

Workshop Overview

RegLitter Asia Regional Task Force Workshop

8 - 12 December 2025 | Kochi, India

The RegLitter Asia initiative builds on the foundations of the GloLitter Partnerships Project of IMO and FAO, expanding its scope to address wider sea-based marine plastic litter across East and Southeast Asia. The Regional Task Force serves as the primary platform for coordination, knowledge exchange and technical cooperation among participating countries. The Kochi workshop is convened to support countries in strengthening national systems for the prevention and reduction of ship-source litter and ALDFG and to advance regional alignment through shared approaches, tools and capacity-building. The discussions will support the development of harmonised regional activities and contribute to the long-term objectives of the RegLitter programme.

Objectives of the Workshop

- **Enhance national understanding** of the RegLitter framework, including programme components, priority workstreams and expected country-level responsibilities.
- **Strengthen institutional capacity** to address sea-based marine litter through improved regulatory alignment, monitoring systems and inter-agency coordination.
- **Support development of regional activities** covering awareness, training, research, surveillance, port and fisheries systems and policy coherence.
- **Facilitate cross-country knowledge sharing** on existing practices, challenges and national initiatives related to MARPOL Annex V, ALDFG and marine litter management.
- **Advance preparation of national contributions** to the Regional Action Plan and the Asia Task Force's work for 2026–2028.
- **Promote cooperation among maritime, fisheries, environmental and port authorities**, consistent with the multi-sectoral nature of the programme.

Expected Outcomes

- Participants will have a **clear understanding of RegLitter objectives, expectations and regional coordination mechanisms**.
- Countries will identify **national priority areas** and inputs for the Regional Activity Plan under RegLitter.
- Participants will be familiar with **tools and methodologies** for monitoring, reporting and managing sea-based marine litter, including ALDFG.
- Regional cooperation will be strengthened through **shared approaches**, peer learning and joint problem-solving.
- The workshop will support **harmonised implementation pathways** for participating Asian countries within the broader OceanLitter Programme.

Structure of the Workshop

The **five-day** programme is organised as follows:

- **Day 1 – Monday, 8 December - Training on the international legal framework (overview)**

- Welcome, introductions and inaugural session.
- Overview of the international legal framework on sea-based marine plastic litter (SBMPL): MARPOL Annex V, London Convention/Protocol (LC/LP) and FAO Voluntary Guidelines on the Marking of Fishing Gear (VGMFG).
- Presentation of India's GloLitter experience and National Action Plan.
- Initial discussion on how to integrate these instruments into national legal, policy and regulatory frameworks.

- **Day 2 – Tuesday, 9 December - *Training on the international legal framework (national circumstances)***
 - Country updates on National Task Forces (NTFs), Country Situation Analyses (CSAs) and National Action Plans (NAPs).
 - Presentation and discussion of national SBMPL status questionnaires.
 - Breakout discussions on gaps, implementation challenges and support needs, including experience-sharing on London Protocol implementation.
- **Day 3 – Wednesday, 10 December - *Research and data on SBMPL***
 - Recap of legal framework sessions and introduction to the research and data focus.
 - Session on global data gaps and available information (GESAMP / worldwide context).
 - Technical inputs on ship-side and shore-side waste management and Port Reception Facilities (PRFs).
 - “India’s interests” research block, including presentations from ICAR-CIFT, ICAR-CMFRI, MSSRF, Kochi Water Metro and ICAR-CIFE on marine litter reduction, ghost gear, community action and citizen science.
 - Discussion on research cooperation and next steps.
- **Day 4 – Thursday, 11 December - *Regional cooperation and strategic partners***
 - Recap of Days 1–3 and overview of Asia regional cooperation proposals under RegLitter.
 - Presentations by Strategic Partners and guest organisations (Indian Ocean MoU, Tokyo MoU, COBSEA, SEAFDEC, BOBP-IGO and others) on complementary SBMPL initiatives and support options.
 - Group discussions on how legislative and data/research partners can support regional cooperation and proposed activities, particularly Research Cooperation (Activity 4).
 - Identification of short-, medium- and long-term roles for Strategic Partners, followed by a cultural event.
- **Day 5 – Friday, 12 December - *Moving forward with regional cooperation proposals***
 - Recap of Days 1–4 and review of progress against Asia regional cooperation proposals (Activities 1–5).
 - Group discussions to prioritise remaining regional activities and define feasible next steps within project timeframes.
 - Consolidation of priorities, linkages with Strategic Partners and future projects.

- Completion of evaluation forms, distribution of certificates and formal closing of the workshop.

Linkages to Regional Priorities

The workshop contributes directly to the development of the **RegLitter Regional Activity Plan**, covering:

1. awareness and training,
2. research and data,
3. monitoring and enforcement,
4. port and fisheries systems and
5. regional cooperation mechanisms.

The outcomes will support alignment with MARPOL Annex V, related IMO guidelines and the broader objectives of the OceanLitter Programme.

Participants

The workshop brings together representatives from:

- Maritime administrations
- Fisheries and aquaculture authorities
- Environmental agencies
- Port authorities and maritime training institutions
- IMO and FAO technical experts
- Regional partners and subject-matter specialists

Host Country – INDIA

Name	Organisation / Position	Remarks
Shri Shyam Jagannathan, IAS	Director General of Shipping	
Shri Ajithkumar Sukumaran	Chief Surveyor cum Addl. DGS (Tech), DGS	
Shri J Senthil Kumar	Principal Officer cum Joint DG (Tech), MMD Kochi, MoPSW	
Shri Pradeep Sudhakar	Chief Ship Surveyor cum Joint DGS (Tech), DGS	
Shri Gopikrishna C	National Focal Point, Directorate General of Shipping	
Neetu Kumari Prasad, IAS	Joint Secretary, Department of Fisheries	
D. V. Swamy, IAS	Chair, MPEDA	
A. Biju Kumar	Vice Chancellor, KUFOS	

International Maritime Organization

Name	Organisation / Position	Remark
Dr Jose Matheickal	Director, IMO	Pre-recorded Address / Virtual
Ava Jaeggi	IMO Staff / Legal Trainer	
Ernesta Swanepoel	International Legal Consultant, IMO	
Woojin Chang	IMO Representative	
Peter Van Den Dries	IMO	Pre-recorded Address / Virtual
Tamar Barabadze	IMO Representative	Pre-recorded Address / Virtual

FAO (Food & Agriculture Organization)

Name	Designation	Remarks
Nienke Van Der Burgt	International Legal Consultant	
Kelsey Richardson	FAO Representative / Trainer	
Amparo Perez Roda	FAO Representative	Pre-recorded Address / Virtual

Country Wise Presenters

Name	Designation/ Organization	Country	Remarks
Shri Mahesh Kumar Farejiya	Directory General, FSI, Mumbai	INDIA	
Dr. Manju Lekshmi N.	ICAR-CIFT Kochi	INDIA	
Dr. Ratheesh Kumar R.	ICAR-CMFRI	INDIA	
Dr. S. Velvizhi	M.S. Swaminathan Research Foundation	INDIA	
Mr. Sajan John P.	CEO, Kochi Water Metro (CEO)	INDIA	
Dr. Abuthagir Iburahim S.	ICAR-CIFE	INDIA	
Ms. Jittima Suttipotipong	Marine Department, Ministry of Transport	Thailand	
Ms. Fitri Rachmawati	Ministry of Marine Affairs & Fisheries (MMAF)	Indonesia	
		Philippines	
		Sri Lanka	

Mr. Nguyen Ba Thuyen	Viet Nam Maritime Administration (VINAMARINE)	Vietnam	
		Timor Leste	

Name	Designation/ Organization	Remarks
Ajith Wijesinghe	IOMOU	
Pulingu Ralalage	IOMOU	
Ishihara Akira	Secretary, Tokyo MOU	
Hyunjeong Jin	Associate Programme Officer on Marine Pollution UNEP-COBSEA	
Rajdeep Mukherjee	Fisheries Policy Analyst, BOBP-IGO	
Santiphong Putsa	Fishing Gear Specialist, SEAFDEC	
Nao Takeuchi	UNEP	Pre recorded / Virtual

Presenters on December 11, 2025:

Name	Designation / Organization	Remarks
Shri Shyam Jagannathan, IAS	Director General of Shipping	
Kelsey Richardson	FAO Representative / Trainer	
Ava Jaeggi	IMO (Legal Trainer)	
Ajith Wijesinghe	IOMOU	
Pulingu Ralalage	IOMOU	
Ishihara Akira	Secretary, Tokyo MOU	
Hyunjeong Jin	Associate Programme Officer on Marine Pollution UNEP-COBSEA	
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India is hosting the Regional Task Force Workshop in Kochi as part of its continued commitment to regional cooperation on marine environmental protection. As Lead Partner Country under GloLitter (Asia) and an active contributor to RegLitter, India remains dedicated to supporting capacity building, knowledge exchange and coordinated action across the region.



Ocean Litter : An Indian Perspective

Directorate General of Shipping

11th December 2025 | RegLitter Asia Regional Task Force Workshop | Kochi, India

Ocean Litter: An Indian Perspective

Good morning to all distinguished delegates, representatives from IMO and FAO, esteemed colleagues from participating countries, and respected members from India's maritime and fisheries institutions.

It is a privilege for India to host the Third RegLitter Asia Regional Task Force Workshop here in Kochi — a city that symbolises the close relationship between our oceans, our communities, and our livelihoods.

This presentation, titled '*Ocean Litter: An Indian Perspective*', is intended to provide an overview of how India views the challenge of sea-based marine plastic litter, how we are responding at multiple levels, and why regional cooperation is now more important than ever.

India's perspective is shaped by the scale of our coastline, the diversity of our marine ecosystems, and the millions whose lives and livelihoods depend on a healthy ocean. We recognise that ocean litter is no longer an isolated environmental issue — it is a cross-border challenge that affects navigation, fisheries, coastal tourism, port operations, and long-term ocean health.

This workshop provides a timely opportunity for all of us to come together, exchange ideas, strengthen understanding of international frameworks, and collectively work towards practical and implementable regional solutions.



India's Economic Growth and the Significance of Maritime Domain



The
Maritime
sector
facilitates



95%
Trade by
Volume

70%
Trade by
Value

₹
Maritime sector
contributes to 4-5% of the GDP

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Ocean Litter : An Indian Perspective

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India's Economic Growth and the Significance of Maritime Domain

India today stands as the **world's fourth largest economy** with a GDP of **USD 4.19 trillion**, recording a growth rate of **6.5% in FY 2025**. With a projected growth trajectory of **6.3 - 6.7% annually**, the nation is firmly on course to achieve the **USD 5 trillion milestone by 2027 - 28**. The International Monetary Fund projects that by 2028, India will surpass Germany to emerge as the **world's third largest economy**, underscoring its growing global economic stature.

The maritime sector has been a critical enabler of this economic rise, **facilitating nearly 95% of India's trade by volume and 70% by value**. Beyond trade, the sector directly contributes **4-5% to the national GDP**, making it not only a backbone of India's commerce but also a strategic lever for sustained growth.

The synergy between economic expansion and maritime activity highlights a fundamental truth, India's economic ambitions are deeply intertwined with its maritime strength. As the country advances towards its vision for **Viksit Bharat @ 2047**, the maritime domain will continue to serve as the lifeline of trade, connectivity and strategic resilience.



Contribution to the Blue Economy

Towards Viksit Bharat 2047



India and its Blue Economy

95%

By trade volume

70%

By trade value

India's Infrastructure Leverages

12

Major Ports

200+

Non-major Ports

11,098 km

Total length of India's coastline

India's Vessel Advantage



India has 1,520+ merchant vessels with 13 mn+ GT capacity



India ranks 18th globally in flag registration and 19th globally in carrying capacity

India is emerging as the leader of the Blue Economy in the world with multiple initiatives focusing on infrastructure, business and the overall economy

Port-led Development

Ports for Prosperity

Policy reforms driving EoDB, modern infrastructure and multi-modal logistics

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Contribution of the Blue Economy

The Blue Economy lies at the heart of India's economic and strategic rise, accounting for **95% of trade by volume and 70% by value**. With **12 major ports, 200+ non-major ports, and an extensive coastline of 11,098 km**, India possesses one of the largest maritime infrastructures in the world, giving it a natural advantage in connecting markets and enabling prosperity.

India's fleet strength has also grown steadily, with **1,520+ merchant vessels aggregating over 13 million GT capacity**. On the global stage, India now ranks **18th in flag registration and 19th in carrying capacity**, underscoring its expanding role in global shipping while contributing significantly to supply chain resilience.

The Government has positioned the Blue Economy as a **pillar of Viksit Bharat 2047**, with a strong emphasis on **port-led development, multimodal logistics, and ease of doing business reforms**. Initiatives under Sagarmala, Harit Sagar, and Maritime India Vision 2030 have transformed ports into hubs of efficiency, green practices, and integrated logistics.

Thus, India's Blue Economy is not just about scale, but about direction, moving towards sustainability, competitiveness, and strategic influence. As the world transitions towards cleaner and more resilient maritime operations, India's leadership in the Blue Economy offers a model of how infrastructure, business, and policy can be aligned to deliver long-term growth and global impact.



Global Competitiveness



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Global Competitiveness

India's maritime sector has undergone a significant transformation in global rankings, reflecting improvements in efficiency, manpower, recycling, and overall competitiveness. From ports and logistics to shipbuilding and seafarer supply, India today stands as a pivotal player in global maritime trade.

Ports in Global Top 30: In 2015, no Indian port featured among the world's leading container hubs. By 2023, **Mundra and Visakhapatnam** have both entered the **global top 30 ports**, a testament to capacity expansion, operational efficiency, and international connectivity.

Turnaround Time (TAT): Vessel turnaround time at **JNPA improved from 4 days in 2015 to just 0.9 days in 2022**, placing India ahead of many advanced maritime nations and showcasing the results of digitalisation and port modernisation.

Trained Manpower: With more than **3.2 lakh Indian seafarers in 2025**, up from 1.2 lakh in 2014, India ranks in the **global top 3 for maritime manpower**. This includes a growing strength of women seafarers, reinforcing India's role as the **second-largest supplier of trained seafarers worldwide**.

Global Ship Recycling: India has strengthened its global leadership in ship recycling, moving from **3rd rank in 2017 to 2nd rank in 2024**. With over 115 Hong Kong Convention-compliant yards at Alang, India's recycling practices now directly contribute to safe and sustainable global tonnage disposal.

Shipbuilding Sector: India's shipbuilding industry has advanced from **23rd globally in 2016 to 16th in 2024**, backed by financing reforms, capacity expansion, and the recent ₹69,725 crore package aimed at building a globally competitive ecosystem.

World Competitiveness Index: India's steady economic reforms and maritime sector efficiencies have elevated its position from **71st in FY 2015 to 41st in 2025**, signalling stronger global competitiveness across infrastructure, logistics, and trade facilitation.

Liner Shipping Connectivity Index: India's connectivity to global trade routes has improved dramatically, climbing from **30th in 2014 to 14th in 2024**, driven by expanded port capacity, greater container handling efficiency, and integration into global liner networks.

Logistics Performance Index: On the **World Bank LPI**, India has risen from **54th in 2014 to 38th in 2023**, particularly excelling in vessel turnaround and port efficiency. This improvement enhances India's role in global supply chains and strengthens its credibility as a logistics hub.

Taken together, these eight indicators highlight a decade of **policy-driven transformation and operational improvements**. India has shifted from being a lagging participant to an emerging global maritime leader — building resilience, strengthening competitiveness, and aligning with its vision of becoming a top maritime nation by **Viksit Bharat 2047**.



India's Vision for the Maritime Sector



MARITIME INDIA VISION 2030



Maritime India Vision (MIV) 2030

- Position India Globally in the Top 10 Shipbuilding, repair nations
- Production Targets: Increase from current 30k GT to 500k+ GT annually by 2030
- Investment: INR 20,000+ Crores
- Employment Generation: 1,00,000+ additional jobs (direct and indirect)



Maritime Amrit Kaal Vision 2047

- Advanced phase targeting Top 5 global position in shipbuilding and maintaining 1 position in ship recycling
- 69% Indian-Built Ships Share (up from current 5%)
- 300+ Strategic Initiatives across 11 key maritime areas
- Financial Assistance: 20–30% assistance for green vessels (including retrofitting)

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India's Vision for the Maritime Sector

India's maritime strategy is anchored in two long-term frameworks - **Maritime India Vision 2030 (MIV 2030)** and **Maritime Amrit Kaal Vision 2047 (MAKV 2047)**, which together chart a pathway for transforming India into a global maritime power.

Maritime India Vision 2030 sets a 10-year blueprint aimed at positioning India among the world's **top 10 shipbuilding and repair nations**. It seeks to raise production from the current **30,000 GT to over 500,000 GT annually by 2030**, supported by an investment of **₹20,000+ crore**. The vision also targets the creation of over **1,00,000 new jobs** (direct and indirect) while strengthening domestic repair, recycling, and logistics ecosystems.

Looking further ahead, **Maritime Amrit Kaal Vision 2047** is an advanced phase of India's maritime ambitions, aligned with the country's goal of becoming a developed economy by 2047. It aspires to secure a **top 5 global position in shipbuilding** while maintaining India's leadership in **ship recycling**. With more than **300 strategic initiatives spanning 11 key areas**, MAKV 2047 envisions raising the share of Indian-built ships from **5% to nearly 69%**, backed by **20–30% financial assistance for green vessels and retrofitting**.

These visions are not limited to infrastructure growth but also focus on **sustainability, innovation, and global integration**. By 2047, India's maritime sector is expected to be a major contributor to GDP growth, employment generation, and global supply chain resilience. Together, MIV 2030 and MAKV 2047 reaffirm India's commitment

to becoming a **leading Blue Economy**, driven by green growth, digitalization and strategic partnerships.



Current Indian Maritime Sector Overview



 Ports	 Shipping	 Waterways
<ul style="list-style-type: none"> Total Ports In India <ul style="list-style-type: none"> Major Ports: 12 Other than Major Ports: 200+ Total Cargo Handling Capacity: 2,762 MTPA Total Cargo Traffic Handled: 1,600 MTPA 	<ul style="list-style-type: none"> Indian flagged vessels: 1,549 Seafarers: 3.2 lakh+ Lighthouses: 200+ Over 18 lakh tourist footfall in last year 	<ul style="list-style-type: none"> No. of operational National Waterways (NWs): 29 (Length 4,862 km) Cargo handled 146 MTPA Cargo growth in the past decade: 359%

MMTPA: Million Metric Tonnes per Annum || DWT: Dead Weight Tonnage || GT: Gross Tonnage

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Current Indian Maritime Sector Overview

“Before delving into policy and sustainability aspects, it is important to understand the scale and scope of India’s maritime sector today.”

India’s maritime ecosystem is among the largest and most diverse in the world, encompassing **ports, shipping and inland waterways**, each playing a crucial role in supporting the country’s trade, connectivity, and economic growth.

Let’s begin with **Ports**.

India operates **12 major ports** and over **200 non-major or minor ports** spread across its extensive coastline. Together, these ports have a combined **cargo handling capacity of 2,762 million tonnes per annum**, handling around **1,600 million tonnes of cargo** last year. This capacity expansion reflects India’s consistent focus on modernisation, digitalisation, and port-led industrial growth under the Sagarmala and Harit Sagar initiatives.

Moving to **Shipping** - the core of our maritime identity.

India today has over **1,500 Indian-flagged vessels**, supporting domestic and international trade. More importantly, India is one of the **largest contributors of seafarers** to the global maritime workforce, with **over 3.2 lakh trained professionals** serving across international fleets. Our network of **200+ lighthouses** ensures navigational safety along the coasts, while maritime tourism — a growing area, recorded **over 18 lakh visitors** in the past year, highlighting the sector’s expanding socio-economic reach.

Lastly, **Waterways** - the most efficient and eco-friendly mode of transport. India has **29 operational National Waterways**, covering approximately **4,862 kilometres**, handling **146 million tonnes of cargo annually**. What's remarkable is that in the last decade alone, inland waterway cargo traffic has **grown by nearly 360%**, reflecting a strong modal shift toward greener logistics and reduced carbon emissions.

Together, these three pillars, **Ports, Shipping, and Waterways** form the foundation of India's maritime strength.

They support **95% of India's trade by volume** and nearly **70% by value**, directly contributing to around **4–5% of the national GDP**.

“This integrated growth across our maritime ecosystem is what positions India to lead the next phase of the global Blue Economy — one that is competitive, sustainable, and inclusive.”



Why Oceans Matter Today

The foundation of our climate, commerce and collective future



- Oceans regulate climate, sustain ecosystems and support millions of livelihoods.
- Over 90% of global trade moves through the seas, making ocean stability vital for economic growth.
- For India, the ocean is a cultural and economic lifeline, supporting ports, fisheries, coastal communities and tourism.
- The Blue Economy holds immense potential for sustainable industries, clean energy, biotechnology and future jobs.
- Healthy oceans directly influence food security, weather, mobility and global supply chains.

Impact

- Diversification of coastal economies.
- Stronger ecosystem resilience & biodiversity protection.
- Positioning India as a global maritime hub for sustainable trade & logistics.

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Ocean Litter : An Indian Perspective

Focus Areas :

- Fisheries & Aquaculture
- Maritime Transport & Ports
- Livelihood Generation
- Tourism & Coastal Development
 - Marine Renewable Energy
 - Shipbuilding & Recycling
- Marine Biotechnology & Research

India's Vision :

- Target to be a **leading Blue Economy nation by 2047**.
- Enhance ocean-based GDP contribution while ensuring **net-zero pathways**.
- Integrate **Harit Sagar Guidelines** for green port practices.
- Promote **regional cooperation** (IORA, BIMSTEC, ASEAN, IMO initiatives).

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Why Oceans Matter

Oceans form the foundation of our climate, our commerce and our collective future. They regulate weather systems, sustain ecosystems and support millions of livelihoods across the world. Over ninety percent of global trade moves through the seas, which makes the stability and health of our oceans essential for economic growth and connectivity.

For India, the ocean is not just a geographic feature — it is a cultural and economic lifeline. Our ports, fisheries, coastal communities and tourism sectors all rely on a healthy marine environment. A strong and future-ready blue economy represents enormous potential for sustainable industries, clean energy, biotechnology and job creation.

Healthy oceans also have a direct bearing on food security, long-term climate resilience and the smooth functioning of global supply chains. The way we manage our oceans will shape our economic opportunities and the well-being of our coastal communities.

India's vision reflects this understanding. We aim to become a leading Blue Economy nation by 2047, enhancing ocean-based GDP while following net-zero pathways. Our focus areas span fisheries, ports, marine renewable energy, tourism, shipbuilding, recycling and marine biotechnology — all guided by principles of sustainability.

Through initiatives such as the Harit Sagar Guidelines and our engagement with

IORA, BIMSTEC, ASEAN and IMO platforms, India continues to promote regional cooperation and responsible ocean governance.

This slide is a reminder that the oceans underpin far more than environmental concerns — they influence our economy, our resilience and our shared prosperity.



Emerging Global Reality

Oceans are changing beyond borders and our response must too



The Changing Ecosystem of Our Oceans

- Oceans are warming, acidifying and becoming more unpredictable.
- Key ecosystems - reefs, mangroves, wetlands are under serious stress.
- Climate-driven weather shifts affect coastlines, communities and infrastructure.
- Maritime sectors must adapt to a rapidly changing ocean environment.

A Cross-Border Reality

- Ocean impacts easily move across national boundaries.
- Marine litter, spills and debris travel across regions.
- Shared waters require joint action and coordinated systems.
- Regional unity and aligned frameworks are essential for long-term resilience.

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Ocean Litter : An Indian Perspective

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Emerging Global Reality

As we look at the global ocean today, one reality becomes increasingly clear, the marine environment is changing faster than ever. Oceans are warming, acidifying and becoming far more unpredictable. Our key ecosystems, reefs, mangroves and wetlands, are under significant stress, and climate-driven shifts are already influencing coastlines, communities and infrastructure.

For the maritime sector, these changes mean that our operating environment is no longer stable or predictable. Ports, shipping routes, fisheries and coastal economies must adapt to a rapidly evolving oceanic ecosystem.

At the same time, ocean issues do not stop at national boundaries. Marine litter, spills and drifting debris travel across countries and regions, reminding us that the ocean is a single connected system. What happens in one part of the region can quickly influence the health and productivity of another.

This is why shared waters require shared responsibility. Regional unity, coordinated systems and aligned frameworks are not optional — they are essential for long-term resilience. The challenges before us are transboundary, and our responses must therefore be collaborative, harmonised and forward-looking.

This workshop is an opportunity to strengthen that regional partnership and build a collective understanding of the changing realities we all face.



Impacts of Climate Change



Economic Loss **8.7% of India's GDP**

As per ADB, global failure to address climate chat could result in economic losses

Sea Level Rise & Flooding **36 Million People**

Flooding & sea level rise could displace millions of people along the coasts in India

Agricultural Productivity **30% Decline**

As per Intergovernmental Panel on Climate Change, agricultural production in India could fall if emissions remain high

Water Scarcity **40% of Population**

If trends continue, the population facing water scarcity in India would increase from 33% to 40%

Glacier Reserves **70% Decline**

A huge decline in western Himalayan reserves could be faced

Impacts of Climate Change

“When the coastlines retreat, so does the confidence of a maritime nation.”

Climate change is no longer a future threat. It is a lived reality for India. As one of the world's most climate-vulnerable nations, India faces multidimensional risks that directly affect its economy, coastal communities, food security, water systems, and maritime infrastructure.

Economic Impact

The Asian Development Bank (ADB) estimates that unchecked climate change could reduce India's GDP by up to **8.7% by 2100**. Extreme weather events, disruption of supply chains, damage to coastal port assets, and loss of productivity will place immense pressure on national development goals.

Sea Level Rise & Coastal Displacement

Over **36 million Indians** are at risk of displacement due to sea-level rise and coastal flooding, particularly in low-lying states such as West Bengal, Odisha, Tamil Nadu, and Gujarat. India's 7,500 km coastline and major ports are increasingly exposed to storm surges and saline water intrusion, threatening maritime trade and livelihoods.

Agricultural Productivity Decline

The **IPCC projects a 30% decline** in India's agricultural output if high-emission trends persist. Heat stress, erratic monsoons, and shifting rainfall patterns endanger food security and rural incomes, further intensifying migration pressure on coastal and

urban zones.

Water Stress

Today, one-third of India's population faces water scarcity. By 2050, this number could rise to **40%**, as Himalayan ice melt, reduced river flows, and rising evaporation diminish freshwater availability. Climate-linked water stress will aggravate interstate river disputes and strain urban water systems.

Glacier Loss & Himalayan Risk

The Western Himalayan glaciers may witness up to a **70% decline**, jeopardizing perennial river systems such as the Ganga, Brahmaputra, and Indus. This impacts drinking water, irrigation, hydropower, and ecological stability, directly affecting India's long-term maritime and riverine logistics.



The Ocean Under Stress

The foundation of our climate, commerce and collective future



- **Climate pressures:** Rising sea temperatures, stronger cyclones, shifting monsoons and coastal erosion reflect mounting climate stress on oceans.
- **Pollution:** Land and sea-based pollution is degrading water quality and harming marine life across ecosystems.
- **Overuse of resources:** Unsustainable fishing, heavy maritime traffic and fast coastal development are straining marine systems.
- **Coastal vulnerability:** Erosion, flooding and habitat loss are putting millions in coastal areas at risk.
- **Threat to the Blue Economy:** Tourism, fisheries, maritime transport and ocean-energy potential weaken as ocean health declines.
- **Combined impact:** These pressures demand urgent, coordinated, multi-sectoral action to sustain ocean stability and productivity.



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The Ocean Under Stress

When we talk about the oceans being under stress, we are not referring to a distant or abstract problem. The signs are visible, immediate and deeply connected to the way our societies and economies function.

Climate pressures are increasing. Rising sea temperatures, stronger cyclones, shifting monsoon patterns and accelerating coastal erosion all reflect mounting climate stress on the marine environment. These changes are already influencing the stability of coastlines and the safety of coastal communities.

At the same time, pollution from land and sea is degrading water quality and harming marine life. Overuse of resources — including unsustainable fishing, heavy maritime traffic and rapid coastal development — is placing additional strain on ecosystems that are already vulnerable.

This stress is most acutely felt in our coastal zones. Erosion, flooding and habitat loss are putting millions of people at risk, especially in developing and densely populated regions.

There is also a clear economic dimension. The Blue Economy — which supports tourism, fisheries, shipping, marine biotechnology and ocean renewable energy — depends on healthy oceans. As ocean health declines, so does the long-term potential of these sectors.

All these pressures combined demand urgent, coordinated and multi-sectoral action. Protecting ocean stability and productivity is not just an environmental responsibility — it is fundamental to the resilience of our economies, our communities and the shared future of the region.



Marine Litter & Ocean Pollution



- Marine litter is now **one of the most visible and urgent indicators** of ocean decline.
- Plastic pollution** reaches shorelines, seabeds and even remote ocean regions.
- Key sources include **packaging waste, cargo residues, single-use plastics, ALDFG, shipboard garbage and port-related waste**.
- Microplastics and ghost nets create long-term risks — entangling marine animals and entering the food chain.
- Marine litter disrupts shipping lanes, affects navigational safety and complicates port and fisheries operations.
- Coastal communities suffer economic losses from polluted beaches, damaged gear and declining fish stocks.
- The transboundary nature of ocean pollution requires coordinated regional and global action.
- Solutions lie in awareness, enforcement, port reception facilities, recycling systems, technology and sustained regional cooperation.



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Marine Litter & Ocean Pollution

Marine litter today has become one of the most visible and urgent signs of ocean decline. Plastic pollution now reaches shorelines, seabeds and even some of the most remote ocean regions, reminding us that no part of the marine environment is untouched by this challenge.

The sources are diverse. Packaging waste, cargo residues, single-use plastics, abandoned or lost fishing gear, shipboard garbage and port-related waste all contribute to a growing burden on ecosystems. Microplastics and ghost nets create long-term risks, entangling marine animals, damaging habitats and eventually entering the food chain.

The operational consequences are equally serious. Marine litter disrupts shipping lanes, affects navigational safety and complicates port and fisheries operations. Coastal communities, whose livelihoods depend heavily on healthy seas, face economic losses from polluted beaches, damaged gear and declining fish stocks.

This is also a transboundary issue. Once debris enters the ocean, it does not recognize national boundaries. It moves with currents and winds, travelling across regions and sometimes across entire ocean basins. This makes coordinated regional and global action absolutely essential.

The solutions are multi-layered, awareness, enforcement, stronger port reception facilities, better recycling systems, technological innovation and sustained regional

cooperation. Addressing marine litter is not just an environmental need; it is central to the long-term stability of our maritime economy and the well-being of coastal communities.



GloLitter Partnerships Project (IMO-FAO)

A global initiative to prevent and reduce marine plastic litter from ships and fisheries



- Joint initiative of IMO and FAO under the *OceanLitter Programme*
- Helps countries strengthen **MARPOL Annex V implementation** and reduce ship-source plastic litter
- Focus areas:
 - **Shipping & Port Operations** – PRFs, waste segregation, garbage management
 - **Fisheries Sector** – ALDFG, gear marking, responsible fishing waste practices
- Develops **National Action Plans**, legal/policy updates and capacity-building tools
- Supports **public-private partnerships** through the *Global Industry Alliance (GIA)*
- Promotes **women-led and community-led initiatives** in coastal and fishing sectors
- Implemented across **5 regions, 30 countries**
- **India is Lead Partner Country (Asia)** – guiding regional capacity building

GloLitter Partnerships Project (IMO-FAO)

GloLitter is one of the flagship global initiatives addressing sea-based marine plastic litter, and it reflects over five decades of IMO's work in regulating pollution from ships. As many of you are aware, the IMO has long been engaged in preventing dumping at sea and regulating discharges from ships, and GloLitter is the first major project under the broader OceanLitter Programme designed to tackle this issue in a comprehensive, multi-sectoral manner.

Implemented jointly by IMO and FAO, the project helps countries strengthen MARPOL Annex V implementation, improve waste management practices in ports and fishing sectors and initiate the legal, policy and institutional reforms needed for long-term change. It also supports the development of National Action Plans aligned with IMO's Action Plan on Marine Plastic Litter and FAO's guidelines on the marking of fishing gear.

A key strength of GloLitter is the integrated approach: shipping and fisheries administrations work together, ensuring that waste from vessels, ports and abandoned or lost fishing gear is managed consistently. The project also establishes public-private partnerships through the Global Industry Alliance, encouraging innovation and cost-effective solutions.

There is also a very important gender dimension. Through the Joanna Toole GloLitter Grants and other initiatives, the project actively promotes women-led and community-led efforts, particularly in small-scale fisheries. This aspect has been recognised globally as a meaningful step toward inclusive ocean stewardship.

GloLitter today spans five regions and thirty countries, with Lead Partner Countries supporting the regional clusters. India serves as the Lead Partner Country for Asia — and we are proud to facilitate peer learning, twinning, regional workshops and capacity building across the Asian cluster.

The project contributes directly to SDG 14 on Life Below Water, but also to SDG 5 on Gender Equality and SDG 17 on Partnerships. It demonstrates how global cooperation, supported through ODA and strategic partnerships, can create long-term impact in reducing marine plastic litter.”



- Builds on GloLitter to address wider **sea-based marine plastic litter** in Asia.
- Supported through **ODA funding from the Republic of Korea**, a major milestone for IMO.
- Strengthens **national capacity, policies and institutions** for coordinated regional action.
- Aligns **maritime and fisheries sectors** to jointly tackle ship-source litter and ALDFG.
- Pilots a **web-based e-navigation tool** for tracking fishing gear and marine litter.
- Enhances **monitoring, reporting and data-sharing** for evidence-based decisions.
- Positions **India as a key regional leader** under the Asia Task Force.

RegLitter – A Regional Initiative to Reduce Marine Plastic Litter in Asia

RegLitter builds directly upon the progress achieved under the GloLitter Partnerships Project, but with a much wider and more ambitious scope. This initiative is funded through development assistance from the Republic of Korea and jointly implemented by IMO and FAO, with India serving as the National Focal Point for the region.

Under RegLitter, the focus is on strengthening the capacity of Asian countries to implement international instruments—particularly MARPOL Annex V, the London Convention and Protocol, and the FAO guidelines on fishing gear marking. The project aligns both maritime and fisheries sectors so that ship-source litter, ghost gear and ALDFG can be addressed through a coordinated framework.

A major component is the introduction of a web-based e-navigation tool for tracking fishing gear and sea-based debris. The project also emphasises improved monitoring, data-sharing and reporting systems, which are essential for evidence-based regional decision-making.

RegLitter also aims to address key gaps identified in the earlier GloLitter phase—such as strengthening port reception facilities at non-major ports, developing a National Marine Litter Policy, and building capacities in waste management and environmental sectors.

With India hosting this Regional Task Force and PSC training, our role as a regional leader is further strengthened. This initiative will enhance national readiness, deepen

regional cooperation and help us collectively address the growing challenge of marine plastic litter across the Indo-Pacific.”



Role of IMO, FAO & Partners

Driving global, sectoral and regional cooperation for cleaner oceans.



IMO – Global Maritime Stewardship

- Leads global work on maritime environmental protection.
- Provides conventions, guidelines and capacity-building for strong national systems.
- Drives global action on marine plastic litter through coordinated programmes.

FAO – Sustainable Fisheries & Coastal Resilience

- Promotes responsible and sustainable fishing practices.
- Reduces fishing-related litter, including ALDFG, through tools and community engagement.
- Connects fisheries, coastal livelihoods and marine ecosystem protection.

Regional & International Partners – Collective Strength

- Amplify national efforts through shared expertise and joint initiatives.
- Enable faster knowledge exchange and collaborative problem-solving.
- Create a strong platform for regional leadership and long-term cooperation.

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Role of IMO, FAO & Partners

The work we are discussing today stands on a very strong global foundation. The International Maritime Organization continues to lead the global agenda on maritime environmental protection by providing conventions, guidelines and capacity-building support. It is through IMO's long-standing efforts that countries have been able to establish robust national systems for implementing MARPOL Annex V and for addressing marine plastic litter in a coordinated manner.

FAO plays an equally important role by strengthening sustainability in the fisheries sector. Their work on responsible fishing, ALDFG reduction, and community engagement directly supports coastal resilience. FAO effectively connects livelihoods, fisheries management and marine ecosystem protection, making it a key partner in this collective effort.

Regional and international partners complement these efforts by amplifying national initiatives. Through shared expertise, joint projects and knowledge exchange, these partnerships help countries learn from each other and respond more effectively to emerging challenges. Strong regional collaboration is essential for long-term impact, and together these partners create a powerful platform for advancing ocean governance across Asia.



Regional Cooperation & Vision

For Cleaner Ocean



Asia Leads by Example

- Asia hosts major shipping lanes, large coastal populations and highly productive fisheries.
- This scale gives the region both a responsibility and an opportunity to lead on ocean stewardship.
- Regional cooperation enables Asia to shape global standards and set new benchmarks for ocean sustainability.
- A united regional approach accelerates progress and strengthens resilience.

Partnerships as Our Strongest Tool

- No single nation or sector can address ocean pollution alone.
- Partnerships provide shared knowledge, tools and coordinated solutions.
- Collaboration across maritime, fisheries and environmental communities ensures long-lasting impact.
- Regional unity amplifies collective influence at global forums.

Regional Cooperation & Vision

As we look at the regional landscape, Asia stands out as a maritime powerhouse. Our region hosts some of the world's busiest shipping routes, largest coastal populations and richest fisheries. This scale gives Asia both a responsibility and a unique opportunity to lead global ocean stewardship.

Stronger regional cooperation allows Asian countries to shape shared standards, align approaches and set new benchmarks for sustainability. When the region moves together, progress becomes faster and resilience becomes stronger.

At the same time, partnerships remain our greatest strength. No single country or sector can address ocean pollution on its own. By combining knowledge, tools and experience across maritime, fisheries and environmental domains, we create solutions that are practical, scalable and long-lasting.

Regional unity also amplifies the collective voice of Asian nations in global forums. Working together ensures that our shared priorities—clean seas, safe navigation and sustainable livelihoods—are strongly represented at the international level.”



India's Leadership in Regional Ocean Stewardship



Why India

- Long coastline (11000+km), strong port network and rich coastal traditions anchor India's maritime identity.
- A fast-growing blue economy places India at the forefront of regional maritime development.
- Strategic location in the Indian Ocean makes India a natural regional connector.
- India actively supports regional and global efforts on ocean governance and marine protection.

India's Commitment

- Committed to cleaner oceans and sustainable maritime development.
- Hosts collaborative initiatives to strengthen capacity, knowledge and regional solidarity.
- Sees ocean health as a shared responsibility across neighboring nations.
- Will continue championing cooperation, stronger institutions and long-term ocean sustainability.

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India's Leadership in Regional Ocean Stewardship

India's leadership in the regional ocean agenda is rooted in both geography and responsibility.

With over 11,000 kilometres of coastline, a strong network of ports and centuries-old coastal traditions, the ocean has always been central to India's identity.

Our rapidly expanding blue economy places India at the forefront of maritime development in the region.

India's strategic location in the heart of the Indian Ocean further makes us a natural connector between shipping routes, coastal communities and regional partners.

Over the years, India has consistently supported regional and global efforts aimed at strengthening ocean governance, marine protection and sustainable maritime growth.

At the same time, India's commitment goes beyond national priorities.

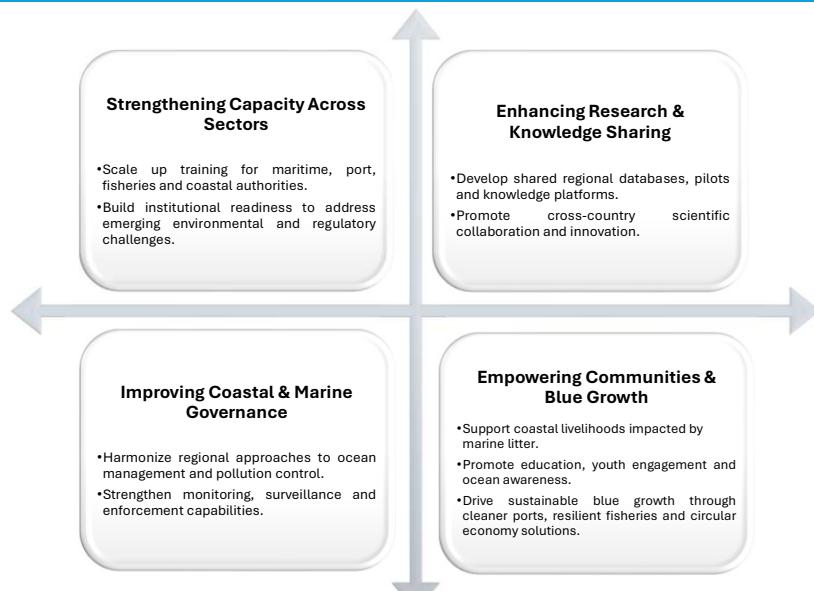
We actively host collaborative initiatives to build capacity, share knowledge and strengthen regional solidarity.

India sees ocean health as a shared responsibility, one that can only be secured by working closely with neighbouring nations.

Going forward, India will continue to champion cooperation, support stronger institutions and contribute to long-term sustainability of our shared ocean space.



Strengthening Regional Capacities for a Cleaner Ocean



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Strengthening Regional Capacities for a Cleaner Ocean

This slide brings together four key areas where regional cooperation can create lasting impact.

The challenges we face, whether it is marine litter, coastal vulnerability or regulatory gaps, are interconnected.

The solutions must therefore be multi-dimensional.

First, **strengthening capacity across sectors** is essential.

Maritime, port, fisheries and coastal authorities need continuous training and institutional readiness to respond to emerging environmental and regulatory challenges.

Building this foundation ensures that countries can implement their commitments effectively.

Second, **enhancing research and knowledge sharing** enables us to move from isolated efforts to a truly regional learning ecosystem.

Shared databases, pilot projects and joint scientific initiatives will help create a stronger evidence base and support innovation across borders.

Third, **improving coastal and marine governance** is critical for long-term ocean health.

By harmonising approaches to pollution control and strengthening monitoring and enforcement, the region can build a more coherent and resilient governance framework.

Finally, **empowering communities and promoting blue growth** ensures that solutions benefit people on the ground.

Supporting coastal livelihoods, engaging youth and driving sustainable blue economy initiatives—such as cleaner ports, resilient fisheries and circular economy practices—creates real, inclusive impact.

Together, these four pillars form a comprehensive pathway for building regional capacity and advancing our shared vision of a cleaner and more sustainable ocean.”



Looking Ahead Together



Shared Vision for the Future

- A future where our oceans remain clean, resilient and productive.
- A region united by shared responsibility, shared purpose and shared ambition.
- Stronger institutions, cleaner environments and sustainable livelihoods.

Our Oceans, Our Collective Duty

- The ocean is a shared heritage — its protection must be a shared priority.
- Cooperation, trust and mutual support will define the success of our initiatives.
- Every action we take today shapes the legacy we leave for tomorrow & India remains committed.

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Looking Ahead Together

Ladies and gentlemen, as we come to the concluding part of this segment, I would like to place our collective journey in perspective.

Our **shared vision for the future** is clear: a region where our oceans remain clean, resilient and productive.

A region that stands united through shared responsibility and shared ambition.

A region where stronger institutions, cleaner environments and sustainable livelihoods become the norm, not the exception.

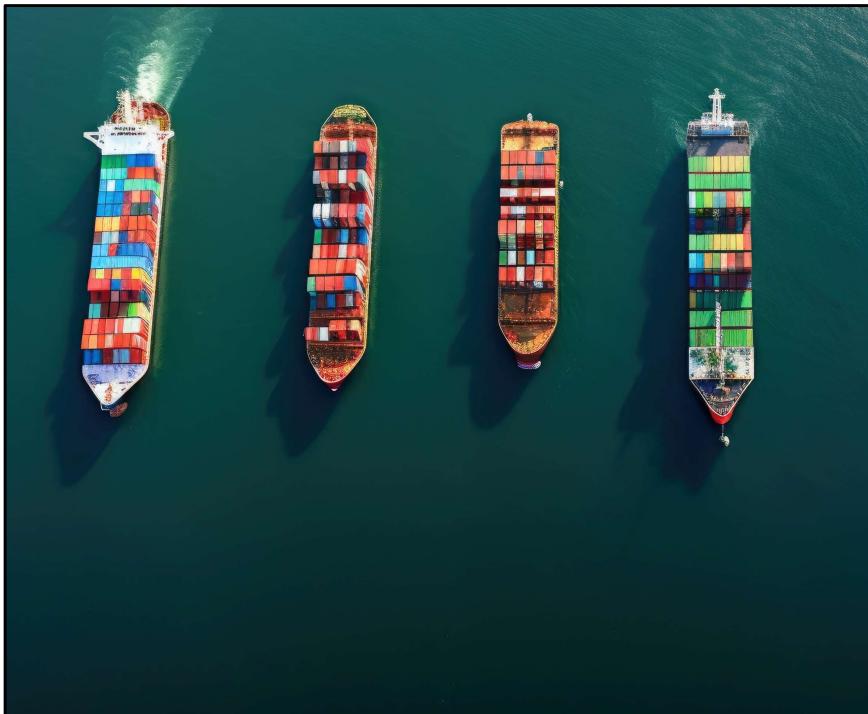
But turning this vision into reality requires recognising that **the ocean is our shared heritage**.

Its protection cannot be the responsibility of one nation or one sector alone. It must be a shared priority.

The success of our initiatives under RegLitter and beyond, will depend on the trust, cooperation and mutual support we build within this group.

Every country brings unique strengths. Together, those strengths multiply.

Every action we take today will shape the legacy we leave for the next generation. India remains fully committed to this regional effort, and we look forward to working closely with all partners as we build a cleaner, healthier and more resilient ocean for our region.”



संगच्छद्वं
संवद्द्वं
सं वो मनांसि
जानताम्।

*“Move together,
speak together,
may your minds
be in harmony.”*
(Rigveda 10.191.2)

