels: License for coasting trade is issued by DG Shipping after submitting NOC from INSA (Indian National Shipowners Association) which is typically granted after two working days. This delay in licensing makes it difficult for Indian charterers to procure freight for coasting trade. This requirement also makes it difficult to combine coastal cargo on vessels carrying EXIM cargo as entire vessel has to be converted to coastal and then reconverted. In spot chartering, it is not practical for vessels to wait for so long.

16.		Relaxation of Taxation on salary of Indian sailors on coastal trade: Explore tax relief or exemptions for Indian seafarers employed on vessels engaged in domestic coastal trade, in line with international seafaring employment norms.
17.	Promotion of Shipbuilding & Ship Repair Industry	Tax Exemptions and GST Variations: High input taxes and fluctuating GST hinder shipbuilding growth. Exempting raw materials, equipment, and services, along with stable GST rates and clear export refunds, would lower costs and boost global competitiveness.
18.		SARFESI Act: Section 31(d) of the SARFESI Act excludes ships as collateral, discouraging banks from financing shipbuilding. Amending it to include vessels would ease credit access, improve project financing, and support shipyard growth.
19.		Channel Dredging: Fragmented dredging responsibilities increase costs and delays for shipyards. A central authority or stakeholder consortium for channel dredging would streamline efforts, cut downtime, reduce costs, and boost competitiveness of Indian shipbuilders.
20.		Support for Sustainable Working Capital: Shipbuilding suffers from limited working capital due to long project lead times. Government-backed low-interest, long-term loans, especially for green projects, can ease financing needs while promoting sustainability.
21.		Government of India, specifically Ministry of Ports, Shipping & Waterways may work on a Toolkit for the entire Shipbuilding and Repair Industry, on the lines of World Bank and other global institutions, having similar kits such as PPP to further augment the industry.
22.	Promotion of Shipbuilding & Ship Repair Industry	Promotion of Green and Alternative Fuel Vessels: With stricter environmental rules, ships must use alternative fuels like LNG and hydrogen. Government incentives, such as subsidies or tax breaks, can encourage green vessel production, helping India build a green shipbuilding reputation with standards and certifications.

23.		National CoE in Shipbuilding: Government of India could create a National Centre of Excellence in green shipbuilding to foster industry-academia collaboration on sustainable technologies. It would support research, provide grants, organize training, and promote knowledge sharing in energy-efficient ship design.
24.		International Collaborations and Joint Ventures: Joint ventures with foreign shipbuilders can bring advanced technology and global market access to Indian yards, boosting competitiveness against nations like China and South Korea. Government support for partnerships with top builders from Europe, Japan, and South Korea would drive growth and exports.
25.		India's financial ecosystem holds significant potential to strengthen shipping finance. With greater specialized expertise in this domain, capital availability for the sector can be further enhanced. Government-promoted training initiatives for bankers in shipping finance would help build this capacity, enabling improved access to financing and timely support for shipbuilding projects.

3.14. Challenges:

3.14.1. Failure of Private Operators: The Gujarat Maritime Board (GMB) representative informed that in Mandvi and Pipavav, operators could not sustain operations due to lack of proper planning and financial capacity. In such cases, projects came to an abrupt halt as operators expected government support without demonstrating long-term commitment. Learning from these experiences, GMB is actively consulting both operators and government stakeholders to shape a policy that balances regulatory requirements with operational feasibility. **The Gujarat Maritime Board (GMB) representative** concluded that the forthcoming policy will be more inclusive, taking into account the needs of government, private operators, and the people.

3.14.2. Challenges in Ferry Operations: GMB representative at the meeting highlighted the recent challenges at Dahej, where ferry services had to be curtailed due to the unpreparedness of JP vessels, making it difficult to sustain operations in that sector.

Shri Rahul Modi President CCTA explained that a dedicated committee had undertaken visits to areas such as Okha and nearby market regions to evaluate potential opportunities for introducing new ferry operations. These visits were supported by consultants to ensure that the feasibility of operations could be carefully assessed before moving forward. **The Gujarat Maritime Board (GMB) representative** reassured that efforts are actively underway to expand passenger ferry connectivity. He noted that new ferry operations have already been booked for the current year, with feasibility studies being carried out by the Environmental Protection Authority (EPA) to identify the most viable routes.

3.14.3. Stakeholder Consultations: The Chairperson NSB noted that regular consultations and meetings with industry players would ensure that policy decisions are both practical and inclusive. He also highlighted the need to bring in more private sector participation and industry advisors to strengthen the existing maritime ecosystem, stressing that transparency, compliance, and coordination would be essential for success. He highlighted the importance of addressing infrastructure planning issues, such as pipeline installation and fishing-related conflicts, through coordinated approvals and transparent procedures. He concluded that building consensus and ensuring operational efficiency would require cooperation between government, private players, and regional stakeholders. **The Gujarat Maritime Board (GMB) representative** informed that GMB is engaging with stakeholders directly to understand their requirements, challenges, and expectations for better policy formulation.

3.14.4. Capacity building: The Chairperson NSB emphasized the importance of capacity building and training in the ship recycling sector, noting that all workers must undergo proper training on the processes to be followed as per Hongkong Convention. He emphasized the role of State Governments, particularly Gujarat, in supporting capacity-building efforts alongside the Central Government. On institutional strengthening, he stressed the need for a sustainable framework with clear documentation, transparency, and accountability. He proposed greater involvement of academic institutions and technical experts in capacity-building, while pointing out the importance of balanced participation from both central and state governments. Further, he mentioned that exposure to global practices through international platforms is vital, though many Indian initiatives were already being recognized globally. **The Gujarat Maritime Board (GMB) representative** explained that GMB is already taking care of the workers at the Alang Ship Recycling Yard by conducting regular training programs. He mentioned that officers from the State Government are also trained to ensure alignment with international conventions and best practices. He highlighted that the state government plays a significant role in monitoring these initiatives.

3.14.5. Protection to workers engaged in Ship Recycling: **Shri Milind Kandalgaonkar General Secretary NUSI** enquired whether the MLC Convention, designed to safeguard interests of seafarers, could also provide protection to shipbreaking workers under the Hong Kong Convention framework. **Ajith Sukumaran, Chief Surveyor & ADG Shipping** clarified that ship recycling workers fall under the purview of domestic laws such as the Factories Act and labour ministry rules. He explained that while MLC addresses gaps in shipboard labour rights, recycling yards are already governed by comprehensive land-based labour laws, with additional safeguards integrated under the Hong Kong Convention rules in India. **The Gujarat Maritime Board (GMB) representative** stated that Government of Gujarat is a strong votary of labour rights and is committed to domestic legislation as well as international conventions.

3.14.6. Multimodal Connectivity: **The Chairperson NSB** underscored the role of multimodal connectivity as a critical enabler for growth. He suggested that Gujarat's strong logistics base could be integrated with national multimodal transport strategies to strengthen the supply chain. **The Gujarat Maritime Board (GMB) representative** stated that efforts have already been initiated in this direction. He noted that state-defined water jurisdiction and clarity in regulations were required to support inland and coastal water operations.

3.14.7. Vessel registration and survey processes under state and national frameworks: **The GMB representative** opened the discussion by highlighting the challenges around vessel registration and survey processes under state and national frameworks. He noted inconsistencies faced by operators regarding the need for additional clearances and reiterated the importance of harmonizing rules across states to avoid duplication. He stressed that while surveys are mandatory for all vessels, the system should allow vessels registered in one state to operate in another without surrendering their registration. He also pointed to confusion caused by state offices demanding unnecessary certificates, despite clear provisions in the law. Building on this, **Shri K. K. Dhawan Chief Surveyor & Sr. V.P. IRS** emphasized that the Inland Vessels Act, 2021 was framed precisely to eliminate such disparities by introducing uniform rules across India, applicable from Kanyakumari to Srinagar. He explained that the 11 rules under the Act were developed in consultation with all stakeholders, including active participation from the Gujarat Maritime Board. The intent was to ensure vessels registered in one state could be surveyed and operate in any other, avoiding fragmentation of regulatory practices.

3.14.8. **Shri Rakesh Singh President ICCSA** underlined the challenges of inter-state trading of inland vessels under fair-weather navigation. On the West Coast, vessels typically get around nine months of fair-weather window for operations, while the remaining three months are restricted due to unfavourable weather conditions. Whereas,

the East coast of India does not provide any such clear fair weather window for operations.

3.14.9. On regional connectivity **Shri Rakesh Singh President ICCSA** pointed out the necessity of entering into trade agreements with the BIMSTEC nations starting with Sri Lanka. Reference was made to the SOP signed with Bangladesh's in 2016.

3.14.10. Maritime Safety: Shri Ajith Sukumaran Chief Surveyor & ADG Shipping expressed concern over the increasing container traffic in Gujarat, which handles 42% of India's container throughput. He referred to recent accidents on the Kerala coast as a reminder of the risks associated with container and chemical cargo. He asked about Gujarat's preparedness in terms of emergency towing, firefighting, oil spill, and chemical spill response capabilities. In response, **the GMB representative** assured that all major private and GMB-regulated ports such as Mundra, Hazira, and Kandla are NHPC and ISPS compliant and regularly audited by the Indian Coast Guard. He explained that Gujarat has established a strong framework for Oil Spill Contingency Plans (OSCPs), both at individual port levels and collectively for sensitive areas such as the Gulf of Kutch. Reliance, Essar, and Adani ports have also entered into MoUs for mutual support during emergencies. GMB acts as the nodal agency for OSCP in Gujarat, supported by expert consultants. However, **Shri Ajith Sukumaran Chief Surveyor & ADG Shipping** pointed out that reliance solely on the Coast Guard and reactive pollution containment measures is insufficient. He stressed the need for proactive prevention strategies, including identifying ports of refuge and preparing for distress scenarios. He further raised critical concerns regarding LNG handling, noting that Gujarat accounts for 85% of India's LNG trade. He highlighted the risks posed by LNG carriers, equating their energy content to several Hiroshima-scale blasts, and called for robust disaster management planning. Additionally, he raised the issue of methane slip, a major contributor to greenhouse gas emissions, and questioned what mitigation strategies Gujarat ports were adopting. **The GMB representative** acknowledged the concerns and pointed out that LNG handling ports like Hazira and Dahej already undergo central audits and certifications under ISPS and NSPC guidelines, in addition to safety clearances. He suggested that a centralized national policy for LNG vessel handling, and contingency planning should be framed by DG Shipping to ensure uniformity across states, which Gujarat would then adopt. **Shri Pankaj Verma, DIG, Indian Coast Guards** emphasized that contingency planning and prevention are the two key pillars of ensuring maritime safety. He explained that, on the oil spill front, India has made substantial progress over the past 20 years under the National Oil Spill Disaster Contingency Plan (NOSDCP). Numerous national and regional exercises have been conducted, with active participation from ports and oil handling agencies. As a result, India today is fully prepared to handle Tier-I and Tier-II oil spills confidently, both near ports and at sea, with only Tier-III spills requiring international support. He assured that most ports have had their oil spill response plans vetted, with

ongoing capacity-building and procurement of essential equipment. Turning to Hazardous and Noxious Substances (HNS) spills, he informed members that the national-level contingency plan has been approved by the Ministry of Defence and will soon be promulgated, enabling ports and agencies to align their preparedness accordingly. He clarified that while response methods are broadly similar to oil spills, HNS management demands specialized training and protective gear such as masks, gloves, and boots. Training initiatives have already begun through the Regional Marine Pollution Response Centre (RMPRC) in Chennai, inaugurated in 2024, which conducts programs for both national and international partners. He further underlined the importance of the Gulf of Kutch, identified as the most eco-sensitive zone and the largest hub of oil and chemical cargo, where a special regional plan has been formulated in coordination with all stakeholders. Joint exercises have already been conducted to strengthen collective response, with all agencies committing to pool resources during emergencies. While acknowledging that absolute preparedness is not possible, he affirmed that India is moving in the right direction, with robust systems for oil spills and a clear roadmap to build full capability for HNS spill response in the next four to five years.

3.14.11. Complicated & Tedious Local police approvals for immigration / shore leave

/ sign off & sign on: While port authorities at GMB ports are granted rights to manage overall security, local police approvals for immigration / shore leave / sign off & sign on are not automatically included, which forces agents for the seafarers to approach district offices of the Superintendent of Police separately which may not be located in the port city (20-40 kms on an average). This gap complicates the approval processes. **The Chairperson NSB** noted that initiative like Integrated Check Posts (ICP) at minor ports, if monitored and coordinated effectively by GMB, could resolve several operational challenges. The **GMB representative** further clarified the position stating that the responsibility falls under the immigration setup, though it continues to be manned in coordination with port authorities. He assured that, except for Sundays, efforts are being made to ensure that issues raised by stakeholders will be addressed, and he committed to writing formally to resolve the matter. He also noted the problem of intermediaries or “middlemen” in the process, which adds unnecessary compliance costs, complexity and delays. He assured that such practices would be curtailed to ensure direct and transparent operations. Responding to this, **Shri Anil Devli CEO INSA** sought confirmation on whether members could be informed that Gujarat ports are operating immigration and related services throughout the week, except Sundays, to reassure stakeholders. **Shri Rakesh Singh President ICCSA** emphasized the need to address the crew sign-on/sign-off challenges faced by Indian vessels operating on the coast. He highlighted the importance of developing an online system for monitoring movement of crew to/from Indian ships for ease of business and at the same time ensuring traceability and identification for security purposes. Milind Kandal Gaonkar suggested that a **Standard Operating Procedure (SOP)** at the port level should be developed to

streamline Shore leave and sign-in and sign-off processes, as current procedures are lengthy and time-consuming. The GMB representative supported this view and stressed the need for streamlining. **Mr. Anil Devli, CEO, INSA** recommended convening a meeting in Ahmedabad with GMB, state police, and FRRO officials to draft a written SOP that would bring certainty and ease for Gujarat ports, where industry activity is significantly concentrated. He pointed out gaps between industry and immigration authorities that could be addressed through such a collaborative platform. In response, **The Chairperson NSB** proposed that the GMB along with the MMDA Kandla should organize a meeting, where State police officers dealing with FRRO, local Immigration officials & industry representatives such as **Mr. Anil Devli CEO INSA, Mr. Rahul Modi President CCTA and Mr. Rakesh Singh President ICCSA** could directly participate. Mr. Anil Devli CEO INSA welcomed the proposal and expressed willingness to attend such a meeting in Ahmedabad or Gandhinagar.

3.14.12. Vessels converting from coastal to foreign and vice versa: The Immigration Official from Kandla highlighted multiple challenges being faced in coastal and foreign trade operations at Gujarat ports. A major issue arises when vessels switch between coastal and foreign trade — particularly around immigration formalities. For instance, when a vessel changes its status to foreign, crew changes take place as per contract, requiring departure and arrival stamps on passports. However, the current system involves **two separate authorities**, leading to confusion, as immigration procedures do not align seamlessly with coastal conversion protocols. Further concerns included the lack of a defined policy for customs and immigration at Gujarat ports, with stakeholders themselves handling these responsibilities in the absence of formal guidance. The immigration official stressed that immigration NOCs should ideally be provided at the time of vessel sailing, but presently, there is inconsistency. He also flagged frequent problems with the migration certificate software, which often fails to fetch data correctly, and added that the Crew Change Certificates (CBC) issued from foreign to Indian seafarers are not officially recognized. As a result, customs authorities sometimes deny boarding, compounding the difficulties. He summarized that the core issue revolves around vessels converting from coastal to foreign and vice versa, where ambiguity persists in the process, leading to delays and compliance challenges. He further clarified that immigration responsibilities at Kandla sea port have now been shifted from the local police to the Immigration Officials directly posted from MHA New Delhi. He informed members that several measures are being implemented to streamline the system, including changes in documentation, and emphasized that the matter is being actively addressed to remove bottlenecks and ensure clarity for operators. He explained that difficulties arise when seafarers' passports require stamping at different points, and this creates major operational hurdles, especially when ships are trading under restricted certification. Adding to this, **Shri Rakesh Singh President ICCSA** explained that certain Indian vessels are restricted by their certification to trade only on the coast of India. These

vessels cannot trade internationally. He highlighted that such vessels shall not be subject to immigration checks and clearances. The **Immigration Official from MHA** elaborated on immigration and coastal vessel operations, noting that while vessels certified for coastal trade face no ban, the regulatory framework requires tighter coordination and record-keeping across agencies. The Chairman highlighted that this system should not be compared to air travel procedures but must prioritize national security, citing the example of the Mumbai terror attacks as a reminder of vulnerabilities. He emphasized that vessels certified only for domestic waters should be strictly restricted to Indian ports, with online monitoring and clear identification to prevent misuse or anti-national activities. **Shri Rakesh Singh President ICCSA** further pointed out that current processes for crew sign-on and sign-off are cumbersome and costly, and suggested that some of these procedures could be simplified without compromising on security. The Immigration Official assured members that such concerns would be highlighted, noting that the only major issue would arise if foreign vessels attempted to operate under A1 certification in Indian waters, which would be addressed firmly.

3.15. **The Chairperson NSB** concluded the discussions by thanking the GMB officials and other stakeholders for their active participation and constructive inputs.

4. Meeting with Gandhidham Chamber of Commerce & Industry:

4.1. The Chairperson NSB welcomed the representatives from the **Gandhidham Chamber of Commerce & Industry (GCCI) Gandhidham District Kutch Gujarat & Kandla Ship Chandlers & Ship Repairers Owners Association (KSSRA) Gandhidham District Kutch Gujarat**. He informed the Chamber that the National Shipping Board (NSB) is a statutory body constituted under the Merchant Shipping Act 1958 (now 2025) which advises the Ministry of Ports, Shipping & Waterways (MoPSW) on the Shipping matters. The NSB is constituted every two years since 1958. The current board has been constituted on 30/04/2025, comprising 16 members. The members represent the Government & private sector including members representing interests of Ship owners, Ship Builders, Ship Surveyors, Regulator, Port association, Seafarers etc. He stated that the maritime sector in India is largely driven by private stakeholders, with the Government playing a limited but crucial role. Many small but significant players in the sector often do not have direct access to the Government to raise their issues. To address this gap, the NSB acts as a bridge, continuously engaging with stakeholders, highlighting their concerns, and recommending policies to the Government. He elaborated that the Board addresses diverse areas such as ship building & repairs, ship recycling, green shipping, coastal shipping, merchant shipping, inland waterways, port development etc. All issues related to shipping and allied logistics are escalated through the Board to the Government, effectively making NSB the voice of the sector.

4.2. The Chairperson NSB further stated that the newly constituted NSB is actively meeting and interacting with various stakeholders to understand their challenges and requirements while working collectively to enhance India's leadership in the global shipping sector. Beginning with Kandla Port, the Board sought to learn about their issues, vision, and suggestions to boost the maritime sector in India.

4.2. The representatives from the GCCI highlighted the major issues currently affecting the Deendayal port operations and its future expansion.

4.2.1. Traffic Congestion on National Highways NH 27 & NH 41 & need for a Coastal Highway from Kanla to Malia: The GCCI raised concerns regarding severe traffic congestion on NH 27 & NH 41 caused by the growing volume of vessel traffic at Deendayal Port Kandla and subsequent movement of cargo by trucks. Although the evacuation process should ideally take about 30 minutes, due to congestion it often extends to over an hour. With the upcoming expansion of Deendayal Port and its continuous growth, traffic is projected to increase significantly, with an estimated 22,000 trucks expected to pass daily. Managing such volumes will be nearly impossible without infrastructural interventions. This has created a long-pending demand for the development of a dedicated coastal highway from Kandla to Malia. Additionally, due to frequent stoppages in truck movement caused by congestion, fuel consumption has increased drastically, further escalating costs.

4.2.2. Direct Air Connectivity Kandla AirPort: The GCCI emphasized the urgent requirement of separate air connectivity. At present, Kandla is the only major port without direct flight connectivity. As a result, traffic burdens nearby smaller airports, leading to logistical challenges. Given that Kandla is one of the largest ports in India, the development of a dedicated airport or enhanced air connectivity is crucial. This will not only reduce travel time but also facilitate greater stakeholder participation and boost business opportunities in the region.

4.2.3. Expansion of existing Kandla Airport: The GCCI highlighted the need for expansion of Kandla Airport to accommodate A320 & B737 aircrafts. It stated that a feasibility study has been already done and it is pending approval in Ministry of Civil Aviation.

4.2.3. Allotment of Land for a Greenfield Airport at Kandla: The GCCI highlighted the need for setting up a Greenfield Airport at Kandla due to ever-increasing business opportunities and Tourism Potential in Kutch District where Kandla is located. It stated that the Deendayal Ports Authority (DPA) has given in-principle approval to allot about 404.6 ha (1,000 acres) of land to the Airports Authority of India (AAI) under the Kandla greenfield airport project. Besides, two to three parcels have been identified, and the AAI

will evaluate their suitability. The project involves the development of a greenfield airport at Kandla in Kutch district in Gujarat. DPA has already initiated the exercise to identify the land and steps should be taken to expedite the process.

4.2.4. Custom Destination Issue: The GCCI highlighted that despite sending supplies through vessels, export consignments often face challenges in meeting standard requirements. So, products are sometimes not discharged at the intended port of call. However as per customs system, shipments have to align with the declared destination leading to complications.

4.2.5. GST Refund: The GCCI stated that GST refunds remain problematic since the system is entirely online, with no option for offline claims, leading to delays. With GST rates ranging from 5–18%, streamlining this process would benefit the entire shipping sector.

4.2.6. Merging Category RSV 2 & RSV 3: The GCCI emphasized that while the Government is promoting coastal shipping, several challenges remain. There are restrictions on operations under different RSV categories (2, 3, and 4) which limit flexibility. It suggested that if RSV 2 and 3 are merged, it would significantly benefit coastal shipping, as this will ensure availability of large number of Indian-flag vessels. Rising traffic indicates strong east–west potential, but presently only RSV 4 is permitted, restricting movement.

4.2.7. Reduction in GST on fuel : The GCCI stated that operators are also facing high fuel costs due to high rate of GST. The fuel constituting nearly 60–70% of operating expenses, leaving them unable to compete effectively with rail and road transport. **Shri Rakesh Singh President ICCSA** raised a query on whether there is available data for cargo movement between Kandla and Mundra ports, specifically highlighting how much cargo is carried by Indian vessels. He pointed out that in terms of tonne-kilometre cost, the range is around 18–20, and better clarity on cargo distribution would help in assessing competitiveness. The GCCI noted that a significant portion of operating costs is fuel, which often makes sea transport viable only for specific cargo movements. Due to high costs, operators sometimes restrict to one-way movements, limiting the full potential of coastal shipping. He suggested that offering discounts or incentives on fuel or cargo movement could help attract larger volumes and improve efficiency. **Shri Rakesh Singh President ICCSA** further added that certain initiatives undertaken earlier did not yield the expected results across the rest of India. However, he emphasized that inland vessels could be effectively deployed for longer routes such as to Kerala for up to nine months, provided there is sufficient cargo availability.

4.2.8. Availability of the Bank Financing: The GCCI suggested that banking support for the sector is critical, similar to models seen in GIFT City under IFSC, where collaterals and guarantees are made more flexible for ship owners. Without adequate banking facilitation, coastal shipping cannot scale effectively.

4.2.9. Export of Foodgrains from Kandla: The GCCI suggested leveraging Deendayal Port for food grain exports, noting that Kandla is strategically positioned as the right hub for agricultural exports. It further remarked that in the context of exports, such as food exports from India to Russia, shipping remains the most cost-effective mode compared to air, and ports like Kandla can play a pivotal role in driving this trade.

4.2.10. Land Management issue: The GCCI highlighted that since Independence, Kandla has played a critical role in India's maritime development, with the port being endowed with a vast land area. The ruler of erstwhile Kutch state had allotted 30,000 acres of land to the Union government for the development of the Deendayal Port and the Gandhidham-Adipur twin towns to rehabilitate members of the Sindhi community who had migrated to Kutch after Partition in 1947. Presently, DPT, a trust functioning under the Union Ministry of Shipping, controls around 30,000 acres of land, while the Sindhu Resettlement Corporation (SRC) controls around 4,000 acres. The DPT and SRC lease plots of land to individuals and businesses for development and collect lease rents from them. If the holder of such a lease plot transfers that plot to another party, the DPT charges a transfer fee. Similarly, the DPT also collects a mortgage fee from plot holders who mortgage their property for the purpose of availing bank loans etc. During 1947, the charges and fees were just a token. Now, Kandla is one of the major ports of India and the land parcel is quite valuable. Since the port trust owns the land now, it does not want to hand it over. It may want to hold on to it for future expansion. However, the primary mandate of the port authority is to manage port operations rather than land management. This has created complexities in effective utilization of available land parcels. It was further informed that repeated requests have been made to handover excess land to the State Government for better management and development. The GCCI recalled that prior to the 2014 elections, the then UPA Government declared a freehold land policy, though it applied only to around 700–800 acres. The Kandla Port Authority expressed that discussions have long been ongoing on how to increase vessel traffic, optimize land usage, and frame clear land management policies. They emphasized the need to revisit and strengthen land policies to ensure that the large land bank at Kandla is utilized productively for the growth of the port and the wider maritime sector. The GCCI highlighted that legal and administrative procedures relating to property matters are highly time-consuming, often taking more than three months to process through the courts. This delay creates challenges in mobilizing finance to support port operations and trade activities, even when the port already holds the required property assets. It emphasized the need for faster resolution mechanisms and streamlined financial

processes so that the existing property base can be effectively leveraged for sustaining and expanding port-related activities.

4.3. The representatives from the Kandla Ship Chandlers & Ship Repairers Owners Association (KSSRA) highlighted the major issues being faced by the Bunker & Lubricant Supply Industry which supply these items to Foreign Bound Vessels. It stated that a zero-rated GST structure for these supplies is essential, as the current GST rates, pricing disparities and specific issues with the inverted duty structure significantly affect the competitiveness of the Indian Ports in the Global Refuelling market. Prior to GST implementation these supplies to Foreign Bound Vessels were treated as “Deemed Exports” under the Customs Act and were exempted from Excise Duty and Sales tax. Under the GST framework, these are now taxed @5% for Bunker fuel and @18% for lubricants. This has made these supplies to foreign Bound Vessels highly uncompetitive in the Global Markets. These rates require reconsideration.

4.4. The Chairperson NSB concluded the discussions by thanking the representatives of Gandhidham Chamber of Commerce & Industry (GCCI) Gandhidham District Kutch Gujarat & **Kandla Ship Chandlers & Ship Repairers Owners Association (KSSRA)** Gandhidham District Kutch Gujarat for their active participation and constructive inputs.

5. Confirmation of the minutes of last NSB meeting held on 16/07/2025:

5.1. The minutes of the last meeting which was held on 16/07/2025 (the minutes of were circulated to the members of the predecessor Board) **were considered as confirmed** as no comments to the contrary were received after the circulation the minutes as informed by Secretary NSB.

6. Status of the action taken on the minutes of the meeting held on 25/06/2023:

6.1. The status of the action taken on the minutes of the meeting held on 25/06/2023 was presented before the Board as given in **Annexure I. The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.**

Action: Secretary NSB

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

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

action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.

Action: Secretary NSB

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

8.1. The status of the action taken on the minutes of the meeting held on 16/07/2025 was presented before the Board as given in **Annexure III. The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.** It was agreed that for subsequent meetings, an Action Taken Report (ATR) will be presented along with the minutes to provide clarity on the status of implementation.

Action: Secretary NSB

9. Subgroup Reports – Finalisation of Composition and TOR of New Subgroups

9.1. The Chairperson stated that the composition and TOR (Terms of Reference) on the in-existence subgroups should be finalised on priority. To streamline the process, it was decided to form an Empowered Group of the NSB to oversee the finalisation of subgroup composition and TOR.

9.1.1 Subgroup Details:

Sub group 1: Making the Indian Shipping Sector Viable

Sub group 2: Creating a pool of skilled & Employable Manpower for Shipping Sector that is based on diversity, equity & Inclusivity and addressing Seafarer Welfare issues

Sub group 3: Creating a Maritime Single Window - Sagar Setu platform that is Globally compliant

Sub group 4: Making India a Regional Transshipment Hub

Action: Secretary NSB

9.2. The Board agreed that the Empowered Group of NSB may comprise of NSB members Mr. Anil Devli, Mr. Rakesh Singh & Mr. Rahul Modi who will discuss and recommend:

- **Final TORs for the subgroups.**
- **Composition of members, including subject experts and additional stakeholders.**
- **Any modifications required to strengthen the functioning of the subgroups.**

Action: Mr. Anil Devli, Mr. Rakesh Singh & Mr. Rahul Modi

9.3. It was agreed by the Board that once a consensus is reached within the Empowered Group, the Chairperson will join the discussions to formalise the TORs and subgroup structures so as to place them before NSB for approval in the next NSB meeting.

Action: Chairperson NSB

10. Publication of Monthly Newsletter: The Chairman noted that very few members are providing inputs for the newsletter. He requested the members to contribute regularly. It was agreed by the Board that the first newsletter can be prepared with the available inputs focusing on relevant issues and topics. Further, it was agreed to **initially start on quarterly basis instead of monthly**. It was observed by the Board that a newsletter will help bridge communication gaps amongst its members and ensure recognition of individual contributions of the Board members that otherwise go unnoticed. It was observed by the board that it is necessary to document and showcase the activities / engagements (both official and non-official) of its members which they are undertaking in the shipping sector with the Government Bodies / International Bodies / their parent organizations / NGOs etc., every month. **The Board advised the Secretary NSB to coordinate with all members so that each of the Board Member share their inputs for each month by the 10th of the succeeding month to facilitate timely compilation. The first such newsletter should be published for the month of Sep 2025.**

Action: Secretary NSB

11. Issue of Email ID & Photo Identity cards to the members of the Board:

11.1. The board was informed that all NSB members who have shared their personal details have been assigned official email IDs to streamline communication. The members who did not submit personal details were requested to share the same to obtain official email Id. It was further informed that information for issue of Photo Identity cards is being collected and the photo Id cards would be issued to formalize their association by end Sep 2025. **The Board advised Secretary NSB to take the needful action immediately.**

Action: Secretary NSB / All members of the NSB

12. Secretarial Assistance to the Board:

12.1. The Board again urged the Ministry to issue orders for providing Secretarial Assistance immediately to the Board as per the provisions of the Merchant Shipping Act, 1958. The office of the Chairperson NSB is running with just one outsourced DEO and one outsourced part time MTS. **The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.**

Action: Secretary NSB & Director (MA) MoPSW

13. Office Accommodation for the Board in New Delhi:

13.1. The Chairperson informed that though the Ministry has advised the Board to use the vacant space available in the Shipping Corporation of India premises at Janpath New Delhi, the formal order by the Ministry is still awaited. The Chairperson informed that the Board has started using the office and basic facilities like computers / printers / copiers / internet / conference setup / washroom etc. are being provided by DG Shipping. As the DG Shipping has been very proactive, the renovation / provisioning of basic facilities has already started. **The Board urged the Ministry to issue orders for providing office space for the Board immediately. The Board advised Secretary NSB & Director (MA) MoPSW to do the needful immediately.**

Action: Secretary NSB & Director (MA) MoPSW

14. Upgradation of the NSB Website:

14.1. It was informed to the Board that NSB website's final proposal is already under discussion with the Directorate General of Shipping (DGS). **The Board advised the Secretary NSB to do the needful immediately.**

Action: Secretary NSB

15. NSB Social Media handle:

15.1. It was observed by the Board that NSB Social Media Presence is very weak. It was agreed that NSB should have its presence on LinkedIn, WhatsApp, YouTube, Facebook, Twitter and Instagram. The Chairperson stated that the Social Media Strategy should be finalised on priority. To streamline the process, it was decided to form an Empowered Group of the NSB to oversee the finalisation of Social Media Strategy.

15.2. The Board agreed that the Empowered Group of NSB may comprise of NSB members Mr. Shantanu Kalita & Ms Sanjam Sahi Gupta who will discuss and recommend the Social Media Strategy.

Action: Mr. Shantanu Kalita & Ms Sanjam Sahi Gupta

15.3. It was agreed by the Board that once a consensus is reached within the Empowered Group, the Chairperson will join the discussions to formalise the Social Media Strategy so as to place it before NSB for approval in the next NSB meeting.

Action: Chairperson NSB

16. Logo for the NSB with tagline:

15.1. The Members of the Board discussed finalising the NSB logo and the tagline in Sanskrit, reflecting NSB's vision. The Board after deliberations decided to use following logo to avoid duplicity of the logos already in use by the Board on its letterhead, social media handle etc.

Action: All NSB members / Secretary NSB



17. Interaction with the Hon'ble Minister:

17.1. The Chairperson NSB thanked all the NSB members who attended the interaction with the Hon'ble Minister Ports, Shipping & Waterways at New Delhi on 20/08/2025. He also appreciated the hard work done by Mr. Anil Devli, Mr. Rakesh Singh & Mr Rahul Modi to prepare a comprehensive presentation for the Hon'ble Minister, categorizing the issues relating to Ministry of Home Affairs including immigration and related matters/ relating to Ministry of Finance including customs, direct and indirect taxation / labour / Recognition of IRS in another foreign jurisdiction. He also Thanked Mr. Shantanu Kalita Advisor IPA for facilitating the interaction with the Hon'ble Minister Ports, Shipping & Waterways despite busy schedule of the Hon'ble Minister due to ongoing Parliament Session. He urged all the members to go through the presentation for discussions later.

Action: All NSB members / Secretary NSB

18. Next Board Meeting:

18.1. The Board agreed to hold its next meeting in First / Second week of 2025 at Kochi in the State of Kerala and the Secretary NSB was advised to take up with Directorate of the Shipping & CMD Kochi Shipyards Limited to make necessary arrangements for the meeting.

Action: Secretary NSB / All Members

19. Vote of thanks: In the end, the Chairperson NSB thanked all the NSB members, the permanent invitees and the special invitees present in the meeting for their presence (physical as well as virtual) and their active participation in the meeting.

Annexure I

Action taken on the decisions taken in the 23rd Hybrid meeting of National Shipping Board held on 26th June 2023 at 1500 hrs. at Ministry of Ports, Shipping & Waterways, New Delhi.

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 15/7/2025	Status on 20/08/2025
1.	1.2(i)	The Chairperson requested CMD, CSL to finalize the recommendations and the Discussion Paper with the implementation road map for the presentation to the Ministry.	CMD, CSL	Report is awaited from CMD CSL.	Action pending. Report is awaited from CMD CSL.
2.	1.2(ii)	The Chairperson, NSB urged the Sub-Group also include the measures recommended in the Blue Economy Action Plan 2047 and finalize the Discussion Paper for the presentation.	Concerned Sub Group NSB	Report is Submitted and circulated to the members for comments.	Action complete No action needed now, point to be dropped.
3.	1.2(iii)	The Chairperson urged the Sub-Group to submit the recommendations/report along with the implementation road map for the presentation.	Concerned Sub Group NSB	Report is awaited from Dr. K Murali.	Action pending. Report is awaited from Dr. K Murali.
4.	1.2(iv)	The Chairperson suggested that IFSC may be developed as a jurisdiction for promoting Indian tonnage and the Sub-Group may work on the policy/regulatory issues that require to be addressed to make IFSC the favored jurisdiction all such shipping related services.	Concerned Sub Group NSB	The action is ongoing.	The action is ongoing. No action needed now, point to be dropped.
5.	1.2(v)	The Chairperson advised that Sub-Group may further develop the proposal so that DGS may get PAN information for all vessels visiting Indian ports on a single portal, for effective monitoring and to be able to provide PAN information to all the concerned agencies from the single portal to promote ease of doing business.	Concerned Sub Group NSB	Work is ongoing. The working group dealing with the Maritime Single Window will continue its	The action is ongoing. No action needed now, point to be dropped.

				efforts until all critical stakeholders are fully onboarded and the system is made fully operational.	
6.	1.2(vi)	The Chairperson advised that the MD, IPA may be the Co-Convener of the and the Sub-Group may prepare a Port Wise/Agency Wise action plan for addressing the gaps identified and also list out the measures to be taken for the complete transition to MSW NSB/01/2023 I/16517/2023 by all agencies by the stipulated date.	Concerned Sub Group NSB	Interim Report submitted, Work is ongoing. The working group dealing with the Maritime Single Window will continue its efforts until all critical stakeholders are fully onboarded and the system is made fully operational.	The action is ongoing. No action needed now, point to be dropped.
7.	1.2(vii)	The Chairperson advised that Sub-Group may develop an action plan for first starting some ancillary activities/services from Galathea Bay for the ships moving on the trunk route. Projects and issues that need to be included in Coastal Shipping/ Multi-modal Agreements/Connectivity Plans with the BIMSTEC and other countries that so the Galathea bay may develop as a transshipment hub may also be identified	Concerned Sub Group NSB	The work is ongoing.	The action is ongoing. No action needed now, point to be dropped.
8.	1.2(viii)	The Sub-Group was requested by the board to finalize the recommendations and submit a report.	Concerned Sub Group NSB	The report is awaited.	The report is awaited.
9.	1.2(x)	Sub-Group was requested by the board to identify some low hanging fruits that can be easily be addressed and submit the first report with the suggested action plan so that the same may be followed up.	Concerned Sub Group NSB	The report is awaited.	The report is awaited.

10.	2(ii)	It was agreed by the board that a Sub-Group be constituted under the Convener-ship of Shri Prashant Seth, FIEO along with Members from NICDC Logistics Data Services Ltd., Customs, CSLA, CONCOR, INSA, ICCSA, AMTOI, CCTA etc. to develop on the issues and further submit a report.	Concerned Sub Group NSB	The report is awaited.	The report is awaited
11.	2(iii)	It was agreed by the board that a Sub-Group be constituted under the Convener-ship of Shri Sanjay Bandopadhyaya, Chairman, IWAI along with Members from Customs, Immigration, Chairman, Kolkata Port, DDG Coastal DG Shipping, INSA, ICCSA, CMEC, CCTA etc., to develop on the issues and further prepare a report.	Concerned Sub Group NSB	The report is awaited.	The report is awaited

Annexure II

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

S.No.	Para No. in the minutes	Action to be taken	Who was to take action	Status on 15/7/2025	Status on 20/08/2025
1.	5.1	Action Taken report on the decisions of the last NSB meeting: It was felt by the board that the Secretary NSB should write to all concerned to collect the latest status on the action taken on the minutes on board meeting dated 26/06/2023 and to present the same to the board in the next meeting.	Secretary NSB	Secretary NSB informed that email and personal call was made to all the previous coordinators of the sub groups to provide latest updates. Since many of them did not respond, it was suggested that the new group may collect latest information, as available from the members involved and take actions appropriately in the work of the new group ahead.	The action is ongoing. No action needed now, point to be dropped.
2.	6.1	The status of the reports of sub-groups constituted by the predecessor board: It was felt by the board that the Secretary NSB should write to all concerned to submit the subgroup reports in a uniform format and to present the same to the board in the next meeting.	Secretary NSB	Out of the 13 existing subgroups, only 3 subgroups submitted their reports as under: <ul style="list-style-type: none">• Promotion of Energy Efficient and Low-cost Coastal Shipping for Passenger and Freight• Creation of National Single Portal for Pre-Arrival Notification	The reports are awaited from 10 sub-groups out of 13 subgroups.

				<ul style="list-style-type: none"> Transition to IMO's Maritime Single Window by 01012024 and Digital Enablement Report <p>Secretary NSB informed that email and personal call was made to all the previous coordinators of the sub groups to provide latest updates. Since many of them did not respond, it was suggested that the new group may collect latest information, as available from the members involved and take actions appropriately in the work of the new group ahead.</p>	
3.	7.1	<p>Time Gap between constitution of the consecutive boards:</p> <p>It was felt by the board that to ensure continuity of the board / sub group work, the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to take advance action on selection and notification of the board members so that there is no break between constitution of two consecutive boards.</p>	Director MA, MoPSW	No update was provided by the Ministry of PSW (Director MA).	<p>The action is pending.</p> <p>No update was provided by the Ministry of PSW (Director MA).</p>
4.	7.2	<p>Permanent Office address and setup for the board:</p> <p>It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.</p>	Director MA, MoPSW	No update was provided by the MoPSW (Director MA).	<p>The action is pending.</p> <p>No update was provided by the Ministry of PSW (Director MA).</p>
5.	7.3	Development of a dedicated website for the Board and designing of a programme to increase social media presence / public outreach of the board amongst stakeholders:	DG Shipping	The proposal is under finalization in the DG Shipping.	The proposal is under finalization in the DG Shipping.

		It was felt by the board that the DGS Mumbai should be requested to do the needful in time bound manner.			
6.	7.4	Dedicated Phone Numbers for the Chairperson and the Secretary of the board: It was felt by the board that the DGS Mumbai should be requested to do the needful in a time bound manner.	DG Shipping	The dedicated phone numbers provided by the DG shipping are not operational due to merger issues of MTNL & BSNL. Efforts are on to port to different Service Provider.	The dedicated phone numbers provided by the DG shipping are not operational due to merger issues of MTNL & BSNL. Efforts are on to port to different Service Provider.
7.	7.5	Dedicated email IDs for the Board (Chairperson & Members) & Board Secretariat Staff: It was felt by the board that the DGS Mumbai should be requested to do the needful in time bound manner.	DG Shipping	Action is completed.	Action is complete. No action needed now, point to be dropped.
8.	7.6	Invitation of the representative of Maritime State Development Council (MSDC): It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	No update was provided by the MoPSW (Director MA).	The action is pending. No update was provided by the Ministry of PSW (Director MA).
9.	7.7	Monthly Updates: it was felt by the board that the monthly updates on the action initiated based of the decisions taken by the board should be provided on the website to the board members as the official	Secretary NSB	The matter of upgradation of the website pending with DG Shipping. Once the Website is upgraded, the monthly updates would be provided.	The matter of upgradation of the website pending with DG Shipping. Once the Website is upgraded, the monthly updates

		board meetings in the past have occurred once in every three months			would be provided.
10.	7.8	Roadmap for the Shipping Building & Ship Repairs Sector: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB	A dedicated subgroup is proposed to be formed to prepare Roadmap on shipbuilding, ship repair, ship recycling, classification and flagging to enhance overall sector viability.	The action is ongoing. No action is needed now. point to be dropped.
11.	7.9	Roadmap for Increasing number of Ships with Indian Flags: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB	A dedicated subgroup is proposed to be formed to prepare Roadmap on shipbuilding, ship repair, ship recycling, classification and flagging to enhance overall sector viability.	The action is ongoing. No action is needed now. point to be dropped.
12.	7.10	Road Map to resolve long pending issues of Indian Seafarers as raised by NUSI: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB	A dedicated subgroup is proposed to be formed to prepare a Roadmap to address Seafarers Issues.	The action is ongoing. No action is needed now. point to be dropped.
13.	7.11	Road Map to resolve long pending issues of Indian Seafarers as raised by MUI: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB		The action is ongoing. No action is needed now. point to be dropped.

14.	7.12	Indian Representation in the IMO: It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	DoPT has already agreed for a permanent Indian Representation in the IMO:	The action is ongoing. No action is needed now. point to be dropped.
15.	7.13	Road Map to address pending issues of Ship Breaking / Ship recycling Industries: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB	A dedicated subgroup is proposed to be formed to prepare Roadmap on shipbuilding, ship repair, ship recycling, classification and flagging to enhance overall sector viability.	The action is ongoing. No action is needed now. point to be dropped.
16.	7.14	Roadmap to address Coastal Trading Issues: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB	A dedicated subgroup is proposed to be formed to prepare Roadmap on shipbuilding, ship repair, ship recycling, classification and flagging to enhance overall sector viability.	The action is ongoing. No action is needed now. point to be dropped.
17.	7.15	Roadmap to address Gender issues in Maritime Sector: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB	A dedicated subgroup is proposed to be formed to address issues of Diversity, Equity & Inclusivity in Maritime Sector.	The action is ongoing. No action is needed now. point to be dropped.
18.	7.16	Road map to address issues pertaining to Indian Coast Guard: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be	NSB	A dedicated subgroup is proposed to be formed to prepare Roadmap on maritime safety, including the availability of emergency response assets. A collaborative effort is proposed to be initiated amongst the Indian Coast Guard, Navy, and Directorate General of	The action is ongoing. No action is needed now. point to be dropped.

		taken forward for further discussion and implementation.		Shipping to develop a standard protocol for maritime emergencies and salvage operations.	
19.	7.17	Roadmap for the Regional Maritime Transport Grid: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB	A subgroup is proposed to be setup to make India a Regional Transshipment Hub.	The action is ongoing. No action is needed now. point to be dropped.
20.	7.18	Study for authentic documentation of India's Maritime Legacy: It was felt by the board that a roadmap should be prepared by NSB on these lines to outline strategies and recommendations that could be taken forward for further discussion and implementation.	NSB	It is proposed to set up a sub group consisting of maritime historians and academic institutions, to conduct a thorough study on identifying significant maritime milestones in India's Maritime history. Indian Maritime University (IMU) Chennai, will be invited to participate in the research and brainstorming.	The action is ongoing. No action is needed now. point to be dropped.
21.	7.19	Roadmap for Green Tugboats: It was felt by the board that this green initiative should be given further impetus with suitable policy support and the board should gather feedback from various ports on its replicability and scalability.	NSB	A dedicated subgroup is proposed to be formed to prepare Roadmap on shipbuilding including green tugboats, ship repair, ship recycling, classification and flagging to enhance overall sector viability.	The action is ongoing. No action is needed now. point to be dropped.
22.	7.20	Synchronization between Board activities and various cells in MoPSW: The board felt that all subgroups including this subgroup should submit their reports by June 30,	All NSB members	It is proposed to grant Prof. Murali K additional time to reconstitute the committee and prepare a consolidated report, taking into account the recent developments and the need to reconcile	The report is awaited from Prof. Murali K.

		2025, so that they can be taken forward in the next meeting.		the documents from the Ministry and the Navik Cell.	
23.	7.21	Nomination of NSB member in the Governing Council Narrotam Morarji Institute of Technology: The board decided to nominate Shri Anil Devli as NSB nominee on the Governing Council of the Institute from FY 25-26 to 27-28 as was done by previous board.	Secretary NSB	Nomination will be sent once the draft minutes of the meeting dated 30/05/2025 will be confirmed on 16/07/2025.	Action complete. No action is needed now. point to be dropped.
24.	8.1	Presentation 1: Sagar Setu (NLP-M) Maritime Single Window: It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	No update was provided by the MoPSW (Director MA).	The action is pending. No update was provided by the MoPSW (Director MA).
25.	8.2	Presentation 2: Directorate General of Lighthouse and Lightships: Overall, the discussions highlighted challenges in data sharing, staffing, and maintaining security and efficiency in maritime operations. It was felt by the board that the Maritime Division in the Ministry of Ports, Shipping & Waterways should be requested to do the needful for greater interests of maritime sector.	Director MA, MoPSW	No update was provided by the MoPSW (Director MA).	The action is pending. No update was provided by the MoPSW (Director MA).
26.	9.1	NSB next meeting should be held within the next 45 days The last date for issue of the notice for the next NSB meeting by the Board Secretariat was fixed on or before 30/06/2025.	Secretary NSB	Complied with.	Action is complete. No action is needed now. point to be dropped.

27.	9.2	Final report of the old subgroups in the standard template: The last date for communication of the status update / final report of the old subgroups by the members to the Board Secretariat was fixed as 30/06/2025.	NSB Members	Only three out of 13 subgroups submitted their reports as mentioned in SI No. 2 above.	Only three out of 13 subgroups submitted their reports as mentioned in SI No. 2 above.
28.	9.3	Suggestions on continuation / modification / deletion of existing Sub groups The last date for communication of the views by the members including NO VIEWS to the Board Secretariat was fixed as 30/06/2025.	NSB Members	Views from few members were received which were circulated.	Action Complete. No action is needed now. point to be dropped.
29.	9.4	Suggestions to continue, modify, or drop any of the ongoing issues from the previous board's agenda. The last date for communication of the views by the members including NO VIEWS to the Board Secretariat was fixed as 30/06/2025.	NSB Members	Views from few members were received which were circulated..	Action Complete. No action is needed now. point to be dropped.
30.	9.5	Suggestions based on Government initiatives like MIV 2030, MAKV 2047, Ease of Doing Business / Ease of Living, Make in India, and PM Gati Shakti: The last date for communication of the views by the members including NO VIEWS to the Board Secretariat was fixed as 30/06/2025.	NSB Members	Views from few members were received which were circulated.	Action Complete. No action is needed now. point to be dropped.
31.	9.6	Suggestions on social media presence of NSB, website development of NSB, stakeholders' engagement etc.: The last date for communication of the views by the members including NO VIEWS to the Board Secretariat was fixed as 30/06/2025.	NSB Members	Views from few members were received which were circulated.	Action Complete. No action is needed now. point to be dropped.

32.	9.7	Invitation to NSB meeting Representative from theBIS should to be invited along-with representatives from Ship Breaking / Recycling Industries from Alang & Bhavnagar.	Secretary NSB	Invitation sent to BIS along-with representatives from Ship Breaking / Recycling Industries from Alang & Bhavnagar to attend NSB meeting on 15/07/2025.	Action Complete. No action is needed now. point to be dropped.
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Annexure-III

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

S.No .	Para No. in the minutes	Action to be taken	Who was to take action	Status on 20/8/2025
1	1.2	Opening of the Meeting: Emphasizing the importance of recognizing the legacy of the National Shipping Board, which has been operational since 1958, the Board agreed to request the Secretary NSB to reconcile the numbering of the meeting from the old records and apprise the Board in the next meeting. Recognizing the importance of collating and making available the extensive data available with the members of the predecessor boards, which has been documented over many years, the Board also agreed to request the members of the predecessors Boards who are also continuing in the present Board to help in this reconciliation from the old minutes available with them.	Secretary NSB	Action is pending.
2	1.4	Opening of the Meeting: The Board advised the Secretary NSB to take up with MoPNG for early nomination of its representative on the Board and to use the good offices of Ministry of Ports, Shipping & Waterways (MoPSW) for taking up with MoPNG for early nomination.	Secretary NSB	Action is pending.

3.	1.5	Opening of the Meeting: It was agreed by the Board to take it on records for the purpose of minutes. It was stressed by the Board that no members should be absent without the prior authorization of leave of absence in the future. The Secretary NSB was advised in writing to all the members.	Secretary NSB and All Members of the Board	Action Complete. No action is needed now. point to be dropped.
4.	3.1	Status of the action taken on the minutes of the meeting held on 25/06/2023: The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action Complete. No action is needed now. point to be dropped.
5.	4.1	Status of the action taken on the minutes of the meeting held on 30/05/2025: The Board perused the status action taken and advised the Secretary NSB to update the status on the unfinished action points in the next meeting.	Secretary NSB	Action Complete. No action is needed now. point to be dropped.
6.	5.1	Nomination of a NSB member on the Governing Council of NMIS Mumbai: As the minutes of the meeting held on 30/05/2025 were confirmed, the Board authorized the Secretary NSB to inform Narottam Morarji Institute of Shipping Mumbai about Nomination of Shri Anil Devli, a member of present NSB as the NSB Nominee on their Governing Council.	Secretary NSB	Action Complete. No action is needed now. point to be dropped.
7	10.6	Issues of Coastal Shipping: The Board observed that if regulatory barriers are hindering progress—particularly in initiatives like Ro-Ro services—then the DG Shipping	DG Shipping	Action is pending.

		must clearly identify and recommend the specific regulatory changes required.		
8.	11.6	Workers' issues in Ship Recycling Sector: The Board expressed surprise that these basic provisions are not being provided and asked the workers' representative to submit a formal representation. The Board agreed that the Directorate of Shipping should take up the matter with the Government of Gujarat to understand why these entitlements are being denied and whether the issue is specific to the nature of trade in Alang or due to other underlying reasons.	DG Shipping	Action is pending.
9.	14.5	Creation of New Sub Group on "Maritime Emergency Preparedness and Response": The Board agreed for the formation of a dedicated new subgroup on "Maritime Emergency Preparedness and Response" comprising representatives from the Indian Coast Guard, Indian Navy, Directorate General of Shipping, INSA, IPA and other relevant stakeholders. The Secretary NSB was advised to notify the sub group.	Secretary NSB	The action is ongoing. No action is needed now. point to be dropped.
10.	15.2	Creation of a new sub group on "Authentic documentation of India's Maritime Heritage & Legacy": The Board agreed that a sub group under VC IMU may be set up to take this study forward in collaboration with researchers of IMU and Maritime Historians currently involved in setting up of the National Maritime Heritage Complex (NMHC) at Lothal. The Secretary NSB was advised to notify the sub group.	Secretary NSB	The action is ongoing. No action is needed now. point to be dropped.
11.	16.3	Development of Maritime Single Window:	Secretary NSB	The action is ongoing.

		The Board observed that the working group dealing with the Maritime Single Window will continue its efforts until all critical stakeholders are fully on boarded and the system is made fully operational. The Secretary NSB was advised to notify continuation of the sub group		No action is needed now. point to be dropped.
12.	17.3.6	Rationalization of existing Sub Groups& Formation of new sub groups: The Secretary NSB was advised to notify the closure / merger / creation of sub groups.	Secretary NSB	The action is ongoing. No action is needed now. point to be dropped.
13.	17.3.7	Rationalization of existing Sub Groups& Formation of new sub groups: It was decided to finalize TOR & composition of each new sub group in next Board meeting.	All Members	The action is ongoing. No action is needed now. point to be dropped.
14.	18.2	Submission of Reports by existing Sub Groups: The Board advised the Secretary NSB to upload these reports of Sub Group on the NSB website.	Secretary NSB	Action is pending.
15.	19.2	Membership of the NSB in the India Maritime Centre (IMC) Mumbai: As such, the Board observed that the NSB cannot join IMC as a member though the NSB would be happy to corroborate with the IMC [as an important stakeholder] on policy issues. The Secretary NSB was advised to communicate the decision of the Board to the CEO IMC.	Secretary NSB	Action is pending.
16.	20.1	Holding of the meetings of the NSB in the Coastal States: The Secretary NSB was advised to take up with Directorate of the Shipping& IPA to make necessary arrangements for such meetings in future.	Secretary NSB	The action is ongoing. No action is needed now. point to be dropped.

17.	21.3	Publication of monthly newsletter of the National Shipping Board: The Board advised the Secretary NSB to coordinate with all members so that each of the Board Members share their inputs for each month by the 10th of the succeeding month to facilitate timely compilation. The first such newsletter should be published for the month of July 2025.	Secretary NSB / All members of the NSB	Action is pending.
18.	22.1	Issue of Email ID & Photo Identity cards to the members of the Board: The Board advised Secretary NSB to take the needful action immediately.	Secretary NSB / All members of the NSB	Action is pending.
19.	23.1	Secretarial Assistance to the Board: The Board advised Secretary NSB & Director (MA)MoPSW to do the needful immediately.	Secretary NSB & Director (MA) MoPSW	Action is pending.
20.	24.1	Office Accommodation for the Board in New Delhi: The Board urged the Ministry to issue orders for providing office space for the Board immediately. The Board advised Secretary NSB & Director (MA)MoPSW to do the needful immediately.	Secretary NSB & Director (MA) MoPSW	Action is pending.
21.	25.1	Upgradation of the NSB Website: The Board advised the Secretary NSB to do the needful immediately.	Secretary NSB	Action is pending.
22.	26.1	Logo for the NSB: It was decided that this matter will be discussed& finalized in the next meeting.	Secretary NSB	Action is pending.
23.	27.1	Tagline for the NSB Logo: It was decided that this matter will be discussed& finalized in the next meeting.	All NSB Members	Action is pending.

24.	28.2	NSB Social Media handle: Shri Shantanu Kalita, Advisor IPA and Ms. Sanjam Shahi Gupta Director Sitara Shipping Private Limited Mumbai offered their services in this endeavor. The Board agreed to finalize its social Media Strategy in the next meeting.	All Board Members	Action is pending.
25.	29.4	Next Board Meeting: Accordingly, it was decided to hold the next meeting of the Board in Kandla Gujrat in third / Fourth week of August 2025 and the Secretary NSB was advised to take up with Directorate of the Shipping& IPA to make necessary arrangements for the meeting	Secretary NSB	Action Complete. No action is needed now. point to be dropped.
26.	30.2	Way forward: Shri Sameer Kumar Khare, Retired IAS, Chairperson NSB emphasized the need to prepare a comprehensive presentation for the Hon'ble Minister, categorizing the agenda points into two main themes: one addressing issues under the Ministry of Home Affairs—including immigration and related matters—and the other covering concerns under Ministry of Finance related to customs, direct and indirect taxation, and labour. He urged all the members to get involved in its development and ensure alignment on the key issues to be presented. He assigned this task to be coordinated with Shri Anil Devli and Shri Rahul Modi.	All Members	Action Complete. No action is needed now. point to be dropped.