

Directorate General of Shipping, Mumbai
(Coordination Branch DGS Mumbai)

F. No. 12-24012/1/2024-COORD – DGS (29273)

Dated: 16.05.2025

Sub: Suo Moto disclosure of information of Directorate General of Shipping under section 4 of RTI Act 2005-reg.

Sir,

With reference to the email received from the RTI Branch dated 05.05.2025 on the subject mentioned above, I am directed to submit herewith a PDF document containing the input material to ~~answered~~ the PQ provided to the Ministry of Ports, Shipping and Waterways (MoPSW) in response to Parliamentary Questions raised during the period from July 2024 to April 2025. The same is enclosed as Annexure-1 for your kind perusal.

*11-aug
N. R. Raut 14/5/25*

Asstt. Director General of Shipping
(Coordination Branch)

Encl: As above

To,
RTI Branch



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD- DGS (C. No.29880) Date: 23.07.2024



सेवा मे,
ई.पी (एम. पी), EP (MP) Desk,
वाणिज्य विभाग D/o Commerce,
उद्योग भवन, Udyog Bhawan, New Delhi,

[E-mail : moc_epmp@nic.in]

Sub: - Rajya Sabha Provisionally Admitted Question Diary No. U258 for answer on 26.07.2024.

Sir,

Please refer Ministry of Commerce e-mail dated 15.07.2024 on the aforesaid subject' the reply to the Rajya Sabha Provisionally Admitted Question Diary No. U258 for Answer on 26.07.2024 is as below:

Q I. The current status of the exdport of seafood from the country?

Reply: The inputs of the Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, GoI, may be taken by the Ministry or the question may be replied directly by that Ministry.

Q ii. The state-wise data on the volume of exports of seafood from the country?

Reply: The inputs of the Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, GoI, may be taken by the Ministry or the question may be replied directly by that Ministry.

Q iii. The impact of the Red Sea crisis on the seafood export from the country?

Reply: The impact of red sea crisis on the seafood export is not available

with this Directorate. The inputs of the Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, GoI, may be taken by the Ministry or the question may be replied directly by that Ministry.

Q iv. The measures that the Government has taken in order to support of th exporters hit by the Red Sea crisis?

Reply:-With respect to measures taken by Government in support of the exporters will require inputs from Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, GoI, and Ministry of Commerce and Industry. These inputs may be taken by the Ministry or the question may be replied directly by that Ministry. Additionally, efforts by this organisation in coordination with other intergovernmental agencies to mitigate the risks or respond to incidents in the Red Sea, Gulf of Aden, Western Arabian Sea, and Indian Ocean Region are as under.

Efforts by this organisation in coordination with other intergovernmental agencies to mitigate the risks or respond to incidents in the Red Sea, Gulf of Aden, Western Arabian Sea, and Indian Ocean Region are as follows:-

1. Establishment of 24/7 DG Communication Center (DGCOMM Center)

The Directorate General of Shipping has established a 24/7 communication center to receive and disseminate information regarding attacks or threats to Indian vessels or foreign-flagged vessels with Indian seafarers on board. This center is crucial in maintaining real-time awareness of maritime security situations.

2. Coordination with Key Stakeholders

The Directorate is actively coordinating with the Indian Navy, Information Fusion Centre - Indian Ocean Region (IFC-IOR), and Ministry of External Affairs to monitor the current situation in the Red Sea, Gulf of Aden, Western Arabian Sea, and Indian Ocean Region. This collaborative approach ensures a comprehensive understanding of the security landscape and enables swift responses to potential threats.

3. Stakeholder Engagement and Strategy Development

A meeting with all stakeholders was conducted on December 19, 2023, to discuss strategies and actions related to securing maritime operations. The meeting focused on Indian Flag Vessels, Indian Seafarers on Foreign Flag Ships, and vessels transiting through the Red Sea Region and the Gulf of Aden. Participants were advised to adhere to specified practices and precautionary measures.

4. Mandatory Security Training for Seafarers

The Directorate General of Shipping has approved a security training program that includes a piracy awareness module. This mandatory course aims to sensitise and improve the preparedness of Indian seafarers in case of piracy and armed robbery incidents at sea.

5. Issuance of Maritime Security Advisories

The Directorate has issued multiple maritime security advisories to address the evolving security situation in the region. These include DGS Circular 25 of 2023, which provides guidance on recent security concerns worldwide and region-specific Standard Operating Procedures and Best Management Practices. Furthermore, DGS Circular 27 of 2023 was issued to address the escalating security incidents in the Gulf of Aden, Bab al Mandeb Strait, Red Sea, Somali Basin, and Arabian Sea region.

6. Naval Deployment for Maritime Security

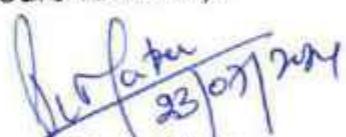
The Indian Navy has strategically positioned naval ships in the Gulf of Aden and in the Arabian Sea to enhance maritime security in the region. This deployment demonstrates India's commitment to protecting its maritime interests and ensuring the safety of vessels in high-risk areas.

7. Implementation of Online Ship Reporting System

DGS Circular 08 of 2024 has implemented a comprehensive online ship reporting system. This system requires all vessels transiting through designated high-risk maritime zones to submit their transit details daily via an online form hosted by IFC-IOR. This initiative aims to streamline the reporting process and maintain an up-to-date database for efficient monitoring and rapid response to security threats.

This issues with the approval of the Director General of Shipping.

Yours faithfully,



(PL. Muthu)

Executive officer

Copy to: - Shri. Sumit Nandan U.S (MA, ML), MOPSH, GoI



भारत सरकार / GOVERNMENT OF INDIA
पल्टन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part (1) C.29901

Date: 23.07.2024

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Provisionally Admitted Question Dy. No.U1527 for answer on 30.07.2024 regarding Marine Noise Pollution from Shipping Industry.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 16.07.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

Q.1 Whether research has been conducted to assess the impact of underwater noise emissions from ships on marine species and ecosystems;

Reply: Ministry of Earth Sciences is the concerned Ministry for conducting research to assess the impact of Underwater Noise from Ships on Marine Species and Ecosystems.

Q.2 the details thereof;

Reply: the details thereof; As above

Q.3 Whether there are regulations in place to mitigate underwater noise pollution from shipping activities and stricter enforcement or new measures to address this issue in order to protect marine biodiversity'

Reply: There are no regulations presently in place. However, the Revised Guidelines for the "Reduction of Underwater Radiated Noise from shipping to address adverse impacts on Marine Life" was adopted by

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फोन/फैक्स: +91-22-2575 2040/1/2/3 फैक्स/Fax: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

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International Maritime Organization as MEPC.1/Circ.906 in July 2023. These guidelines are recommendatory in nature and encompass a ship's design, construction, modifications, and operation, can be applied to any ship. For existing ships, the guidelines recommend implementing management plans to the extent that is feasible and practical.

Q. 4 If yes, the details thereof;

Reply: If yes, the details thereof; As above

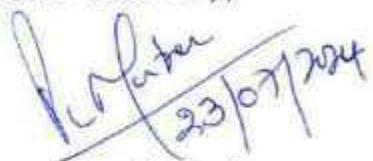
Q.5 The details of research and technology development aimed at finding innovative solutions to reduce underwater noise emissions from ships and opportunities for public – private partnerships or International Cooperation to address this issue on a global scale, if any?

Reply: IMO-UNDP-GEF GloNoise Partnership Project was launched in 2024, with India participating as a Lead Pilot country alongside other developing countries like Argentina, Chile, Costa Rica, South Africa, and Trinidad & Tobago. And Madagascar, Malaysia, and Georgia as twinning countries.

- The aim of this project is to establish a truly global stakeholders' partnership, assist developing countries in raising awareness, build capacity, and collect information to support the policy dialogue on underwater noise mitigation from shipping.
- As an outcome of this project, a toolkit will be developed for the assessment of underwater noise and a global policy for the mitigation of underwater noise.

This issues with the approval of the Competent Authority.

Yours faithfully,



(P.L. Muthu)
Executive Officer





भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई^१
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 19-18/3/2021-MTO – DGS - Part (3) (C.N.13843)

Date: 24.07.2024

To,
The Secretary to the Govt. of India,
Ministry of Ports Shipping & Waterways,
Transport Bhavan, 1, Parliament Street,
New Delhi – 110 001.

Sub: PARLIAMENT QUESTION//Rajya Sabha Provisionally Admitted Question: Diary No.: S502 for Answer on 30.07.2024 regarding " Shortage of shipping containers for export " -reg.

Sir,

I am directed to refer the Ministry email dated 16.07.2024 on the above subject and to forward the requisite information pertaining to DG shipping office i.e. at (a) is as under:

a. Whether Indian Exporters are facing difficulties to get container for exports.

Yes

b. If so, details thereof and Govt's response thereto; and

1. Recently, we have received the requests for intervention in relation to non-availability of shipping containers for export, address containers shortage and delayed shipments, increase in transportation cost due to ongoing rate crisis and shortage of containers for exports and increased in freight cost.
2. The information have been gathered from the stakeholders like Container Shipping Line Association (CSLA) in this regard. The details are as below;
 - 2.1. They have mentioned that the Container Shipping industry had suffered from shortage of containers due to the lockdown during COVID. The measures taken by them during the latter part of the pandemic & post pandemic and brought the freight rates down to almost the pre-pandemic levels.
 - 2.2. Recently, the Red Sea crisis began during the end of 2023 / beginning of 2024. The ships were therefore forced to get diverted over the Cape of Good Hope instead of sailing through the Suez Canal thereby increasing the transit time by 35 to 40 percent. A round trip for instance between the West Coast of India & Europe, which earlier took 63 days with 9 ships for a weekly service, started taking 87 days with 12 to 13 vessels in deployment. This increased the capital expenditure of the lines for the acquisition of additional tonnage, the charter hire cost for the chartering of additional vessels, the charter rate per day due to the increased demand for ships, crew cost, fuel expenditure, insurance premium, etc.

2.3. Besides, changes in service patterns also left the lines struggling to meet their schedules & hence the increased dependence on transhipment hubs & congestion at those hubs & other key ports globally. With windows at ports being missed, berthing delays continue to be experienced by vessels. Longer voyages coupled with port congestion have resulted in many vessels & containers not returning as quickly as before, thereby, causing the space & equipment situation to be tight. Further, increased demand for exports from India have added to the situation. The shipping lines, have in the meanwhile, done all they could, to address this situation, by acquiring all the additional tonnage that was available. All these efforts have helped to control the situation significantly.

2.4. They have suggested that there are several thousands of import containers to be long standing due to the clearance of those cargoes being withheld by customs / related agencies across the country for several months & even years.

3. The mandate of the existing Multi-modal Transportation of Goods Act, 1993 is related to registration of Multimodal Transport Operators (MTOs). The said act neither mandate resolution of dispute of Shipping lines with their customers nor regulation of the price charged by the Shipping lines from its customers. The instant crisis is related to the increase freight cost, the containers and slots are available but at higher price owing to the nature of the trade/ dynamic pricing in freight. It may be noted that the DG Shipping, has no authority under the MS Act, to intervene in context to the rate of freight.

4. Considering that the red sea crisis is the precipitating factor for this issue, the following efforts by this organization in coordination with other intergovernmental agencies to mitigate the risks or respond to incidents in the Red Sea, Gulf of Aden, Western Arabian Sea, and Indian Ocean Region:

4.1. Establishment of 24/7 DG Communication Center (DGCOMM Center)

The Directorate General of Shipping has established a 24/7 communication center to receive and disseminate information regarding attacks or threats to Indian vessels or foreign-flagged vessels with Indian seafarers onboard. This center is crucial in maintaining real-time awareness of maritime security situations.

4.2. Coordination with Key Stakeholders

The Directorate is actively coordinating with the Indian Navy, Information Fusion Centre – Indian Ocean Region (IFC-IOR), and Ministry of External Affairs to monitor the current situation in the Red Sea, Gulf of Aden, Western Arabian Sea, and Indian Ocean Region.

This collaborative approach ensures a comprehensive understanding of the security landscape and enables swift responses to potential threats.

4.3. Stakeholder Engagement and Strategy Development

A meeting with all stakeholders was conducted on December 19, 2023, to discuss strategies and actions related to securing maritime operations. The meeting focused on Indian Flag Vessels, Indian Seafarers on Foreign Flag Ships, and vessels transiting through the Red Sea Region and the Gulf of Aden. Participants were advised to adhere to specified practices and precautionary measures.

4.4. Mandatory Security Training for Seafarers

The Directorate General of Shipping has approved a security training program that includes a piracy awareness module. This mandatory course aims to sensitise and improve the preparedness of Indian seafarers in case of piracy and armed robbery incidents at sea.

4.5. Issuance of Maritime Security Advisories

The Directorate has issued multiple maritime security advisories to address the evolving security situation in the region. These include DGS Circular 25 of 2023, which provides guidance on recent security concerns worldwide and region-specific Standard Operating Procedures and Best Management Practices. Furthermore, DGS Circular 27 of 2023 was issued to address the escalating security incidents in the gulf of Aden, Bab al Mandeb Strait, Red Sea, Somali Basin, and Arabian Sea region.

4.6. Naval Deployment for Maritime Security

The Indian Navy has strategically positioned naval ships in the Gulf of Aden and in the Arabian Sea to enhance maritime security in the region. This deployment demonstrates India's commitment to protecting its maritime interests and ensuring the safety of vessels in high-risk areas.

4.7. Implementation of Online Ship Reporting System

DGS Circular 08 of 2024 has implemented a comprehensive online ship reporting system. This system requires all vessels transiting through designated high-risk maritime zones to submit their transit details daily via an online form hosted by IFC-IOR. This initiative aims to streamline the reporting process and maintain an up-to-date database for efficient monitoring and rapid response to security threats.

c. What immediate measures are being taken by the government to address the acute shortage of containers at major ports like Nhava Sheva and Mudra?

The comments/inputs of the Port wing of the Ministry may be useful.

d. Has the government engaged with Shipping companies to ensure a more balanced distribution of containers?

Nil for recent issues.

However, the comments/inputs from the Logistics Division, Ministry of Commerce and Industry may be useful.

However, during and after the COVID Pandemic, Ministry has formed A Task Force to monitor evolving situation of shortage of containers as per the decision of the Committee of Secretaries. Further, as per the advice of this Directorate FIED has set up a portal to bring on-board EXIM traders and Shipping lines on a common platform where the exporters could place their requirements well in advance and shipping lines can also place the schedule for availability of containers. The portal was functional, and many Exporters and Service providers have registered themselves on the portal.

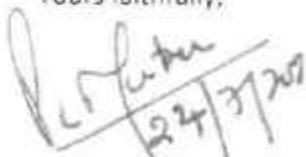
e. What long-term strategies are in place to prevent such shortages in the future, considering global supply chain dependencies and disruptions.

The PLI Scheme is still under discussion stage.

However, the comments/inputs from the Logistics Division, Ministry of Commerce and Industry may be useful.

3. This issues with the approval of Director General of Shipping.

Yours faithfully,



(P. L. Muthu)
Executive Officer (MTO)



राष्ट्रपति वर्ष

भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 19-18/3/2021-MTO - DGS - Part (3) (C.N.13843)

Date: 26/07/2024

To,

The Secretary to the Govt. of India,
Ministry of Ports Shipping & Waterways,
Transport Bhavan, 1, Parliament Street,
New Delhi - 110 001.

Sub: PARLIAMENT QUESTION//Rajya Sabha Admitted Starred Question No. 86 for Answer on 30.07.2024 regarding " Shortage of shipping containers for export " -reg.

Sir,

I am directed to refer the Ministry email dated 24.07.2024 on the above subject and to forward the requisite information pertaining to DG shipping office i.e. at (a) is as under:

a. Whether Indian Exporters are facing difficulties to get container for exports.

Yes

b. If so, details thereof and Government's response thereto;

- Recently, we have received the requests for intervention in relation to non availability of shipping containers for export, address containers shortage and delayed shipments, increase in transportation cost due to ongoing rate crisis and shortage of containers for exports and increased in freight cost.
- The information have been gathered from the stakeholders like Container Shipping Line Association (CSLA) in this regard. The details are as below:
 - They have mentioned that the Container Shipping industry had suffered from shortage of containers due to the lockdown during COVID. The measures taken by them during the latter part of the pandemic & post pandemic and brought the freight rates down to almost the pre-pandemic levels.
 - Recently, the Red Sea crisis began during the end of 2023 / beginning of 2024. The ships were therefore forced to get diverted over the Cape of Good Hope instead of sailing through the Suez Canal thereby increasing the transit time by 35 to 40 percent. A round trip for instance between the West Coast of India & Europe, which earlier took 63 days with 9 ships for a weekly service, started taking 87 days with 12 to 13 vessels in deployment. This increased the capital expenditure of the lines for the acquisition of additional tonnage, the charter hire cost for the chartering of additional vessels, the charter rate per day due to the increased demand for ships, crew cost, fuel expenditure, insurance premium, etc.

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फोन/टेल No.: +91-22-2575 2040/1/2/3 फैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

2.3. Besides, changes in service patterns also left the lines struggling to meet their schedules & hence the increased dependence on transhipment hubs & congestion at those hubs & other key ports globally. With windows at ports being missed, berthing delays continue to be experienced by vessels. Longer voyages coupled with port congestion have resulted in many vessels & containers not returning as quickly as before, thereby, causing the space & equipment situation to be tight. Further, increased demand for exports from India have added to the situation. The shipping lines, have in the meanwhile, done all they could, to address this situation, by acquiring all the additional tonnage that was available. All these efforts have helped to control the situation significantly.

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4.1. Establishment of 24/7 DG Communication Center (DGCOMM Center)

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4.2. Coordination with Key Stakeholders

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DGS Circular 08 of 2024 has implemented a comprehensive online ship reporting system. This system requires all vessels transiting through designated high-risk maritime zones to submit their transit details daily via an online form hosted by IFC-IOR. This initiative aims to streamline the reporting process and maintain an up-to-date database for efficient monitoring and rapid response to security threats.

c. the immediate measures that are being taken by the government to address the acute shortage of containers at major ports like Nhava Sheva and Mundra?

The comments/inputs of the Port wing of the Ministry may be useful.

d. Whether the government has engaged with shipping companies to ensure a more balanced distribution of containers; and

Nil for recent issues.

However, the comments/inputs from the Logistics Division, Ministry of Commerce and Industry may be useful.

However, during and after the COVID Pandemic, Ministry has formed A Task Force to monitor evolving situation of shortage of containers as per the decision of the Committee of Secretaries. Further, as per the advice of this Directorate FIEO has set up a portal to bring on-board EXIM traders and Shipping lines on a common platform where the exporters could place their requirements well in advance and shipping lines can also place the schedule for availability of containers. The portal was functional, and many Exporters and Service providers have registered themselves on the portal.

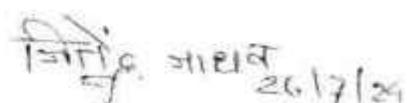
e. the long-term strategies which are in place to prevent such shortages in the future, considering global supply chain dependencies and disruptions?

The PLI Scheme is still under discussion stage.

However, the comments/inputs from the Logistics Division, Ministry of Commerce and Industry may be useful.

3. This issues with the approval of Director General of Shipping.

Yours faithfully,


P. Venkatesh 26/7/24
[P. Venkatesh] Asstt. Director General of Shipping (MTD)



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई^१
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part (1) C.29901

Date: 24.07.2024

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: PARLIAMENT QUESTION//Lok Sabha Admitted Question No. 844 for Answer on 26.07.2024 regarding Maritime Safety and Security.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 22.07.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

Q.1 Whether there are any new initiatives or technologies being introduced for safety and security in ports and if so, the details thereof.

Answer: I. The Merchant Shipping (Ships and Port Facility Security) Rules 2024 were notified by the Central Government on 19th June 2024. The BOPS (Bureau of Port Security) proposal has been made and sent to the Ministry. The Ministry has vetted the BoPS and forwarded it to the MHA for final approval. Regular meetings with the Ministry of Home Affairs and MoPSW have been conducted, thoroughly deliberating on the matter.

II. The Director General of Shipping (DGS) conducts NSPC inspections related to navigational safety of the port. These inspections involve three departments: The National Hydrographic Office (NHO), DGLL (Director General of Lighthouse and Lightship), and DGS itself.

III. Security measures at the port, other than ISPS (International Ship and Port Facility) security, are managed by CISF, state police, and other departments.

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IV. All major and non-major ports handling Exim cargo are being audited regularly as per ISPS audit schedule. Total 67 ports are ISPS compliant.

V. Safety in ports involves many area in addition to Navigation safety. These safety related initiatives other than NSPC may be taken from the ports.

Q.2 The measures in place to enhance maritime safety and security along the Kerala coastlines.

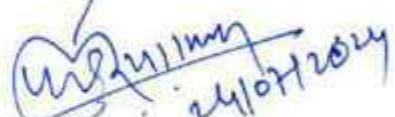
Answer: The security system of ports is being reviewed by Port Facility Security Committee on a quarterly basis. Composition of Port Facility Security Committee has been mentioned in the DGS circular 04 and 24 of 2022 and is attached for reference.

Q.3 The details of the budget allocation for ports, shipping, and waterways projects in Kerala for the current/previous financial year?

Answer: The details are not available with the Directorate.

This issues with the approval of the Competent Authority.

Yours faithfully,


(Dr. Pandurang K. Raut)
Deputy Director General of Shipping
Coordination



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई^१
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 19-18/3/2021-MTO – DGS(C.N.8867)

Date: 25.07.2024

To,
The Secretary to the Govt. of India,
Ministry of Ports Shipping & Waterways,
Transport Bhavan, 1, Parliament Street,
New Delhi – 110 001

Sub: PARLIAMENT QUESTION//Lok Sabha Provisionally Admitted Starred Question: Diary No.: 3726 for Answer on 02.08.2024 regarding " Shortage of shipping containers in the country -reg

Sir,

I am directed to refer the Ministry email dated 23.07.2024 on the above subject and to forward the requisite information pertaining to DG shipping office i.e. at (a) is as under:

(a) whether the Indian exporters are facing acute shortage of containers to export their products in view of the conflict between Russia and Ukraine, Israel and Hamas and fear of Red Sea pirates and if so, the details thereof;

- i. Yes Sir, Shipping activities in northern black sea is closed
- ii. Insurance cover has been withdrawn by the P&I in the war zone.
- iii. Containers bound for Ukraine and Russian are lying at difference transhipment ports.
- iv. Payment affected due to blockage of SWIFT in Russia.
- v. Trade to Russia and CIS countries have been affected and Shipping lines are not accepting goods for Russian ports and are exploring alternative routes for CIS/Russian cargo.

Considering that the red sea crisis is the precipitating factor for this issue, the following efforts by this organization in coordination with other intergovernmental agencies to mitigate the risks or respond to incidents in the Red Sea, Gulf of Aden, Western Arabian Sea, and Indian Ocean Region:

2.1. Establishment of 24/7 DG Communication Center (DGCOMM Center)

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The Directorate General of Shipping has established a 24/7 communication center to receive and disseminate information regarding attacks or threats to Indian vessels or foreign-flagged vessels with Indian seafarers onboard. This center is crucial in maintaining real-time awareness of maritime security situations.

2.2. Coordination with Key Stakeholders

The Directorate is actively coordinating with the Indian Navy, Information Fusion Centre – Indian Ocean Region (IFC-IOR), and Ministry of External Affairs to monitor the current situation in the Red Sea, Gulf of Aden, Western Arabian Sea, and Indian Ocean Region.

This collaborative approach ensures a comprehensive understanding of the security landscape and enables swift responses to potential threats.

2.3. Stakeholder Engagement and Strategy Development

A meeting with all stakeholders was conducted on December 19, 2023, to discuss strategies and actions related to securing maritime operations. The meeting focused on Indian Flag Vessels, Indian Seafarers on Foreign Flag Ships, and vessels transiting through the Red Sea Region and the Gulf of Aden. Participants were advised to adhere to specified practices and precautionary measures.

2.4. Mandatory Security Training for Seafarers

The Directorate General of Shipping has approved a security training program that includes a piracy awareness module. This mandatory course aims to sensitise and improve the preparedness of Indian seafarers in case of piracy and armed robbery incidents at sea.

2.5. Issuance of Maritime Security Advisories

The Directorate has issued multiple maritime security advisories to address the evolving security situation in the region. These include DGS Circular 25 of 2023, which provides guidance on recent security concerns worldwide and region-specific Standard Operating Procedures and Best Management Practices. Furthermore, DGS Circular 27 of 2023 was issued to address the escalating security incidents in the gulf of Aden, Bab al Mandeb Strait, Red Sea, Somali Basin, and Arabian Sea region.

2.6. Naval Deployment for Maritime Security

The Indian Navy has strategically positioned naval ships in the Gulf of Aden and in the Arabian Sea to enhance maritime security in the region. This deployment demonstrates India's commitment to protecting its maritime interests and ensuring the safety of vessels in high-risk areas.

2.7. Implementation of Online Ship Reporting System

DGS Circular 08 of 2024 has implemented a comprehensive online ship reporting system. This system requires all vessels transiting through designated high-risk maritime zones to submit their transit details daily via an online form hosted by IFC-IOR. This initiative aims to streamline the reporting process and maintain an up-to-date database for efficient monitoring and rapid response to security threats.

(b) whether the Government has any proposal for extending the PLI scheme for manufacture of shipping-grade containers to push domestic availability of containers and, if so, the details thereof;

The PLI Scheme for promotion of manufacturing of Shipping Containers in India is under discussion at MoPSW.

(c) the efforts being made to reduce India's dependence on China for containers along with the impact of sanctions imposed on Russia on container availability for Indian exporters and the details of dealing the said issue?

Same as the answer at (b)

3. However, the comments/inputs from the Logistics Division, Ministry of Commerce and Industry may be useful. It is suggested that a reference may also be specifically taken to Ministry of Commerce and Industry to be consulted for the PLI which is the nodal official Ministry in this case.

4. This issues with the approval of Director General of Shipping.

Yours faithfully,



25/7/2024
(Dr. A. R. Raut)

Dy. Director General of Shipping [MTO]



भारत सरकार / GOVERNMENT OF INDIA
पलान, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part(1) C.29901

Date: 26.07.2024

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn: Shri Sumit Nandan, Under Secretary to the Govt. of India]

Sub: Rajya Sabha Provisionally Admitted Starred/Unstarred Diary No. U1360 due for answer on 30.07.2024.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 16.07.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether it is true that the union government's goal of making India the world's factory risks being held back by the country's inability to attract bigger container ships due to inadequate port infrastructure and the details thereof;;

Reply: Some Indian Ports (eg. Vizhinjam port, Mundra port, JNPT etc) are already capable of receiving large container vessels. For record, MSC Hamburg a 16,652 TEUs capacity Container ship has berthed JNPA in 2023. See Pib (<https://pib.gov.in/PressReleaselframePage.aspx?PRID=1933284>)

(b) The steps taken and being taken by the government to strengthen existing ports and terminal infrastructure to handle ultra large vessels and the details thereof;

Reply: The Directorate does not have the requested information. This may be obtained from IPA and Port wing of the MoPSW

(c) The steps taken by the union government to promote shipping container fabrication and manufacture in the country and the details thereof;

Reply: A scheme for the promotion of manufacturing of shipping container is being discussed at MoPSW. Draft of the scheme is under the appraisal stage.

(d) The number of shipping containers manufactured in the country, year-wise from the year 2014

Reply: This data is not readily available with the Directorate. M/s CONCOR may be contacted for the same.

Yours faithfully,

(Jitendra S. Jadhav)

Asst. Director General of Shipping
(Coordination)

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भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन मंदानिकालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMB

F. NO. 23-PQ/1/2024-CREW - DGS

Date: 01.08.2024

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping and Waterways,
Transport Bhawan,
01, Parliament Street,
New Delhi

[Kind Attention: Shri Mandeep Singh Randhawa, Director (MA Section)]

Subject: Rajya Sabha Provisionally Admitted Unstarred Question: Diary No. U2611 for Answer on 06.08.2024 regarding "Action taken against Non RPSL Companies" – Reg

Sir

Kind reference is invited to Ministry's email dated 24.07.2024 forwarding therewith a Rajya Sabha Provisionally Admitted Unstarred Question: Diary No. U2611 for Answer on 06.08.2024. With regard to the same, it is submitted that the requisite inputs are given hereunder:--

a) Whether the Union Government has taken strict action against the crewing agencies operating without RPSL in the last five years:

No Sir.

b) If so, the details thereof and If not the reasons thereof:

In this regard, it is submitted that the provisions of the Merchant Shipping Act, 1958 do not apply to non-registered or unauthorized agencies recruiting seafarers without a valid Recruitment & Placement license. Rule 3(1) of the Merchant Shipping (Recruitment and Placement of Seafarer) Rules, 2016 clearly states, "These rules shall apply to the seafarers recruited through licensed recruitment and placement services."

Further, Rule 4 of the Merchant Shipping (Recruitment and Placement of Seafarer) Rules, 2016 stipulates, "No person shall, directly or indirectly, carry on the business, in India, of recruitment and placement of any seafarer on behalf of an employer or ship owner of Indian or foreign ship, unless it is registered and licensed under these rules."

Companies not registered with the Directorate and involved in maritime operations do not fall under the purview of the Merchant Shipping Act, 1958 and the Merchant Shipping (Recruitment and Placement of Seafarer) Rules, 2016. Seafarers or individuals aggrieved by the actions of these non-registered companies or agencies often become victims of fraud or cheating. Therefore, it is advised that in such cases, aggrieved seafarers should approach the appropriate authorities or file a complaint/FIR against such agencies and individuals under the applicable laws, including Section 420 of the Indian Penal Code (IPC), which deals with cheating and dishonestly inducing delivery of property.

Section 420 of the IPC states, "Whoever cheats and thereby dishonestly induces the person deceived to deliver any property to any person, or to make, alter or destroy the whole or any part of a valuable security, or anything which is signed or sealed, and which is capable of being converted into a valuable security, shall be punished with imprisonment of either description for a term which may extend to seven years, and shall also be liable to fine."

Hence, these rules do not apply to non-registered or unauthorized agencies recruiting seafarers without a valid Recruitment & Placement license. It is crucial for seafarers to be vigilant and report such unauthorized activities to safeguard their interests and uphold the law.

c) How many licenses of crewing agencies that aren't registered with the DGS have been cancelled in the last five years?

It is submitted that the agencies that are not registered with the Directorate General of Shipping (DGS) and have not been issued a Recruitment & Placement Service (RPS) license are not subject to any direct action under the Merchant Shipping Act, 1958 and the Merchant Shipping (Recruitment and Placement of Seafarer) Rules, 2016. Enforcement actions, such as withholding bank guarantees and blacklisting directors to prevent them from conducting any maritime activities associated with the DGS, are taken only against entities or individuals who are registered with the DGS under the Act. These measures ensure compliance and integrity within the maritime recruitment and placement process. However, since unregistered agencies fall outside the DGS's direct purview, seafarers affected by fraudulent or unauthorized activities of such agencies are advised to seek legal recourse and report these agencies to appropriate authorities, including filing complaints under applicable laws such as the Indian Penal Code for fraud and cheating.

2. This issues with the approval of the Director General of Shipping, Mumbai.



(Capt. Manish Kumar)
Nautical Surveyor – cum –
Deputy Director General of Shipping.

७वी मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कॉम्प्यूटर केन्द्र, कांजुर वाला गेट, कांजुरमार्ग (पूर्व) मुंबई- 400042

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भारत सरकार / GOVERNMENT OF INDIA
पल्टन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई^६
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part (1) C.29901

Date: 30.07.2024

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: PARLIAMENT QUESTION//Rajya Sabha Provisionally Admitted Question
Diary No.: S142 for Answer on 06.08.2024 regarding Making Aatmanirbhar Bharat in the Shipping sector.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 24.07.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

Q.a. Efforts made by the Government to make 'Aatmanirbhar Bharat' in the shipping sector

Ans: The Indian government has undertaken several initiatives to make the country self-reliant or "Aatmanirbhar" in the shipping sector. These efforts are part of a broader strategy to enhance the domestic capabilities and reduce dependency on foreign entities. Some of the key initiatives include:

1. Development of Domestic Shipbuilding Industry

- Shipbuilding Financial Assistance Policy:** Extended until 2026, this policy provides subsidies to Indian shipyards on contracts secured between 2016 and 2026, which helps in reducing the cost of shipbuilding.

2. Maritime India Vision 2030

- Blueprint for Development:** Maritime India Vision 2030 outlines a comprehensive strategy for the development of the maritime sector. It includes plans for the modernization of ports, development of new port infrastructure, and enhancement of the shipbuilding industry.

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- **Skill Development:** The vision also emphasizes the need for skill development in the maritime sector, ensuring a skilled workforce that can meet the industry's demands.

3. Environmental Sustainability

- **Green Shipping Initiatives:** The government is promoting environmentally sustainable practices in the shipping industry. This includes the use of renewable energy, reducing carbon emissions, and adopting cleaner technologies.

These efforts collectively aim to make India self-reliant in the shipping sector, fostering growth, enhancing efficiency, and reducing dependency on foreign entities.

Q.b whether the Indian Government has drawn any roadmap for improving the quality of domestic shipping industry

Ans: Yes

Q. c if so, the details thereof?

Ans: The Indian government has drawn a comprehensive roadmap to improve the quality of its domestic shipping industry. Several major initiatives and programs have been launched to achieve this goal:

- I. **Sagarmala Programme:** Launched in 2015, this initiative focuses on modernizing ports, enhancing port connectivity, and promoting coastal shipping and inland waterways. The aim is to reduce logistics costs and create new jobs. As of March 2022, 802 projects worth ₹5.49 trillion have been implemented under this program.
- II. **Maritime India Vision 2030:** Introduced in 2020, this blueprint is designed to position India at the forefront of the global maritime sector by ensuring coordinated and accelerated growth of the maritime industry. It includes over 50 smart port initiatives aimed at modernizing port infrastructure and operations.
- III. **PM Gati Shakti National Master Plan:** Launched in October 2021, this plan aims to improve logistics efficiency through integrated infrastructure development. It focuses on multimodal connectivity and reducing logistics costs by improving first and last-mile connectivity.
- IV. **National Infrastructure Pipeline (NIP):** Announced in December 2019, this initiative aims to invest ₹103 trillion (US\$1.4 trillion) in infrastructure projects, including ports, to make India a US\$5 trillion economy by 2025. The NIP covers various sectors such as transportation, energy, and logistics.
- V. **National Logistics Policy:** Launched in September 2022, this policy provides a comprehensive agenda for developing the logistics ecosystem in India. It aims to improve the efficiency of the logistics sector, which is crucial for the shipping industry.

VI. **Coastal Shipping and Inland Waterways:** The government is promoting the use of coastal shipping and inland waterways as cost-effective and environmentally friendly modes of transport. This includes operationalizing National Waterways and enhancing the coastal fleet.

VII. **Green and Digital Initiatives:** Efforts are being made to adopt environmentally sustainable practices and digital technologies to improve port operations. This includes the use of renewable energy, automation, and digitalization to streamline processes and reduce the carbon footprint.

These initiatives collectively aim to enhance the competitiveness, efficiency, and sustainability of India's domestic shipping industry, making it a key driver of economic growth.

Q.d whether efforts by the Government in the last decade have helped in improvement in the shipping sector's contribution to the country's GDP.

Ans: Yes

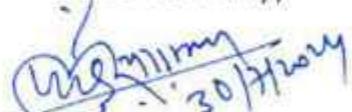
Q. e If So, the details thereof and if not, the reasons therefor?

Ans: The Indian Government's efforts over the past decade have had a positive impact on the shipping sector, contributing to its growth and its contribution to the country's GDP. Several key initiatives and reforms have played a crucial role in this transformation:

Green Initiatives: Efforts to build 'Made in India' green tugs and establish green hydrogen hubs at ports are part of the move towards sustainable development in the maritime sector

This issues with the approval of the Competent Authority.

Yours faithfully,



(Dr. Pandurang.K Raut)

Deputy Director General of Shipping
Coordination

F.No. CD-15020/33/2024-Coord.
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
(Coordination Section-II)

Parivahan Bhawan, I, Sansad Marg,
New Delhi - 110001
Dated: 25th July, 2024

**Subject: Rajya Sabha provisionally admitted Starred/Unstarred Question Diary No. S2020
for answer on 30.07.2024- Regarding**

Please refer to an Email dated 15.07.2024 received from Rajya Sabha on the above mentioned subject.

2. It is requested to furnish the requisite information as per format mentioned below, latest by 26.07.2024.

Year	Name of the Organization/Institutions		
	Sanctioned	Filled	Vacant
2014			
2015			
2016			
2017			
2018			
2019			
2020			
2021			
2022			
2023			

Encl.: as above



(Mrityunjay Jha)
Director (Coord II)
[Email: dircoord2-psw@gov.in]

To: All the Organizations under MoPSW

Copy to: All Bureau Heads in the Ministry [AS (PSW), Sr. Eco Adviser, JS (Ports), JS (Admn & WT), JS (Sagarmala), Adviser (Stats), JS (SKG)]

Directorate General of Shipping, Mumbai

Year	Permanent Staff			Contractual workers
	Sanctioned	Filled	Vacant	
2014	277	157	120	00
2015	273	153	120	00
2016	273	156	117	01
2017	273	169	104	00
2018	273	185	88	01
2019	276	205	71	00
2020	276	190	86	02
2021	263	179	84	02
2022	263	168	95	01
2023	263	157	106	00

DIRECTORATE GENERAL OF SHIPPING
SHIPPING DEVELOPMENT BRANCH

F. NO. 16-11011/3/2024-SD-DGS

Dated: 30.07.2024

Note

Subject: Lok Sabha Admitted Question Diary No. 4189 for answer on 02.08.2024 regarding "Develop Indian Shipping".

Kindly refer to e-mail from Coord Branch regarding Lok Sabha Admitted Question Diary No. 4189 for answer on 02.08.2024 regarding "Develop Indian Shipping", the inputs of SD branch to answer this question are as follows:

2. Question:

- (a) whether the Government is cognisant of the need to develop Indian shipping line of global standards, as rising freight costs have highlighted domestic firms' dependence on global shipping companies;
- (b) if so, whether the Government is cognisant that rising freight cost and high dependency on foreign companies has exacerbated the supply chain crisis in the country as the Indian shipping lines have a minor share in global trade;
- (c) if so, whether the Government has taken steps to address this issue of national importance; and
- (d) if so, the details thereof and if not, the reasons therefor?

3. Inputs to answer Question (a), (b), (c) & (d):

The Government is fully aware of the critical need to develop an Indian shipping line that meets global standards. Rising freight costs have significantly highlighted the dependency of domestic firms on global shipping companies, exacerbating the supply chain crisis. Recognizing this challenge, the Government has undertaken several strategic initiatives to enhance the capacity and competitiveness of Indian shipping lines, thereby reducing reliance on foreign shipping companies and addressing the issue of escalating freight costs.

3.1. Ship Building Financial Assistance Policy (2016-2026):

Government of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance to Indian Shipyards. Only those vessels shall be eligible for grant of financial assistance, for which the construction commences subsequent to the signing of valid contracts. Vessels which are constructed and delivered within a period of three years from the date of contract are eligible for availing financial assistance under the policy. For specialized vessels, the delivery period can be extended till six years. Financial assistance shall be @ 20% of the contract price, actual receipts, fair price (whichever is least) to Indian shipyards. Under the policy, the financial assistance extended would be reduced by 3% every three years.

3.2. Revision of the criteria for Right of First refusal(ROFR):

It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian flagged vessels. The criteria for granting the Right of First Refusal in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and ship-building in India, so as to make India a Atma-nirbhar/self-reliant Bharat, in terms of tonnage and ship-building in India. The following is the revised hierarchy of RoFR:

- i. Indian built, Indian flagged and Indian owned

- ii. Indian built, Indian flagged and Indian IFSCA owned
- iii. Foreign built, Indian flagged and Indian owned
- iv. Foreign built, Indian flagged and Indian IFSCA owned.
- v. Indian built, foreign flagged and foreign owned

This will promote demand of Indian built and Indian flag vessels as the Indian built and Indian flag vessels will have the priority in chartering and will also provide additional market access and business support to ships built in India. The entrepreneurs will be encouraged to register and built their ships in India and thereby share of Indian ships in International market may be increased.

3.3. Subsidy support to Indian shipping companies:

The subsidy scheme for the promotion of flagging of merchant ships in India was initiated in 2021 with a budget of ₹1.624 crores to be disbursed over five years. This scheme aims to provide subsidies to Indian shipping companies participating in global tenders issued by Ministries and Central Public Sector Enterprises (CPSEs) for importing government cargo such as crude oil, LPG, coal, and fertilizers.

Since the launch of the scheme and until March 2023, there has been a substantial increase in Indian tonnage. Under coastal trade, 75 vessels with a total of 0.42 million GT have been added. In overseas trade, 82 vessels with a total of 1.91 million GT have been flagged. Overall, a total of 157 vessels with a combined 2.33 million GT have been added under the Indian flag.

Additionally, there has been a notable increase in specific types of vessels. As of March 2023, the number of tankers increased from 158 to 162, marking a net addition of 4 tankers. Bulk carriers saw an increase from 121 to 128, resulting in a net gain of 7 bulk carriers. LPG carriers experienced the highest relative growth, with their numbers rising from 19 to 27, adding 8 more vessels to the fleet. Overall, the total net increase in these specific vessel types amounts to 19 vessels.

A proposal is also under consideration to extend the benefits of this scheme to include coastal movement and the export of cargo related to government and PSU agencies which will further enhance Indian tonnage.

3.4. Impact on Economic Growth:

The Government's initiatives have significantly boosted the shipping sector's contribution to India's economic growth. The growth of Indian tonnage over the last decade has been consistently increasing, contributing to the country's economy. As of June 2024, India operates 485 Indian-flagged vessels in Overseas Trade, totaling Gross Tonnage (GT) at 11948415 and Dead weight Tonnage (DWT) at 18644912. Additionally, 1041 vessels are engaged in Coastal Trade, registering GT at 1720921 and DWT at 2031814.2. Additionally 4 vessels has been acquired under Indian Controlled Tonnage with total GT of 45604 and total DWT 73029. Overall, India has 1530 vessels, accumulating a combined GT of 13714940 and DWT of 20749755.2. With the rise in Indian tonnage, there has been a notable shift in business preference towards Indian-flagged vessels over foreign-flagged ones, significantly boosting India's economic growth.

A meeting was held on July 26, 2024, addressing several important issues related to the shortage of shipping containers and increased freight rates. Here are the brief agenda and key points and discussions from the meeting:

Agenda:

1. Review of current issues related to the shortage of shipping containers.
2. Discussion on the increased freight rates for container shipping.
3. Open floor for stakeholder feedback and recommendations for the above and potential steps to build resilience in this sector.

The minutes of the meeting with enclosure is attached to this letter.

Further following points are the outcome of the discussions:

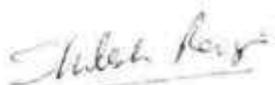
To build the resilience in supply chain in order to ensure competitive and stable freight rates. There are following possible points that can be taken up to address the issue with multiplying advantage:

1. Initiatives for Indian Container shipping: there are set of initiatives which India needs to take in order create competitive and alternate supply source of freight services.

- 1.1. Reversal of GO 1.2 & 3 on 2018.
- 1.2. Preferential treatment to Indian (container) ships by way of giving tax holidays/breaks.
 - 1.2.1. Removal of income tax of seafarers on Indian vessels: The wages constitute almost one third of the operational cost and tax on wages cost 30%. Addressing this alone would make the Indian shipping operational cost lowered by 10%. *[Note: by virtue of domestic taxation system, Indian shipping operational/Capital cost is close to 20% more than that of foreign counterpart]*
 - 1.2.2. Removal of IGST (5%) on purchase and sale of ships, would reduce the entry barrier, immediately. *[Note this is already addressed for the vessel purchased for recycling, Socio-economic impact of which is far less compared to the buying a ship for operation under Indian flag]*
- 1.3. Mandating certain Slot preference to Indian NVOCCs
- 1.4. Mandating share of TEU for Indian Flag Container Ships under VSA which will be exempted under the Competition Act.

2. Advantages:

- 2.1. **Competitive Freight rates:** Favourable condition for alternate supply source would lower the freight rates.
- 2.2. **Promotion of Indian Tonnage (Theme 11, MAKV -2047):** Natural gain towards KPI.
- 2.3. **Stemming the loss of Forex on freight services:** More the domestic service suppliers lesser dependence of the foreign counterpart resulting in saving FOREX reserve.
- 2.4. **Revenue Generation:** The Domestic Shipping Companies are subject to domestic tax regime which in away gives back revenue to the exchequer.
- 2.5. **Employment generation & Seafarer's training:** Indian ships are manned by only Indian Seafarers and mandatory offer training slots to Indian cadets.
- 2.6. **Resilience in key logistic supply chain:** due to availability of alternate Supply source
- 2.7. **Sustaining Domestic Container manufacturing:** It is natural for the domestic shipping companies to source certain proportion of Container in India and maintain them under Domestic status to facilitate the coastal trade. It is to be noted that a container which is imported from china that add 28% for domestication on top of the transport (CIF) cost of approx. 200-400 USD.



(Shitesh Ranjan)

Ship Surveyor-cum-Dy. Director General of Shipping [SD]

To,
Coord Branch

The meeting held on July 26, 2024, addressed several important issues related to the shortage of shipping containers and increased freight rates. Here are the brief agenda and key points and discussions from the meeting:

Agenda:

1. Review of current issues related to the shortage of shipping containers.
2. Discussion on the increased freight rates for container shipping.
3. Open floor for stakeholder feedback and recommendations for the above and potential steps to build resilience in this sector.

Key discussions point:

1. Freight Rate Increases:

- o Deepak Tewari from MSC India explained that freight rates have increased due to various factors, including geopolitical situations, such as issues in the Red Sea area affecting transit from Suez Canal.
- o Additional ships have been deployed on routes, especially westbound on the US and EU steps to increase the tariffs barrier on imports from China, causing a shortage of tonnage globally.
- o Port congestion are even seen at transhipment ports like Singapore and Colombo.

2. Impact of Geopolitical Situations:

- o The conflict in the Red Sea and the prolonged geopolitical issues are causing delays and increased costs.
- o The Houthi situation and related geopolitical tensions are not expected to resolve soon, contributing to the ongoing crisis.

3. Shortage of Space and Containers:

- o There is a global shortage of container space, leading to higher freight rates.
- o Despite having containers, the lack of available slots for shipments is a significant issue.
- o The Chairmen-JNPA, informed that there is price surge in the freight charges, the containers are mostly available but at a higher price. Therefore, the notion of container shortage is not an appropriate way to highlight the issue.

4. EU and US Tariff Barriers:

- o Upcoming tariff barriers in the EU and the US are prompting exporters to ship goods early, adding to the demand for container space.

5. Production and Availability of Containers:

- o It is understood that the ownership is with Shipping lines and NVOCCs, therefore positioning of containers depend on the shipping lines and NVOCCs, regardless of where they are produced.
- o Thus manufacturing of containers is totally irrelevant to the present ongoing surge in the freight rates.

6. Recommendations and Solutions:

- o There was a call for the Indian government to consider developing a national fleet of container ships to mitigate future geopolitical risks.
- o Promoting Indian entities owning and operating containers was suggested as a long-term solution.
- o In this line DG Shipping has worked out step by step approach which can be initiated to build resilience in the supply chain in this sector.

7. Customs Clearance of Abandoned Containers:

- Mr Sunil Vaswani (CSLA) highlighted the issue of abandoned containers not being cleared by customs, suggesting that directives be issued from the appropriate agencies to release these containers for export use.
- However not substantial but it may have a marginal positive effect.

8. **Survey Findings:**

- Ms Sunena Sharma from the Federation of Indian Export Organizations shared that they have carried out survey and findings indicating challenges faced by exporters due to the global shipping crisis, including space constraints and booking issues.

9. **Action Points:**

- A request was made for stakeholders to submit their suggestions on building supply chain resilience.
- The need for a coordinated strategy involving various ministries and stakeholders was emphasized.

Enclosures:

1. Detailed note on **Freight Rate Fluctuations and building Supply chain resilience is enclosed**

List of attendees

Sl	Participants-Name
1	Shyam Jagannathan - Director General Shipping
2	Chairman JNPA (Unverified)
3	Dr Raut Pandurang DDG Shipping (DDG-MTO)
4	R K Gurav (JNPA)
5	Shitesh Ranjan (DDG-SD)
6	Deepak Tewari (MSC India)
7	Sunena Sharma (FIEO)
8	Anil Devli, CEO INSA
9	George Abrao /AbraoGroup/DXB/AMTOI
10	Rupali Ghanekar INSA
11	Rekha CSLA
12	Sunil Vaswani CSLA
13	Daniel C
14	Rekha (CSLA)
15	Mr Prashant Seth (FIEO)
16	JITENDRA S JADHAV ASST DG SHIPPING

INTRODUCTION TO THE ISSUE

Reasons Behind Freight Rate Fluctuations:

Container shipping is critical for global trade, but freight rates and container slot availability are influenced by various factors. High demand, fuel prices, trade policies, port congestion, and shipping capacity affect freight rates, with economic conditions, regulatory changes, and currency fluctuations also playing roles. Container slot availability varies due to seasonal peaks, trade imbalances, port efficiency, shipping alliances, fleet changes, and global events like pandemics or natural disasters or disruptions in shipping route. Efficient port operations and balanced trade can stabilize both rates and availability, while disruptions and economic shifts cause fluctuations.

1. Supply and Demand:

1.1. **High Season Demand: High Demand:** When there is a surge in demand for goods (e.g., during holiday seasons or economic booms), freight rates increase due to limited container space. During peak seasons, such as the pre-Christmas period or the Chinese New Year, there is a higher demand for shipping slots, leading to reduced availability and higher rates. Refer to point 3, the traders are now stocking the goods for pre-charismas as the same at later dates would attract higher taxes.

2. Global Events:

2.1. Shipping route disruptions around red sea leads to longer time in the transportation, thus more container in transit than before, therefore leading to variations in slot availability.

3. Regulatory Changes:

3.1. On May 14, 2024, US President announced new increases in trade tariffs on US\$18 billion worth of Chinese imports, covering key and strategic industries such as electric vehicles (EVs), solar panels, metals, and semiconductors.

3.2. On May 22, the USTR released a federal notice proposing that some of the tariff modifications on Chinese imports be implemented from August 1, 2024, thus there is huge demand container & shipping in the China US route, in this segment

If we see all the above reasons are beyond any control of a particular country, therefore in order to have resilience in the supply chain in logistic, there shall be ideally multiplayer market where the different supply sources can compete equitably thus bringing the freight rates on the lower side.

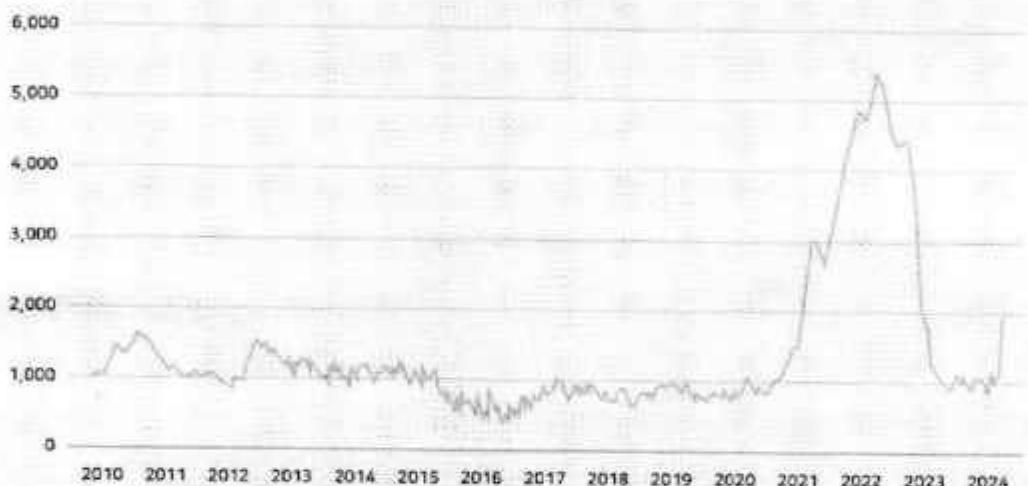
Key reasons:

Inherent nature of the trade: Supply and Demand

During peak seasons like pre-Christmas or Chinese New Year, there's a surge in demand for goods, leading to higher freight rates and reduced container slot availability. Traders stock goods early to avoid higher taxes later, further straining container space. High demand during these periods significantly impacts shipping logistics.

Global Events and Regulatory Changes

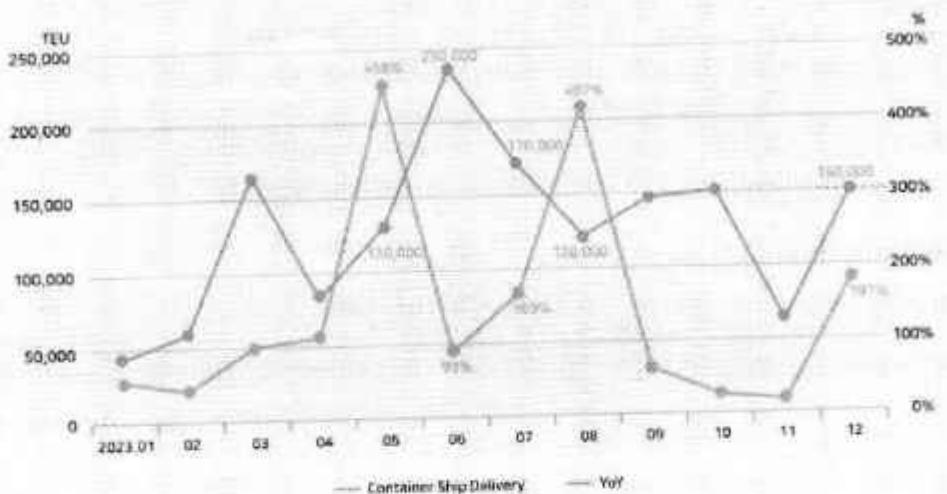
Shipping route disruptions around the Red Sea increase transit times, causing more containers to be in transit and affecting slot availability. Additionally, new U.S. trade tariffs on Chinese imports, effective from August 2024, boost demand for containers on the China-US route. These factors underscore the need for a diversified, competitive supply chain to stabilize freight rates.



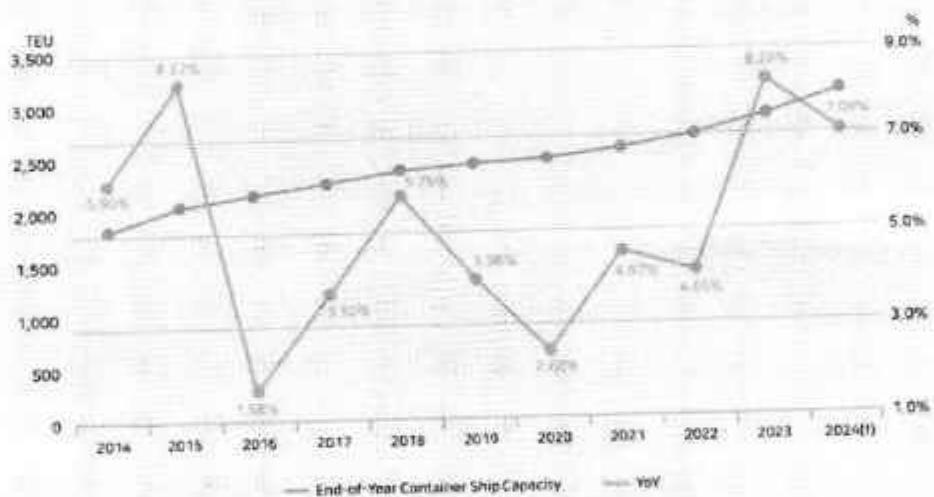
I. shanghai containerized freight index

These factors, beyond any single country's control, highlight the need for a resilient supply chain with multiple sources to ensure competitive and stable freight rates. There are following possible points that can be taken up to address the issue with multiplying advantage;

- 1. Legal premise:** There is no provision in existing law which empowers the DGS to intervene in relation to the freight rates.
- 2. Higher dependence on the Container Shipping:** 16% of the all freight shipped globally, is taken by container ships. Adding further, the goods transported through the containers are of higher value, which accounts for 60% of trade by value among global shipping.
- 3. Container shipping & India:** Since the GO 1, 2 & 3 has been in effect, there has been gradual decline in the container shipping, whereas the global container shipping has windfall gains, in multiples of their profits. At present only approx. 30 container ships are under Indian flag, and further among them half (Shreyas Shipping & SIMA Marine) are operated by foreign shipping companies.

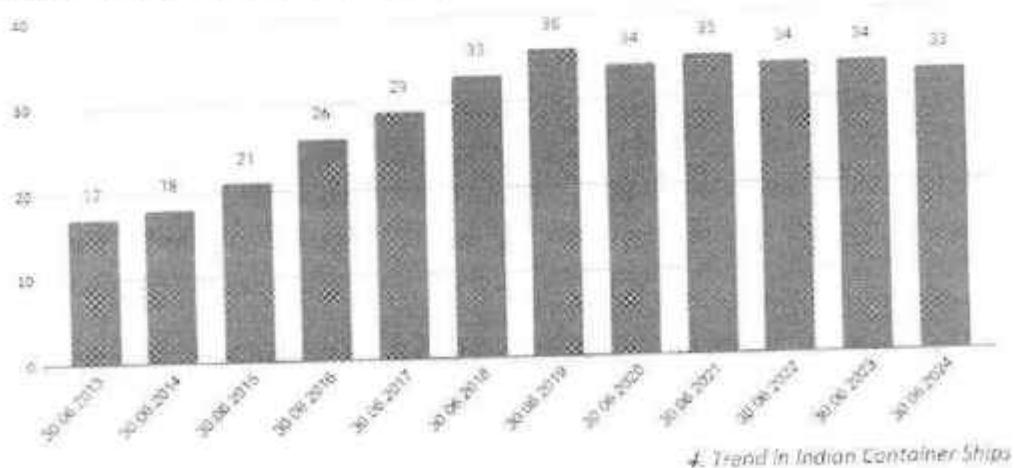


2[Container Ship Delivery (TEU)] in 2023 [<https://www.cello-square.com/vn-vi/blog/view-1097.do>]



3[Global Container Ship Capacity (10,000 TEU) increase over the last decade]

Indian Container Ships (2013 - 2024)



4. Shipping Containers manufacturing in India is not the solution: The containers are primarily owned by shipping companies and by NVOCCs to a certain extent. They decide the positioning of empty containers based on the trade dynamics, demand-supply-freight rates etc.
5. Initiatives for Indian Container shipping: there are set of initiatives which India needs to take in order create competitive and alternate supply source of freight services.
 - 5.1. Reversal of GO 1,2 & 3 on 2018.
 - 5.2. Preferential treatment to Indian (container) ships by way of giving tax holidays/breaks
 - 5.2.1. Removal of income tax of seafarers on Indian vessels: The wages constitute almost one third of the operational cost and tax on wages cost 30%. Addressing this alone would make the Indian shipping operational cost lowered by 10%.*[Note: by virtue of domestic taxation system, Indian shipping operational/Capital cost is close to 20% more than that of foreign counterpart]*
 - 5.2.2. Removal of IGST (5%) on purchase and sale of ships, would reduce the entry barrier, immediately. *[Note this is already addressed for the vessel purchased for recycling, Socio-economic impact of which is far less compared to the buying a ship for operation under Indian flag]*
 - 5.3. Mandating certain Slot preference to Indian NVOCCs
 - 5.4. Mandating share of TEU for Indian Flag Container Ships under VSA which will be exempted under the Competition Act.
6. **Advantages:**
 - 6.1. **Competitive Freight rates:** Favourable condition for alternate supply source would lower the freight rates.
 - 6.2. **Promotion of Indian Tonnage (Theme 11, MAKV -2047):** Natural gain towards KPI.
 - 6.3. **Stemming the loss of Forex on freight services:** More the domestic service suppliers lesser dependence of the foreign counterpart resulting in saving FOREX reserve.
 - 6.4. **Revenue Generation:** The Domestic Shipping Companies are subject to domestic tax regime which in away gives back revenue to the exchequer.
 - 6.5. **Employment generation & Seafarer's training:** Indian ships are manned by only Indian Seafarers and mandatory offer training slots to Indian cadets.
 - 6.6. **Resilience in key logistic supply chain:** due to availability of alternate Supply source
 - 6.7. **Sustaining Domestic Container manufacturing:** It is natural for the domestic shipping companies to source certain proportion of Container in India and maintain them under Domestic status to facilitate the coastal trade. It is to be noted that a container which is imported from china that add 28% for domestication on top of the transport (CIF) cost of approx. 200-400 USD.



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. NO. 16-11011/3/2024-SD-DGS

Dated: 31.07.2024

To

The Secretary to the Govt. of India,
Ministry of Shipping,
Transport Bhawan,
1, Parliament Street,
New Delhi- 110 001.

[Attn: Marine Administration Section, MoPSW]

Subject: Lok Sabha Admitted Question No. 2062 for Answer on 02.08.2024 regarding Development of Indian Shipping.

Sir,

I am directed to refer the Ministry's e-mail dated 31.07.2024 on the aforesaid subject.

2. The requisite point wise inputs to frame reply are as below;

2.1 Question: Part (a) whether the Government is cognisant of the need to develop Indian shipping line of global standards, as rising freight costs have highlighted domestic firms' dependence on global shipping companies;

2.2 Question: Part (b) if so, whether the Government is cognisant that rising freight cost and high dependency on foreign companies has exacerbated the supply chain crisis in the country as the Indian shipping lines have a minor share in global trade;

2.3 Question: Part (c) if so, whether the Government has taken steps to address this issue of national importance; and

2.4 Question: Part (d) if so, the details thereof and if not, the reasons therefor?

3. Inputs to answer Question (a), (b), (c) & (d):

The Government is fully aware of the critical need to develop an Indian shipping line that meets global standards. Rising freight costs have significantly highlighted the dependency of domestic firms on global shipping companies, exacerbating the supply chain crisis. Recognizing this challenge, the Government has undertaken several strategic initiatives to enhance the capacity and competitiveness of Indian shipping lines, thereby reducing reliance on foreign shipping companies and addressing the issue of escalating freight costs.

3.1. Ship Building Financial Assistance Policy (2016-2026):

Government of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance to Indian Shipyards. Only those vessels shall be eligible for grant of financial assistance, for which the construction commences subsequent to the signing of valid contracts. Vessels which are constructed and delivered within a period of three years from the date of contract are eligible for availing financial assistance under the policy. For specialized vessels, the delivery period can be extended till six years. Financial assistance shall be @ 20% of the contract price, actual receipts, fair price (whichever is least) to Indian shipyards. Under the policy, the financial assistance extended would be reduced by 3% every three years.

3.2. Revision of the criteria for Right of First refusal(ROFR):

It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian flagged vessels.

The criteria for granting the Right of First Refusal in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and ship-building in India, so as to make India a

Atma-nirbhar/self-reliant Bharat, in terms of tonnage and ship-building in India. The following is the revised hierarchy of RoFR:

- vi. Indian built, Indian flagged and Indian owned
- vii. Indian built, Indian flagged and Indian IFSCA owned
- viii. Foreign built, Indian flagged and Indian owned
- ix. Foreign built, Indian flagged and Indian IFSCA owned
- x. Indian built, foreign flagged and foreign owned

This will promote demand of Indian built and Indian flag vessels as the Indian built and Indian flag vessels will have the priority in chartering and will also provide additional market access and business support to ships built in India. The entrepreneurs will be encouraged to register and built their ships in India and thereby share of Indian ships in International market may be increased.

3.3. Subsidy support to Indian shipping companies:

The subsidy scheme for the promotion of flagging of merchant ships in India was initiated in 2021 with a budget of ₹1,624 crores to be disbursed over five years. This scheme aims to provide subsidies to Indian shipping companies participating in global tenders issued by Ministries and Central Public Sector Enterprises (CPSEs) for importing government cargo such as crude oil, LPG, coal, and fertilizers.

Since the launch of the scheme and until March 2023, there has been a substantial increase in Indian tonnage. Under coastal trade, 75 vessels with a total of 0.42 million GT have been added. In overseas trade, 82 vessels with a total of 1.91 million GT have been flagged. Overall, a total of 157 vessels with a combined 2.33 million GT have been added under the Indian flag.

Additionally, there has been a notable increase in specific types of vessels. As of March 2023, the number of tankers increased from 158 to 162, marking a net addition of 4 tankers. Bulk carriers saw an increase from 121 to 128, resulting in a net gain of 7 bulk carriers. LPG carriers experienced the highest relative growth, with their numbers rising from 19 to 27, adding 8 more vessels to the fleet. Overall, the total net increase in these specific vessel types amounts to 19 vessels.

A proposal is also under consideration to extend the benefits of this scheme to include coastal movement and the export of cargo related to government and PSU agencies which will further enhance Indian tonnage.

3.4. Impact on Economic Growth:

The Government's initiatives have significantly boosted the shipping sector's contribution to India's economic growth. The growth of Indian tonnage over the last decade has been consistently increasing, contributing to the country's economy. As of June 2024, India operates 485 Indian-flagged vessels in Overseas Trade, totaling Gross Tonnage (GT) at 11948415 and Dead weight Tonnage (DWT) at 18644912. Additionally, 1041 vessels are engaged in Coastal Trade, registering GT at 1720921 and DWT at 2031814.2. Additionally 4 vessels has been acquired under Indian Controlled Tonnage with total GT of 45604 and total DWT 73029. Overall, India has 1530 vessels, accumulating a combined GT of 13714940 and DWT of 20749755.2. With the rise in Indian tonnage, there has been a notable shift in business preference towards Indian-flagged vessels over foreign-flagged ones, significantly boosting India's economic growth.

A meeting was held on July 26, 2024, addressing several important issues related to the shortage of shipping containers and increased freight rates. Here are the brief agenda and key points and discussions from the meeting:

Agenda:

4. Review of current issues related to the shortage of shipping containers.
5. Discussion on the increased freight rates for container shipping.

6. Open floor for stakeholder feedback and recommendations for the above and potential steps to build resilience in this sector.

The minutes of the meeting with enclosure is attached to this letter.

Further following points are the outcome of the discussions;

To build the resilience in supply chain in order to ensure competitive and stable freight rates. There are following possible points that can be taken up to address the issue with multiplying advantage;

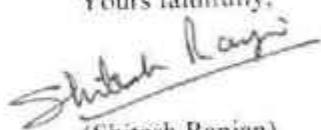
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 - 1.2.1. Removal of income tax of seafarers on Indian vessels: The wages constitute almost one third of the operational cost and tax on wages cost 30%. Addressing this alone would make the Indian shipping operational cost lowered by 10%. *[Note: by virtue of domestic taxation system, Indian shipping operational/Capital cost is close to 20% more than that of foreign counterpart]*
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Yours faithfully,



(Shitesh Ranjan)

Ship Surveyor-cum-Dy. Director General of Shipping [SD]



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 पालन, पोत परिवहन और जलमार्ग मंत्रालय
 MINISTRY OF PORTS, SHIPPING AND WATERWAYS
 नौवहन महानिदेशालय, मुंबई



DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS (C.29880)

Date: 01.08.2024

To,
 The Secretary to the Govt. of India,
 Ministry of Ports, Shipping & Waterways,
 Transport Bhawan,
 1, Parliament Street,
 New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: PARLIAMENT QUESTION//Lok Sabha Admitted Question No. 1882 for Answer on 02.08.2024 regarding Strategic container shipping.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 29.07.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

Q. a. the details on the latest partnerships formed by the Government aiming to enhance trade links for regions in Northern Western and Central India with international markets

Ans: Nil as the matter does not pertain to this Directorate;

Q. b. the recent initiatives to establish a strategic container shipping hub in a significant location like Galathea Bay Great Nicobar?

Ans: Nil as the matter does not pertain to this Directorate;

Q. c. the details of the recent amount of traffic managed at Major Ports and;

Ans: Nil as the matter does not pertain to this Directorate;

Q. d. the details about recent unveiling of the NLP Marine Port Health Organization (PHO) Module and its importance in maritime activities?

Ans: Nil as the matter does not pertain to this Directorate;

This issues with the approval of the Competent Authority.

Yours faithfully,

(Jitendra S Jadhav)
 Asst. Director General of Shipping
 (Coordination)

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गांव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फोन/Tel No. +91-22-2575 2040/1/2/3 फैक्स/Fax. +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in



भारत सरकार / GOVERNMENT OF INDIA
 पर्यावरण और जलमार्ग मंत्रालय
 MINISTRY OF PORTS, SHIPPING AND WATERWAYS
 नौवहन महानिदेशालय, मुंबई
 DIRECTORATE GENERAL OF SHIPPING, MUMBAI

No. 12-22011/1/2024-COORD - DGS

Date: 06.08.2024

To,
 The Secretary to the Govt. of India,
 Ministry of Port, Shipping and Waterways,
 Transport Bhawan,
 1, Parliament Street
 New Delhi – 110 001

(Kind Attn: Shri G. Sumit Nandan, US, M/o PSW)

Sub: Rajya Sabha Diary No. 3241 - Net-Zero Emissions

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 01.08.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

a) What are the most effective strategies for achieving net-zero emissions, and how can they be implemented in various sectors;

Reply: In Shipping sector, the 2023 (International Maritime Organisation) IMO revised strategy on reduction of GHG emissions, adopted on MEPC 81 session shall be implemented which is illustrated in brief as below,

Targets:

- Net Zero GHG Emissions by or around 2050 according to National Circumstances
- 5-10% uptake of zero emission fuels by 2030.
- 40% reduction in GHG emissions per transport work by 2030 compared to 2008.

Indicative check points:

- 20 to 30% reduction in well to wake GHG Emissions by 2030 compared to 2008.
- 70 to 80% reduction in well to wake GHG Emissions by 2040 compared to 2008.

...contd. Pg 2/-

9वीं मंजिल, बीटा विलिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042



9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

मोबाइल/फोन: +91-22-2575 2040/1/2/3 फैक्स/फॉक्स: +91-22-2575 2029/35 ई-मेल/Email: doship-das@nic.in वेबसाइट/Website: www.dgshipping.gov.in

Measures:

- a technical element, namely a goal-based marine fuel standard reduction of the marine fuel's GHG intensity; and an economic element, on the basis of a maritime GHG emissions pricing mechanism.

Aims of measures:

- Technical element will help achieve absolute well to wake emission reduction targets and efficiency intensity targets.
- Economic element with incentive will help achieve targets related to uptake of alternative fuels

b) how can we balance the need for rapid emissions reductions with the requirement for sustainable economic growth and development;

Reply: I. Embracing renewable energy: a cornerstone of our strategy

Embracing renewable energy resources will play a crucial part in the development of India's sustainable strategy. India is world's third-largest producer of renewable energy, with 42% of our installed capacity sourced from clean and sustainable options. The nation's goal of producing 500 GW renewable energy capacity by 2030 will unlock 80% of power capacity additions from renewable sources. Government of India's push for green hydrogen through the "National Green Hydrogen Policy" exemplifies the country's determination to promote low-emission fuels and foster transition to alternative fuels

II. Scaling of current Policy

India has made significant progress towards meeting its emissions reductions targets under the Paris Agreement, but with current policies total GHG emissions would nonetheless increase by more than 40 percent by 2030. While a modest increase in short-term emissions may be necessary to meet poverty reduction and energy security goals, a more rapid scaling up of current policies could help lower emissions considerably over the medium-term and bring India closer to a path to net zero by 2070. Adoption of IMO 2023 Revised strategy on GHG reduction in shipping sector according to national circumstances and taking cognizance of UNFCCC CBDR-RC principles will balance need for rapid emissions and sustainable economic growth and development.

III. Harnessing technology for sustainability: a bedrock for climate change action

In the quest to achieve net zero, digital technologies will play a pivot role in the coming future. Equipping communities and businesses with real-time data monitoring and predictive models empowers organizations to anticipate and adapt to climate change impacts. The digitalisation of ports and shipping sector may achieve faster reduction in emission with balanced sustainable economic growth. These technological advancements can prove to be game changers in the drive toward sustainable growth.

... contd. Pg 3/-
FATIGUE

c) what are the implications of relying on carbon capture and storage technologies versus transitioning to renewable energy sources; and

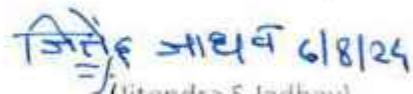
Reply : Onboard carbon capture (OCC) covers a range of technologies to capture carbon dioxide emissions from ships during operation. The capture, separation and liquefaction process requires energy and increased power demand from the ship machinery. Onboard carbon capture systems need to be integrated with the machinery onboard, optimizing energy utilization without impairing the operation of the vessel. Equipment for capture, separation, liquefaction and intermediate storage requires ample room, and planning for this needs careful consideration. Systems need to be carefully designed and integrated onboard to maximize performance and maintain the safety of the vessel. Excessive dependence on carbon capture and storage (CCS) to reach Net Zero goals would be "hugely economically investment". Wide use of renewable energy on-board ships is yet to be implemented. With demand of reduction of GHG emissions grows with regulatory interventions in future, use of renewable energy on-board may grow.

d) how can we address the issue of carbon leakage and ensure that net-zero emissions efforts in one country or sector do not lead to increased emissions elsewhere?

Reply : Not related to shipping Sector

This issues with the approval of Competent Authority.

Yours faithfully,


(Jitendra S Jadhav)

Asst. Director General of Shipping
(Coordination)



भारत सरकार / GOVERNMENT OF INDIA
पलन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS MUMBAI
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING.

File No. No. 25-11011/1/2023-NT-DGS (C.No.21336)

Date: 02.08.2024

To

The secretary to the Govt. of India,
Ministry of Ports, Shipping and Waterways,
Transport Bhavan,
1, Parliament Street,
New Delhi – 110001.

[Kind Attn.:– Mr.Opesh Kumar, Director (MA)]

Subject: Rajya Sabha Provisionally Admitted Starred Question Diary No. 1754
regarding current challenges in Indian port security– reg

Sir,

I am directed to refer to the Ministry's e-mail No. dated 31.07.2024 on the aforesaid subject.

2. The requisite information on the subject is furnished herein-under parawise:

A) The Major security challenges emerging in Indian ports in recent times and the measures taken by government to address these challenges.

The Ports (Sea Ports) are a gateway for entry and exit in India akin to Land Ports and Airports, which have large area of operations on land and sea exchanging voluminous cargo of diverse nature with pan-India as well as global linkages for operations. While ports promote maritime trade, they also pose challenges of coastal security and any security breach will disrupt the supply chain and effect transportation of goods and persons.

Ports are a critical part of the global supply chain. There are various risks along the supply chain that can affect the port security such as: explosives/narcotics attached to vessels, smuggling of contra bonds or entry of unwanted passengers on the vessels. Ports are therefore potential targets of illegal activities which may impact their ability to function as intended and ports act as conduits for going in and out of national

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borders and supply chain. This facilitation can be exploited to introduce or move illegal material, passengers, persons and activities. Port security is thus a crucial part of broader maritime security of the Nation.

Even if ports are secured, the other dense traffic areas in and around the ports poses threat from the terrorists and non-state actors. New forms of security concerns such as cyber-attack, drone attack, seaward attack from Unmanned Surface and Sub-Surface Vessels/Vehicles besides UAVs and all other form of terror attacks further highlight the urgent need to enhance port security in India. It is thus imperative to safeguard ports which play a crucial role in the global supply chain for India as well as in development of the country.

The ever-increasing seizure of contrabands at Ports of India highlight the serious threat to maritime security in the country. Further, some non-major Ports which are currently not handling EXIM cargo ships and therefore are not required to comply with the International Ships and Ports facilities (ISPS) Code. There is a need to bring such non-major Ports within the purview of certification and monitoring process of the Directorate General of Shipping in line with the ISPS Code.

It is therefore necessary that the security arrangements for all Ports in the country are unified in line with the ISPS Code. This will require formulation of security standards for non-ISPS Code compliant Ports to bring them at par with the ISPS Code compliant Ports. ISPS Code being part of an IMO Convention (SOLAS Convention). The DG Shipping has been already notified as the Designated Authority under Section 344 K (c) of Part IXB of the MS Act, 1958 for implementation of the ISPS Code.

Furthermore, to strengthen port security, the Merchant Shipping (Ships and Port Facility Security) Rules, 2024, were notified by the MoPSW on June 19, 2024. The Directorate has also issued a circular for the formation of Port Facility Security Advisory Committees at both major and non-major ports. These committees, comprising representatives from various security agencies, will conduct quarterly security reviews of the ports and implement necessary changes to enhance port security. All the ports handling EXIM cargoes are certified for compliance with the ISPS Code. Ports are mandated to have Port Facility Security Assessments and to prepare the Port Facility Security Plans as per the ISPS Code and get it approved by DG Shipping in accordance with ISPS Code. Also, the implementation of Port Facility Security Plans are audited every year to verify continued compliance with security measures prescribed in the Port Facility Security Plans. The plans are required to be reviewed every year to address the changing security challenges and to initiate additional security measures.



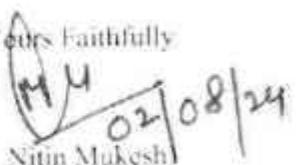
B) The future plans of Government to further strengthen security at ports and improve the efficiency and new steps to be taken for the same.

An organization, on the lines of the Bureau of Civil Aviation Security (BCAS) having control over security issues related to all Ports in the country, including private ports is proposed to be formed in consultation with Ministry of Home Affairs. Such an authority is proposed to be called the Bureau of Ports Security (BoPS). The proposed Bureau of Ports Security (BoPS) as the apex authority, will thus function to address the current port facility security challenges in the country. The proposed establishment of the Bureau of Ports Security (BoPS) is hence expected to efficiently address the port facility security challenges thereby minimizing the threat to maritime security in the country.

The proposed Bureau of Port Security is a central element of India's strategy to safeguard its ports against evolving security threats. This bureau will operate under the Ministry of Ports, Shipping, and Waterways, and its mandate include streamlining and strengthening security protocols across all ports. By enhancing coordination among law enforcement, port authorities, and maritime security agencies, the bureau aims to ensure quicker and more effective responses to potential security incidents. This move is a proactive measure to protect India's maritime infrastructure from both traditional and emerging threats.

This is issued with the approval of Director General of Shipping.

Yours Faithfully



NM
02/08/24

(Capt. Nitin Mukesh)

Dy. Nautical Adviser-cum-St. DDG (Tech)



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part (1) C.29901

Dated: 02.08.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

Sub: - Admitted staled Question No 136 for 5th August, 2024 to be answered by the Minister of Planning-reg.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 31.07.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

Q.1 The policy steps taken in the infrastructure and connectivity sector to boost growth and development;

Ans: - No information available with this Directorate.

2. whether financial assistance has been provided to States for 'Viksit Bharat' Projects; and

Ans: - No information available with this Directorate.

3. if so, the details, thereof?

Ans: - No information available with this Directorate.

This issues with the approval of the competent authority.

Yours faithfully,

(Jitendra S Jadhav)
Asst. Director General of Shipping
(Coordination)

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MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. NO. 23-PQ/1/2024-CREW - DGS

Date: 03.08.2024

To,
The Secretary to the Govt. of India, Ministry of Ports,
Shipping and Waterways, Transport Bhawan,
01, Parliament Street, New Delhi.

[Kind Attention: Shri Mandeep Singh Randhawa, Director (MA Section)]

Subject: Lok Sabha Provisionally Admitted Question No. 6743 for Answer on 06.08.2024 regarding "Fair Treatment of Seafarers" – Reg.

Sir,

Kind reference is invited to an email dated 31.07.2024 received from Ministry of External Affairs forwarding therewith a Lok Sabha Provisionally Admitted Question No. 6743 for Answer on 09.08.2024. With regard to the same, it is submitted that the requisite inputs are given hereunder:--

a. **The details of Indian Seafarers held captive in foreign jails along with the status of their cases.**

Please find the attachment annexed herewith as Annexure I.

b. **Whether the Government of India is pursuing their issue with IMO Convention on "Fair Treatment of Seafarers" and if so, the details thereof;**

Yes sir. The Government of India, through the Directorate General of Shipping in Mumbai, has been actively pursuing the fair treatment of seafarers in alignment with the IMO Convention on "Fair Treatment of Seafarers." The details are given hereunder:--

- i. **Engagement with Flag and Port States:** The Directorate General of Shipping (DGS) takes up matters with the Flag State (the country under whose flag the vessel is registered) and the Port States (countries where the vessel is docked or detained). They ensure that the ship-owners and the Protection & Indemnity (P&I) Club (insurance providers for maritime liability) take the necessary steps to address the issues faced by seafarers.
- ii. **Consular Access via Indian Missions:** The DGS coordinates with Indian missions abroad to provide timely consular access and support to seafarers in distress. This includes ensuring seafarers have access to legal aid, communication with family, and other necessary services.
- iii. **Engagement at IMO Council Sessions:** During the 132nd Session of the International Maritime Organization (IMO) Council, the DGS engaged with representatives of various Port States to discuss and resolve issues related to the fair treatment of seafarers. This engagement

ensures international cooperation and adherence to the IMO conventions.

- iv. **Coordination with Ministries:** The DGS conducts online meetings with the Ministry of Ports, Shipping and Waterways (MoPSW) and the Ministry of External Affairs (MEA) to discuss and strategize on seafarer welfare issues. These inter-ministerial meetings help in aligning policies and actions for effective resolutions.
- v. **Meetings with Foreign Ambassadors and Consul Generals:** The DGS holds meetings with the Ambassadors and Consul Generals of the concerned Port States where Indian seafarers are detained or jailed. These diplomatic engagements aim to expedite the resolution of such cases and ensure fair treatment.
- vi. **Development of Standard Operating Procedures (SoP):** A Standard Operating Procedure (SoP) has been developed to systematically handle cases involving the detention or unfair treatment of seafarers. This SoP provides clear guidelines for action, ensuring a prompt and effective response to such incidents.
- vii. **Awareness Campaigns through Safety Videos:** The DGS is in the process of creating awareness and disseminating safety videos to educate seafarers on their rights and safety measures. These videos aim to raise awareness and prevent incidents of unfair treatment.
- viii. **Publication of Booklets on Seafarers' Rights:** Booklets have been published to inform seafarers of their rights under the Maritime Labour Convention 2006 and the Merchant Shipping (Maritime Labour) Rules 2016. These booklets serve as a valuable resource for seafarers to understand and assert their rights.
- ix. **Strict Action Against Non-compliant Recruitment Agencies:** The DGS takes stringent actions against seafarer recruitment companies that violate the Merchant Shipping (Recruitment and Placement of Seafarers) Rules 2016. Further, the actions are taken as per Merchant Shipping Notice 11 of 2024 against RPSL companies resorting to deceitful practices. This ensures that only compliant and ethical recruitment practices are followed, safeguarding seafarers from exploitation

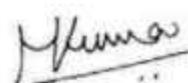
c. The details of Indian Seafarers reported missing or dead during service on Merchant Ships from 2020 till 2024; and

Please find the attachment annexed herewith as Annexure II.

d. The details of compensations released till now to the victims' families along with the unsettled claims in regard?

Please find the attachment annexed herewith as Annexure II.

2. This issue with the approval of the Director General of Shipping, Mumbai.



(Capt. Manish Kumar)
Nautical Surveyor cum Dy Director General [Tech]



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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F. No. 12-22011/1/2024-COORD-DGS- Part (1) C.29901

Date: 08.08.2024

To,
The Secretary to the Govt. of India,
Ministry of Port, Shipping and Waterways,
Transport Bhawan,
1, Parliament Street
New Delhi – 110 001

(Kind Attn: Shri G. Sumit Nandan, US, M/o PSW)

**Subject: Lok Sabha Admitted Question Diary No. 7043 for answer on 09.08.2024
regarding “Atmanirbhar Shipbuilding”.**

Sir,

I am directed to refer to Ministry's e-mail dated 01.08.2024 on the above subject matter, the response is given below,

(a) whether the Government has noticed that India is heavily import dependent for commercial or merchant ships and containers?

Reply: Yes, the Government has taken cognizance of India's significant dependency on imports for commercial and merchant ships, as well as containers. This reliance on foreign-built vessels and containers undermines the nation's efforts towards achieving self-reliance in the shipping sector;

(b) the efforts being made by government to address this issue and make country Atmnirbhar in ship building and containers sector;

1. To promote domestic shipbuilding, the Ministry of Ports, shipping and Waterways has revised the hierarchy of Right of First Refusal (RoFR) to be followed for all kind of tender. As per this Circular, Indian built, Indian flagged & Indian owned vessel have been given the highest priority. This is aimed to attract the entities/entrepreneurs to build vessels in Indian shipyard and get them registered under Indian flag. This measure will not only promote tonnage under Indian flag but also promote domestic shipyards and will boost employment opportunities for work force engaged in ship building sector.

2. The government has also granted infrastructure status to the shipyards, which enables shipbuilding firms to avail flexible structuring of long-term project loans at lower rates of interest for longer tenure equivalent to the economic life of their assets. They will also be able to issue infrastructure bonds for meeting working capital requirements and get tax benefits which will increase domestic shipbuilding activities.

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3. Government has issued guidelines for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will have a "Right of first refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed to increase domestic ship building activities in shipyards.

4. To increase ship building activities in Indian shipyards, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) order 2017. As per this order, procurement of Ships of less than 200 crore is required to be from Indian shipyards.

5. The government has released Standard Tug Designs of five variants for use by Major ports for procurement of tugs to be built in Indian Shipyards. This is also aimed to increase domestic shipbuilding. In addition, Govt. has directed all major ports to procure or charter tugboats which are only made in India.

6. Ship Building Financial Assistance Policy (2016-2026):

Government of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance to 'Indian Shipyards. Only those vessels shall be eligible for grant of financial assistance, for which the construction commences subsequent to the signing of valid contracts. Vessels which are constructed and delivered within a period of three years from the date of contract are eligible for availing financial assistance under the policy. For specialized vessels, the delivery period can be extended till six years. Financial assistance shall be @ 20% of the contract price, actual receipts, fair price (whichever is least) to Indian shipyards. Under the policy, the financial assistance extended would be reduced by 3% every three years.

7. Revision of the criteria for Right of First refusal(ROFR):

It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian flagged vessels

The criteria for granting the Right of First Refusal in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and ship-building in India, so as to make India a Atma-nirbhar/self-reliant Bharat, in terms of tonnage and ship-building in India. The following is the revised hierarchy of RoFR;

- i. Indian built, Indian flagged and Indian owned
- ii. Indian built, Indian flagged and Indian IFSCA owned
- iii. Foreign built, Indian flagged and Indian owned
- iv. Foreign built, Indian flagged and Indian IFSCA owned.
- v. Indian built, foreign flagged and foreign owned

This will promote demand of Indian built and Indian flag vessels as the Indian built and Indian flag vessels will have the priority in chartering and will also provide additional market access and business support to ships built in India. The entrepreneurs will be encouraged to register and built their ships in India and thereby share of Indian ships in International market may be increased.

8. Subsidy support to Indian shipping companies:

The subsidy scheme for the promotion of flagging of merchant ships in India was initiated in 2021 with a budget of ₹1,624 crores to be disbursed over five years. This scheme aims to provide subsidies to Indian shipping companies participating in global tenders issued by Ministries and Central Public Sector Enterprises (CPSEs) for importing government cargo such as crude oil, LPG, coal, and fertilizers.

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Since the launch of the scheme and until March 2023, there has been a substantial increase in Indian tonnage. Under coastal trade, 75 vessels with a total of 0.42 million GT have been added. In overseas trade, 82 vessels with a total of 1.91 million GT have been flagged. Overall, a total of 157 vessels with a combined 2.33 million GT have been added under the Indian flag.

Additionally, there has been a notable increase in specific types of vessels. As of March 2023, the number of tankers increased from 158 to 162, marking a net addition of 4 tankers. Bulk carriers saw an increase from 121 to 128, resulting in a net gain of 7 bulk carriers. LPG carriers experienced the highest relative growth, with their numbers rising from 19 to 27, adding 8 more vessels to the fleet. Overall, the total net increase in these specific vessel types amounts to 19 vessels.

A proposal is also under consideration to extend the benefits of this scheme to include coastal movement and the export of cargo related to government and PSU agencies which will further enhance Indian tonnage.

9. Impact on Economic Growth:

The Government's initiatives have significantly boosted the shipping sector's contribution to India's economic growth. The growth of Indian tonnage over the last decade has been consistently increasing, contributing to the country's economy. As of June 2024, India operates 485 Indian-flagged vessels in Overseas Trade, totalling Gross Tonnage (GT) at 11948415 and Dead weight Tonnage (DWT) at 18644912. Additionally, 1041 vessels are engaged in Coastal Trade, registering GT at 1720921 and DWT at 2031814.2. Additionally 4 vessels has been acquired under Indian Controlled Tonnage with total GT of 45604 and total DWT 73029. Overall, India has 1530 vessels, accumulating a combined GT of 13714940 and DWT of 20749755.2. With the rise in Indian tonnage, there has been a notable shift in business preference towards Indian-flagged vessels over foreign-flagged ones, significantly boosting India's economic growth.

(c) whether the Government has any proposal to launch PLI for shipping and container sector?

1. No information available at DGS on PLI for shipping;
2. The PLI Scheme for promotion of manufacturing of Shipping Containers in India is under discussion at MoPSW. MoPSW may consider to answer appropriately.

Shortage of Containers:

A meeting was held on July 26, 2024, addressing several important issues related to the shortage of shipping containers and increased freight rates. Here are the brief agenda and key points and discussions from the meeting:

Agenda:

1. Review of current issues related to the shortage of shipping containers.
2. Discussion on the increased freight rates for container shipping.
3. Open floor for stakeholder feedback and recommendations for the above and potential steps to build resilience in this sector.

The minutes of the meeting with enclosure is attached to this letter.

Further following points are the outcome of the discussions:

To build the resilience in supply chain in order to ensure competitive and stable freight rates. There are following possible points that can be taken up to address the issue with multiplying advantage;

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1. Initiatives for Indian Container shipping: there are set of initiatives which India needs to take in order create competitive and alternate supply source of freight services.

1.1. Reversal of GO 1,2 & 3 on 2018.

1.2. Preferential treatment to Indian (container) ships by way of giving tax holidays/breaks

1.2.1. Removal of income tax of seafarers on Indian vessels: The wages constitute almost one third of the operational cost and tax on wages cost 30%. Addressing this alone would make the Indian shipping operational cost lowered by 10%. [Note: by virtue of domestic taxation system, Indian shipping operational/Capital cost is close to 20% more than that of foreign counterpart]

1.2.2. Removal of IGST (5%) on purchase and sale of ships, would reduce the entry barrier, immediately. [Note this is already addressed for the vessel purchased for recycling, Socio-economic impact of which is far less compared to the buying a ship for operation under Indian flag]

1.3. Mandating certain Slot preference to Indian NVOCCs

1.4. Mandating share of TEU for Indian Flag Container Ships under VSA which will be exempted under the Competition Act.

2. Advantages:

2.1. **Competitive Freight rates:** Favourable condition for alternate supply source would lower the freight rates.

2.2. **Promotion of Indian Tonnage (Theme 11, MAKV -2047):** Natural gain towards KPI.

2.3. **Stemming the loss of Forex on freight services:** More the domestic service suppliers lesser dependence of the foreign counterpart resulting in saving FOREX reserve.

2.4. **Revenue Generation:** The Domestic Shipping Companies are subject to domestic tax regime which in away gives back revenue to the exchequer.

2.5. **Employment generation & Seafarer's training:** Indian ships are manned by only Indian Seafarers and mandatory offer training slots to Indian cadets.

2.6. **Resilience in key logistic supply chain:** due to availability of alternate Supply source

2.7. **Sustaining Domestic Container manufacturing:** It is natural for the domestic shipping companies to source certain proportion of Container in India and maintain them under Domestic status to facilitate the coastal trade. It is to be noted that a container which is imported from china that add 28% for domestication on top of the transport (CIF) cost of approx. 200-400 USD.

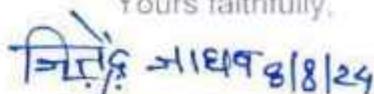
(d) if so, the details thereof; and

AS explained above

(e) if not, the reasons therefore?

AS explained above

Yours faithfully,

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(Jitendra S Jadhav)

Asst. Director General of Shipping
(Coordination)

Encls:- As above (02)

The meeting held on July 26, 2024, addressed several important issues related to the shortage of shipping containers and increased freight rates. Here are the brief agenda and key points and discussions from the meeting:

Agenda:

1. Review of current issues related to the shortage of shipping containers.
2. Discussion on the increased freight rates for container shipping.
3. Open floor for stakeholder feedback and recommendations for the above and potential steps to build resilience in this sector.

Key discussions point:

1. Freight Rate Increases:

- Deepak Tewari from MSC India explained that freight rates have increased due to various factors, including geopolitical situations, such as issues in the Red Sea area affecting transit from Suez Canal.
- Additional ships have been deployed on routes, especially westbound on the US and EU steps to increase the tariffs barrier on imports from China, causing a shortage of tonnage globally.
- Port congestion are even seen at transhipment ports like Singapore and Colombo.

2. Impact of Geopolitical Situations:

- The conflict in the Red Sea and the prolonged geopolitical issues are causing delays and increased costs.
- The Houthi situation and related geopolitical tensions are not expected to resolve soon, contributing to the ongoing crisis.

3. Shortage of Space and Containers:

- There is a global shortage of container space, leading to higher freight rates.
- Despite having containers, the lack of available slots for shipments is a significant issue.
- The Chairmen-JNPA, informed that there is price surge in the freight charges, the containers are mostly available but at a higher price. Therefore, the notion of container shortage is not an appropriate way to highlight the issue.

4. EU and US Tariff Barriers:

- Upcoming tariff barriers in the EU and the US are prompting exporters to ship goods early, adding to the demand for container space.

5. Production and Availability of Containers:

- It is understood that the ownership is with Shipping lines and NVOCCs therefore positioning of containers depend on the shipping lines and NVOCCs, regardless of where they are produced.
- Thus manufacturing of containers is totally irrelevant to the present ongoing surge in the freight rates.

6. Recommendations and Solutions:

- There was a call for the Indian government to consider developing a national fleet of container ships to mitigate future geopolitical risks.
- Promoting Indian entities owning and operating containers was suggested as a long-term solution.
- In this line DG Shipping has worked out step by step approach which can be initiated to build resilience in the supply chain in this sector.

7. Customs Clearance of Abandoned Containers:

- Mr Sunil Vaswani (CSLA) highlighted the issue of abandoned containers not being cleared by customs, suggesting that directives be issued from the appropriate agencies to release these containers for export use.
- However not substantial but it may have a marginal positive effect.

8. Survey Findings:

- Ms Sunena Sharma from the Federation of Indian Export Organizations shared that they have carried out survey and findings indicating challenges faced by exporters due to the global shipping crisis, including space constraints and booking issues.

9. Action Points:

- A request was made for stakeholders to submit their suggestions on building supply chain resilience.
- The need for a coordinated strategy involving various ministries and stakeholders was emphasized.

Enclosures:

1. Detailed note on **Freight Rate Fluctuations and building Supply chain resilience is enclosed**

List of attendees

Sl	Participants-Name
1	Shyam Jagannathan - Director General Shipping
2	Chairman JNPA (Unverified)
3	Dr Raut Pandurang DDG Shipping (DDG-MTO)
4	R K Gurav (JNPA)
5	Shitesh Ranjan (DDG-SD)
6	Deepak Tewari (MSC India)
7	Sunena Sharma (FIEO)
8	Anil Devli, CEO INSA
9	George Abrao /AbraoGroup/DXB/AMTOI
10	Rupali Ghanekar INSA
11	Rekha CSLA
12	Sunil Vaswani CSLA
13	Daniel C
14	Rekha (CSLA)
15	Mr Prashant Seth (FIEO)
16	JITENDRA S JADHAV ASST DG SHIPPING

INTRODUCTION TO THE ISSUE

Reasons Behind Freight Rate Fluctuations:

Container shipping is critical for global trade, but freight rates and container slot availability are influenced by various factors. High demand, fuel prices, trade policies, port congestion, and shipping capacity affect freight rates, with economic conditions, regulatory changes, and currency fluctuations also playing roles. Container slot availability varies due to seasonal peaks, trade imbalances, port efficiency, shipping alliances, fleet changes, and global events like pandemics or natural disasters or disruptions in shipping route. Efficient port operations and balanced trade can stabilize both rates and availability, while disruptions and economic shifts cause fluctuations.

1. Supply and Demand:

1.1. **High Season Demand: High Demand:** When there is a surge in demand for goods (e.g., during holiday seasons or economic booms), freight rates increase due to limited container space. During peak seasons, such as the pre-Christmas period or the Chinese New Year, there is a higher demand for shipping slots, leading to reduced availability and higher rates. Refer to point 3, the traders are now stocking the goods for pre-charisms as the same at later dates would attract higher taxes.

2. Global Events:

2.1. Shipping route disruptions around red sea leads to longer time in the transportation, thus more container in transit than before, therefore leading to variations in slot availability.

3. Regulatory Changes:

3.1. On May 14, 2024, US President announced new increases in trade tariffs on US\$18 billion worth of Chinese imports, covering key and strategic industries such as electric vehicles (EVs), solar panels, metals, and semiconductors.

3.2. On May 22, the USTR released a federal notice proposing that some of the tariff modifications on Chinese imports be implemented from August 1, 2024, thus there is huge demand container & shipping in the China US route, in this segment

If we see all the above reasons are beyond any control of a particular country, therefore in order to have resilience in the supply chain in logistic, there shall be ideally multiplayer market where the different supply sources can compete equitably thus bringing the freight rates on the lower side.

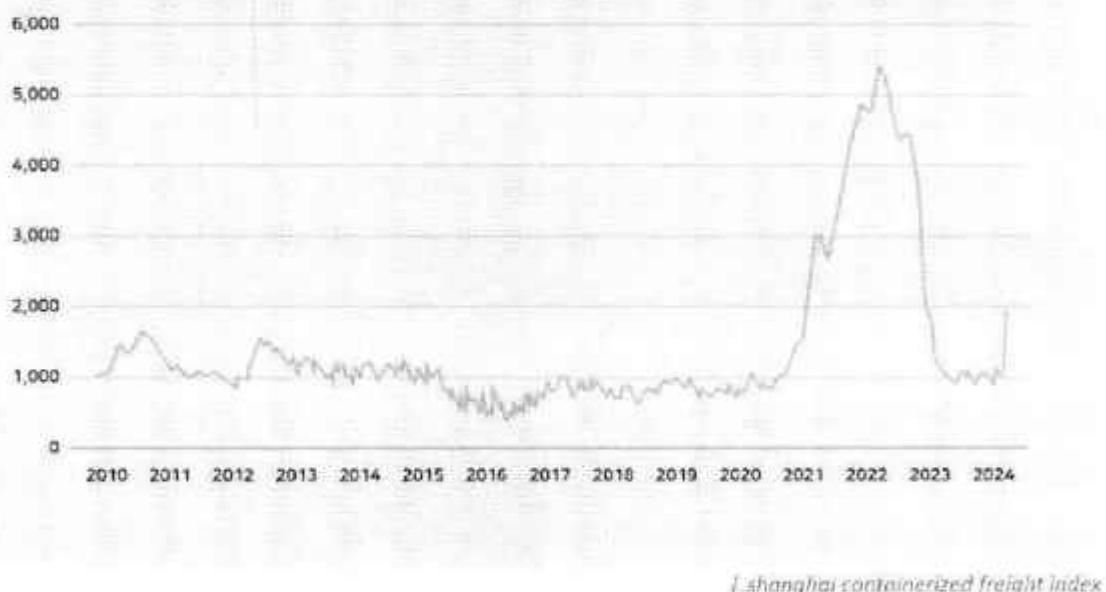
Key reasons:

Inherent nature of the trade: Supply and Demand

During peak seasons like pre-Christmas or Chinese New Year, there's a surge in demand for goods, leading to higher freight rates and reduced container slot availability. Traders stock goods early to avoid higher taxes later, further straining container space. High demand during these periods significantly impacts shipping logistics.

Global Events and Regulatory Changes

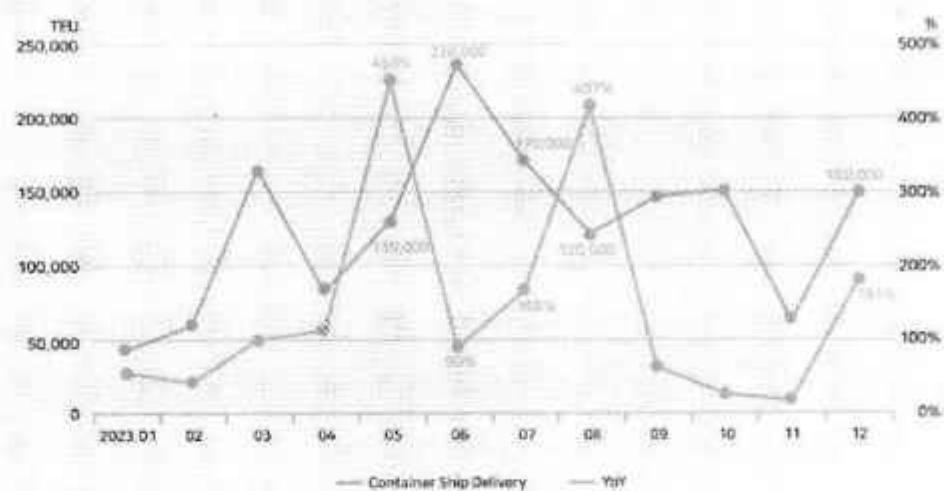
Shipping route disruptions around the Red Sea increase transit times, causing more containers to be in transit and affecting slot availability. Additionally, new U.S. trade tariffs on Chinese imports, effective from August 2024, boost demand for containers on the China-US route. These factors underscore the need for a diversified, competitive supply chain to stabilize freight rates.



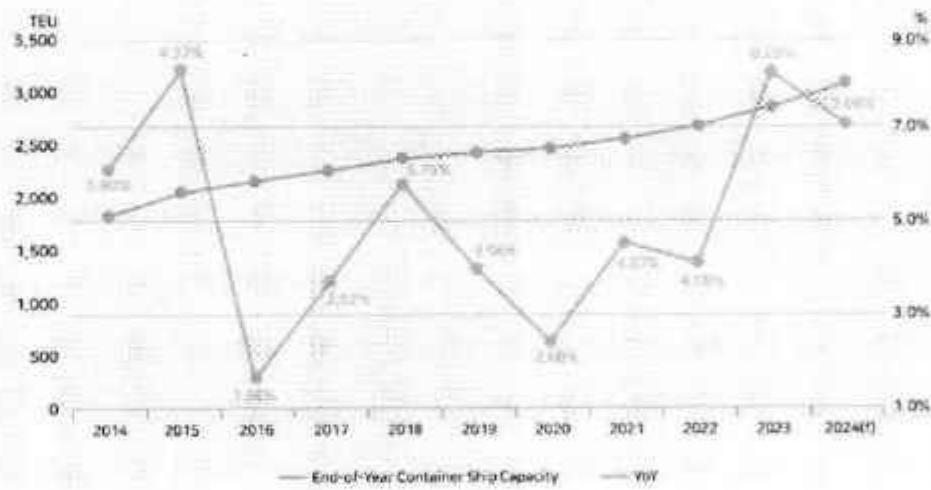
Shanghai containerized freight index

These factors, beyond any single country's control, highlight the need for a resilient supply chain with multiple sources to ensure competitive and stable freight rates. There are following possible points that can be taken up to address the issue with multiplying advantage;

- 1. Legal premise:** There is no provision in existing law which empowers the DGS to intervene in relation to the freight rates.
- 2. Higher dependence on the Container Shipping:** 16% of the all freight shipped globally, is taken by container ships. Adding further, the goods transported through the containers are of higher value, which accounts for 60% of trade by value among global shipping.
- 3. Container shipping & India:** Since the GO 1, 2 & 3 has been in effect, there has been gradual decline in the container shipping, whereas the global container shipping has windfall gains, in multiples of their profits. At present only approx. 30 container ships are under Indian flag, and further among them half (Shreyas Shipping & SIMA Marine) are operated by foreign shipping companies.

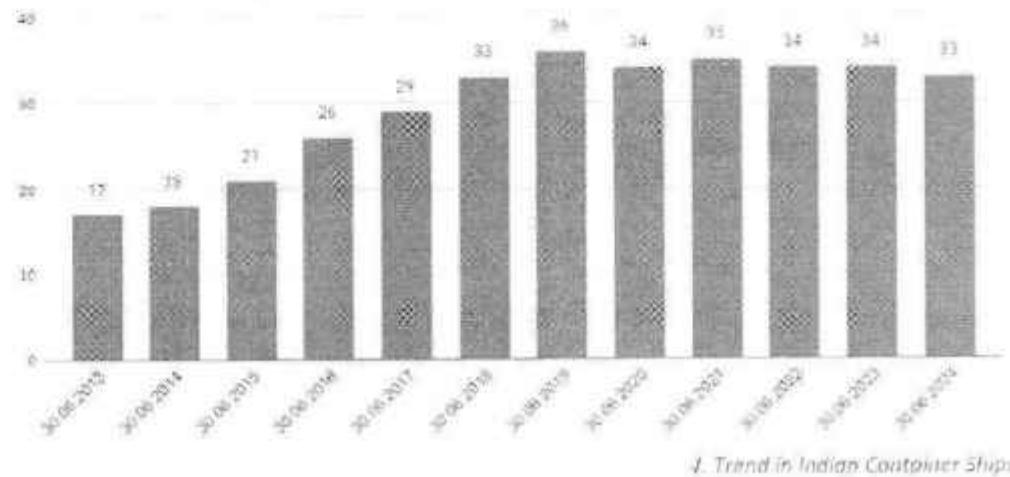


2[Container Ship Delivery (TEU) in 2023 [<https://www.cello-square.com/m-vi/blog/view-1097.htm>]



3[Global Container Ship Capacity (10,000 TEU) Increase over the last decade]

Indian Container Ships (2013 - 2024)



4. Trend in Indian Container Ships

4. Shipping Containers manufacturing in India is not the solution: The containers are primarily owned by shipping companies and by NVOCCs to a certain extent. They decide the positioning of empty containers based on the trade dynamics, demand-supply-freight rates etc.
5. Initiatives for Indian Container shipping: there are set of initiatives which India needs to take in order create competitive and alternate supply source of freight services.
 - 5.1. Reversal of GO 1,2 & 3 on 2018.
 - 5.2. Preferential treatment to Indian (container) ships by way of giving tax holidays/breaks
 - 5.2.1. Removal of income tax of seafarers on Indian vessels: The wages constitute almost one third of the operational cost and tax on wages cost 30%. Addressing this alone would make the Indian shipping operational cost lowered by 10%.
[Note: by virtue of domestic taxation system, Indian shipping operational/Capital cost is close to 20% more than that of foreign counterpart]
 - 5.2.2. Removal of IGST (5%) on purchase and sale of ships, would reduce the entry barrier, immediately. *[Note this is already addressed for the vessel purchased for recycling. Socio-economic impact of which is far less compared to the buying a ship for operation under Indian flag]*
 - 5.3. Mandating certain Slot preference to Indian NVOCCs
 - 5.4. Mandating share of TEU for Indian Flag Container Ships under VSA which will be exempted under the Competition Act.
6. **Advantages:**
 - 6.1. **Competitive Freight rates:** Favourable condition for alternate supply source would lower the freight rates.
 - 6.2. **Promotion of Indian Tonnage (Theme 11, MAKV -2047):** Natural gain towards KPI.
 - 6.3. **Stemming the loss of Forex on freight services:** More the domestic service suppliers lesser dependence of the foreign counterpart resulting in saving FOREX reserve.
 - 6.4. **Revenue Generation:** The Domestic Shipping Companies are subject to domestic tax regime which in away gives back revenue to the exchequer.
 - 6.5. **Employment generation & Seafarer's training:** Indian ships are manned by only Indian Seafarers and mandatory offer training slots to Indian cadets.
 - 6.6. **Resilience in key logistic supply chain:** due to availability of alternate Supply source
 - 6.7. **Sustaining Domestic Container manufacturing:** It is natural for the domestic shipping companies to source certain proportion of Container in India and maintain them under Domestic status to facilitate the coastal trade. It is to be noted that a container which is imported from china that add 28% for domestication on top of the transport (CIF) cost of approx. 200-400 USD.



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F. No. 12-22011/1/2024-COORD-DGS (C.29880)

Date: 05.08.2024

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Admitted Question No. 6916 for Answer on 09.08.2024 regarding Standard Ship Units.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 29.07.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) the total number of public and private shipbuilding undertakings in the country and the number of contracts awarded to each one of them since 2015;

- Govt. of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance. It is aimed at providing a level playing field to Indian Shipyards vis-a-vis foreign shipyards for domestic and international orders.
- The Shipbuilding Financial assistance policy is applicable from April 1, 2016 to March 31, 2026, including the said dates. A web portal was developed to implement this policy.
- As per the data available in SBFA portal, total number of shipyards (public and private sector) registered in the portal is 39. The total number of contracts approved for in-principle application is 187 totaling 313 vessels.
- Table below indicates shipyard wise number of contracts approved for in-principle application under SBFA scheme.

Shipyard Name	Number of contracts approved for in-principle application under SBFA scheme
Mandovi drydocks	37
VIJAI MARINE SERVICES	21
Chowgule and Company Pvt. Ltd.	19
COCHIN SHIPYARD LIMITED	17
TEBMA SHIPYARDS LIMITED	10
MOC SHIPYARDS PRIVATE LIMITED	9
L and T Shipbuilding Limited	7
SHOFT SHIPYARD PRIVATE LIMITED	7

... Contd. Pg 2/-

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फ़ोन/फ़ाक्स: +91-22-2575 2040/12/3 फ़ैक्स/फ़ाक्स: +91-22-2575 2029/35 ई-मेल/Email: dashlo-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

A.C. ROY SHIPBUILDERS PRIVATE LIMITED	6
Synergy Shipbuilders	6
GOA SHIPYARD LIMITED	5
ATREYA SHIPYARD PRIVATE LIMITED	4
WATERWAYS SHIPYARD PVT LTD	4
PRAKA ENGINEERING SHIPYARD	4
san marine	3
VICTORIA SHIPBUILDING AND ENGINEERINGS LLP	3
HOOGHLY COCHIN SHIPYARD LIMITED	3
SHIRODKAR SHIPYARD	3
MARINE FRONTIERS PRIVATE LIMITED	3
SEMBMARINE KAKINADA LIMITED	2
ZUARI SHIPYARD PRIVATE LIMITED	2
Garden reach shipbuilders and engineers ltd	2
Swastika Shipbuilding	2
AADITYA SHIPPING and LOGISTICS	1
DEMPO SHIPBUILDING AND ENGINEERING PRIVATE LIMITED	1
Titagarh Wagons Limited	1
NAVALT SOLAR and ELECTRIC BOATS PRIVATE LIMITED	1
NAVGATHI MARINE DESIGN AND CONSTRUCTIONS PVT LTD	1
SUNRICH SHIP MANAGEMENT PVT LTD	1
A H WADIA BOAT BUILDERS	1
MAZAGON DOCK SHIPBUILDERS LIMITED	1
Total	187

(b) whether the ministry is taking any steps to enhance Standard Ship Units (SSU) of the Public sector undertakings, if so, the details thereof and if not, the reasons, therefor;

- This data is not available with DG Shipping. May be obtained from MoD.

(c) the details of the total share of Indian shipbuilding in the global market; and

- As per UNCTAD data (2023), total share of Indian Shipbuilding is around 0.06% in the global scenario.

(d) the details of the progress made under the Indian Naval Indigenization Plan (2015-2030) since its inception?

- This data is not available with DG Shipping. May be obtained from MoD.

This issues with the approval of the Competent Authority.

Yours faithfully,

Hitendra S Jadhav
5/8/24

Asst. Director General of Shipping
(Coordination)



भारत सरकार/ GOVERNMENT OF INDIA
पतम, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 22-36/1/2024-PER - DGS (30163)

Date: 06.08.2024

To,
The Secretary to the Govt. of India,
Ministry of Ports Shipping & Waterways,
Transport Bhavan, 1, Parliament Street,
New Delhi - 110 001.

[Kind Attn: Coord-II Section]

Subject: - Lok Sabha provisionally admitted Unstarred Question Diary No. 6946 due for answer on 09.08.2024 regarding 'Vacancies in Ports'-reg.

Sir,

I am directed to refer to Ministry's email dated 31.07.2024 on the above subject and to forward herewith the requisite information is as under:

(a) Whether the Government has taken/proposes to take any step to fill up the vacancies falling under the Ministry of Ports, Shipping and Waterways and all its subordinate and Allied offices, if so, the details thereof;

Yes,

- (a) Proposals for recruitment of 14 posts of direct recruitment for Group 'A' & 'B' (Technical & Non-Technical) Gazetted posts submitted to UPSC and the same was advertised by UPSC vide Advertisement No.19/2023, 03/2024, 7/2024 & 22/2023.
- (b) 04 posts of Group 'A' & 'B' (Technical & Non-Technical) posts on deputation basis have been advertised in Employment News on 01.06.2024, 10.06.2024 and 01 (Technical) post on composite method were issued Notification has been advertised in Employment News on 01.06.2024 for filling up the said posts of this Directorate.
- (c) 04 posts of Stenographer Grade-I (Group 'B' Non-Gazetted) posts and 07 posts of Upper Division Clerk (Group 'C' Non-Gazetted) posts have been advertised in Employment News on 29.06.2024 for filling up the said posts on deputation basis.
- (d) Requisition for recruitment of 59 posts of direct recruitment for Group 'C' (Non-Gazetted) posts (Stenographers & LDCs) reported to Staff Selection Commission through MoPSW on 07.03.2024 & 27.06.2024 and 41 posts of MTS, Group 'C' posts to be reported to concerned Regional Director, SSC shortly.

:2:

(b) The incumbency position as on 1.7.2024 in respect of all Aided Institutes, all Public Sector Undertakings under aegis of the Ministry of Ports Shipping and Waterways; and

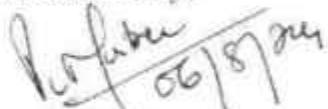
Directorate General of Shipping is an attached office of the Ministry of Ports, Shipping & Waterways, New Delhi and not aided Institute and Public Sector Undertaking, thereby information is not applicable.

(c) Whether the Government has initiated any special recruitment drive for filling up of vacancies in SC/ST/OBC and Minority communities therein and if so the details thereof if not the reasons there for?

Nil.

2. This issues with the approval of Director General of Shipping & Secretary to the Govt. of India.

Yours faithfully,



(PL. Muthu)

Executive Officer (PB)

Copy forwarded for information to Coordination branch, DG Shipping, Mumbai.

Regards,

Personnel Branch,
DG Shipping, Mumbai.

From: "AVINASH ASHOK" <avinash.g-dgs@gov.in>
To: "Ajoy Kant" <socoord2-psw@gov.in>, "Naren Singh" <naren.singh31@gov.in>
Cc: "Mandeep Singh Randhawa" <director-ship@gov.in>, "Sumit Nandan, M/o Ports,
Shipping and Waterways" <sumit.nandan@nic.in>, "Babita Verma"
<babita.dgs@gov.in>, "DR RAUT PANDURANG KONDIRAM"
<pandurang.raut@nic.in>, "Deependra Singh Bisen" <singh.deependra@gov.in>,
"JITENDRA JADHAV" <j.jadhav@gov.in>, "Palaniappan Muthu" <muthu.pl@gov.in>
Sent: Tuesday, August 6, 2024 4:40:31 PM
Subject: Lok Sabha provisionally admitted Unstarred Question Diary No. 6946 due for
answer on 09.08.2024 regarding 'Vacancies in Ports'-reg

Sir,

I am directed to forward herewith reply of 2nd question of PQ No. 6946 for kind
information.

The incumbency position as on 1.7.2024 in respect of all Aided
Institutes, all Public Sector Undertakings under aegis of the Ministry of

**(b) The incumbency position as on 1.7.2024 in respect of all Aided
Institutes, all Public Sector Undertakings under aegis of the Ministry of
Ports Shipping and Waterways; and**

Sanctioned Strength	In Po- sition	Total Vacancies
596	308	267

Regards,

Personnel Branch,
DG Shipping, Mumbai.

From: "AVINASH ASHOK" <avinash.g-dgs@gov.in>
To: "Ajoy Kant" <socoord2-psw@gov.in>
Cc: "Mandeep Singh Randhawa" <director-ship@gov.in>, "Sumit Nandan, M/o Ports,
Shipping and Waterways" <sumit.nandan@nic.in>, "Babita Verma"
<babita.dgs@gov.in>, "DR RAUT PANDURANG KONDIRAM"
<pandurang.raut@nic.in>, "Deependra Singh Bisen" <singh.deependra@gov.in>,
"JITENDRA JADHAV" <j.jadhav@gov.in>, "Palaniappan Muthu" <muthu.pl@gov.in>



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F. No. 12-22011/1/2024-COORD-DGS- Part (1) C.29901

Date: 07.08.2024

To

The Secretary to the Govt. of India,
Ministry of Port, Shipping and Waterways,
Transport Bhawan,
1, Parliament Street
New Delhi – 110 001

(Kind Attn: Shri G. Sumit Nandan, US, M/o PSW)

Sub: Rajya Sabha Unstarred Question No. 1988 – Strategies for achieving Net-Zero Emissions

Sir,

I am directed to refer to Ministry's e-mail dated 02.08.2024 on the above subject matter, the response is given below,

a) What are the most effective strategies for achieving net-zero emissions, and how can they be implemented in various sectors;

Reply: In Shipping sector, the 2023 (International Maritime Organisation) IMO revised strategy on reduction of GHG emissions, adopted on MEPC 81 session shall be implemented which is illustrated in brief as below,

Targets:

- Net Zero GHG Emissions by or around 2050 according to National Circumstances
- 5-10% uptake of zero emission fuels by 2030.
- 40% reduction in GHG emissions per transport work by 2030 compared to 2008.

Indicative check points:

- 20 to 30% reduction in well to wake GHG Emissions by 2030 compared to 2008.
- 70 to 80% reduction in well to wake GHG Emissions by 2040 compared to 2008.

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फोन/फैक्स: +91-22-2575 2040/12/3 फैक्स/फैक्स: +91-22-2575 2029/35 ई-मेल/ई-मेल: doship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

Measures:

- a technical element, namely a goal-based marine fuel standard reduction of the marine fuel's GHG intensity; and an economic element, on the basis of a maritime GHG emissions pricing mechanism.

Aims of measures:

- Technical element will help achieve absolute well to wake emission reduction targets and efficiency intensity targets.
- Economic element with incentive will help achieve targets related to uptake of alternative fuels

b) how can we balance the need for rapid emissions reductions with the requirement for sustainable economic growth and development;

Reply: I. Embracing renewable energy: a cornerstone of our strategy

Embracing renewable energy resources will play a crucial part in the development of India's sustainable strategy. India is world's third-largest producer of renewable energy, with 42% of our installed capacity sourced from clean and sustainable options. The nation's goal of producing 500 GW renewable energy capacity by 2030 will unlock 80% of power capacity additions from renewable sources. Government of India's push for green hydrogen through the "National Green Hydrogen Policy" exemplifies the country's determination to promote low-emission fuels and foster transition to alternative fuels.

II. Scaling of current Policy

India has made significant progress towards meeting its emissions reductions targets under the Paris Agreement, but with current policies total GHG emissions would nonetheless increase by more than 40 percent by 2030. While a modest increase in short-term emissions may be necessary to meet poverty reduction and energy security goals, a more rapid scaling up of current policies could help lower emissions considerably over the medium-term and bring India closer to a path to net zero by 2070. Adoption of IMO 2023 Revised strategy on GHG reduction in shipping sector according to national circumstances and taking cognizance of UNFCCC CBDR-RC principles will balance need for rapid emissions and sustainable economic growth and development.

III. Harnessing technology for sustainability: a bedrock for climate change action

In the quest to achieve net zero, digital technologies will play a pivot role in the coming future. Equipping communities and businesses with real-time data monitoring and predictive models empowers organizations to anticipate and adapt to climate change impacts. The digitalisation of ports and shipping sector may achieve faster reduction in emission with balanced sustainable economic growth.

These technological advancements can prove to be game changers in the drive toward sustainable growth.

c) what are the implications of relying on carbon capture and storage technologies versus transitioning to renewable energy sources; and

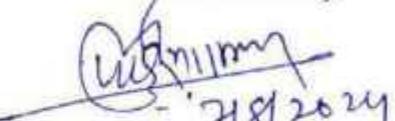
Reply : Onboard carbon capture (OCC) covers a range of technologies to capture carbon dioxide emissions from ships during operation. The capture, separation and liquefaction process requires energy and increased power demand from the ship machinery. Onboard carbon capture systems need to be integrated with the machinery onboard, optimizing energy utilization without impairing the operation of the vessel. Equipment for capture, separation, liquefaction and intermediate storage requires ample room, and planning for this needs careful consideration. Systems need to be carefully designed and integrated onboard to maximize performance and maintain the safety of the vessel. Excessive dependence on carbon capture and storage (CCS) to reach Net Zero goals would be "hugely economically investment". Wide use of renewable energy on-board ships is yet to be implemented. With demand of reduction of GHG emissions grows with regulatory interventions in future, use of renewable energy on-board may grow.

d) how can we address the issue of carbon leakage and ensure that net-zero emissions efforts in one country or sector do not lead to increased emissions elsewhere?

Reply: Not related to shipping Sector

This issues with the approval of Competent Authority.

Yours faithfully,



7/8/2024

(Dr. Pandurang.K Raut)
Deputy Director General of Shipping
Coordination

PQ- No. 3213 Ans on 09/8/2024

Email

Co-ordination Branch DGS

Fwd: PQ 3213 reg Standard ship unit

*Reply send by Naval Arch.
on 06-8-2024*

From : Nebu Oommen <nebu.oommen@gov.in>

Tue, Aug 06, 2024 04:42 PM

Subject : Fwd: PQ 3213 reg Standard ship unit

 2 attachments

To : Co-ordination Branch DGS <coord-dgs@nic.in>

For info please.

Best Regards

Nebu Oommen
Ship Surveyor Cum Dy. Director General (Tech)
Directorate General of Shipping
Mumbai.
+91 9819426229

From: "Nebu Oommen" <nebu.oommen@gov.in>

To: "Prince Garg" <sosbrcls-psw@gov.in>

Cc: "computer c" <dgship-dgs@nic.in>, "Ravi kumar M" <ravi.k43@gov.in>, "SIVAPERUMAL" <dir1-psw@gov.in>, "KSGeetha" <usshipping2-psw@gov.in>, "ajay mandal" <ajay.kr98@gov.in>, "Ankur Anal" <ankuranal.dgs@gov.in>, "Pradeep Sudhakar K" <pradeepsk-dgs@gov.in>

Sent: Tuesday, August 6, 2024 9:37:53 AM

Subject: Re: PQ 3213 reg Standard ship unit

Sir,

The PQ is same as PQ 6916 for which a reply as enclosed is already provided yesterday by Coordination Branch of Directorate and same enclosed in word also.

Best Regards

Nebu Oommen
Ship Surveyor Cum Dy. Director General (Tech)
Directorate General of Shipping
Mumbai.
+91 9819426229

From: "Prince Garg" <sosbrcls-psw@gov.in>

To: "computer c" <dgship-dgs@nic.in>, "Nebu Oommen" <nebu.oommen@gov.in>, "Ravi kumar M" <ravi.k43@gov.in>, "Sh Rajeev Prakash" <jsns@ddpmod.gov.in>, "CDS SECTT" <cds.sectt@gov.in>, "Shri Anil Kumar Chhapolia" <jsg@nic.in>

Cc: "SIVAPERUMAL" <dir1-psw@gov.in>, "KSGeetha" <usshipping2-psw@gov.in>, "ajay mandal" <ajay.kr98@gov.in>

D.No:6916

Standard Ship Units

Will the Minister of PORTS, SHIPPING AND WATERWAYS

(a) the total number of public and private shipbuilding undertakings in the country and the number of contracts awarded to each one of them since 2015;

- Govt. of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance. It is aimed at providing a level playing field to Indian Shipyards vis-a-vis foreign shipyards for domestic and international orders.
- The Shipbuilding Financial assistance policy is applicable from April 1, 2016 to March 31, 2026, including the said dates. A web portal was developed to implement this policy.
- As per the data available in SBFA portal, total number of shipyards (public and private sector) registered in the portal is 39. The total number of contracts approved for in-principle application is 187 totaling 313 vessels.
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L and T Shipbuilding Limited	7
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A C ROY SHIPBUILDERS PRIVATE LIMITED	6
Synergy Shipbuilders	6
GOA SHIPYARD LIMITED	5
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HOOGHLY COCHIN SHIPYARD LIMITED	3
SHIRODKAR SHIPYARD	3
MARINE FRONTIERS PRIVATE LIMITED	3
SEMBMARINE KAKINADA LIMITED	2

ZUARI SHIPYARD PRIVATE LIMITED	2
Garden reach shipbuilders and engineers ltd	2
Swastika Shipbuilding	2
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DEMPO SHIPBUILDING AND ENGINEERING PRIVATE LIMITED	1
Titagarh Wagons Limited	1
NAVALT SOLAR and ELECTRIC BOATS PRIVATE LIMITED	1
NAVGATHI MARINE DESIGN AND CONSTRUCTIONS PVT LTD	1
SUNRICH SHIP MANAGEMENT PVT LTD	1
A H WADIA BOAT BUILDERS	1
MAZAGON DOCK SHIPBUILDERS LIMITED	1

Total

187

(b) whether the ministry is taking any steps to enhance Standard Ship Units (SSU) of the Public sector undertakings, if so, the details thereof and if not, the reasons, therefor;

- This data is not available with DG Shipping. May be obtained from MoD.

(c) the details of the total share of Indian shipbuilding in the global market; and

- As per UNCTAD data (2023), total share of Indian Shipbuilding is around 0.06% in the global scenario.

(d) the details of the progress made under the Indian Naval Indigenization Plan (2015-2030) since its inception?

- This data is not available with DG Shipping. May be obtained from MoD.



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part (1) C.29901)

Dated: 26.11.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

**Sub: - Lok Sabha Provisionally Admitted Question Diary No. 1824 for Answer on 29.11.2024
regarding Dependence on Import of Merchant Ships.**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 21.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below:

(a) whether the Government has taken cognizant of the fact that India is heavily dependent on import for commercial or merchant ships and containers?

Reply: Yes, the government is aware that India relies heavily on the import of commercial ships and containers. This dependence is particularly significant in the shipping container segment, where the international container manufacturing industry is dominated by Chinese companies, meeting almost 90% of global needs.

(b) Details of India's dependency on imports for ships and containers:

Reply: India's maritime sector has been historically import-dependent for both ships and shipping containers. Key factors include the competitive pricing offered by foreign shipyards, particularly in East Asia, and the high production capacity and efficiency of these yards compared to domestic facilities. Additionally, the disruption of the global supply chain since the onset of the COVID19 pandemic has highlighted the acute shortage of shipping containers affecting the domestic market.

(c) the efforts being made by the Government to address this issue and make the country Atmanirbhar in ship building and containers sector?

Reply: To reduce dependency and strengthen domestic capabilities, the government has initiated several measures in shipbuilding:

1. Shipbuilding Financial Assistance Policy (2015-2026);
2. Implementation of the 'Make in India' initiative to boost local manufacturing.

26/11/24

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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Further for the domestic shipping sector, following policies are there;

3. Right of First Refusal (RoFR): It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian-flagged vessels. The Criteria has been revised to include the Indian IFSCA Owned vessel in the hierarchy of RoFR as follows:

1. Indian built, Indian flagged and Indian owned
2. Indian built, Indian flagged and Indian IFSCA owned
3. Foreign built, Indian flagged and Indian owned
4. Foreign built, Indian flagged and Indian IFSCA owned.
5. Indian built, foreign flagged and foreign owned

4. NOC is to be obtained from MoPSW when any Govt. Dept./PSU imports their cargo other than FOB/FAS term, so that the Indian shipping has the opportunity to participate in this trade.

5. Subsidy scheme for the Promotion of Flagging of Merchants Ships in India: by providing Rs.1624 crore over a period of five years as subsidy support to Indian shipping companies in global tenders floated by Ministries and Central Public Sector Enterprises (CPSEs). The rate of subsidy support is based on age of the vessel. The scheme encourages entrepreneur to register ships under Indian flag.

For container manufacturing, there is no such schemes

(d) whether the Government has any proposal to launch PLI for shipping and container sector?

Reply: For Shipping, Subsidy support and other promotional policies are indicated along the answer of the point(c).

For Container, Since the scheme text has not gone ahead across the interministerial consultation, MoPSW may take a call whether to make any statement in this regard before Parliament. [Yes, the government has drafted a Production Linked Incentive (PLI) scheme specifically for the manufacturing of shipping containers. The scheme aims to bridge the price gap between domestically manufactured and imported containers, promoting self-reliance and rewarding incremental production.]

(e) if so, the details, thereof; and

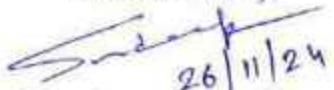
(f) if so, the details, thereof;

See, answer to point (c) for shipping, :

For Shipping Containers, The draft PLI scheme for manufacturing shipping containers involves an estimated expenditure of ₹11,000 Crore over the period from 01.04.2023 to 31.03.2032. The scheme is designed to incentivize the domestic production of various types of ISO containers including dry storage, flat rack, open-top, open-side storage, and refrigerated containers. Financial incentives are based on the differential price and incremental production.

This issues with the approval of Competent Authority

Yours faithfully,



26/11/24

(Sandeep Awasthi)

Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part(2) (C.31839)

Dated: 27.11.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

**Sub: - Lok Sabha Provisionally Admitted Question Diary No. 1824 for Answer on 29.11.2024 regarding
Cargo Movement through National Waterways.**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 21.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) the steps taken/proposed to be taken by the Government to increase cargo movement through the National Waterways indicating the infrastructure and policy measures that have been implemented to facilitate this growth?

Reply: No information available with this Directorate.

(b) the details of cargo movement through the National Waterways and other waterways in India including the volume of cargo transported and the key regions involved from 2013-14 till date, year-wise?

Reply: No information available with this Directorate.

(c) the manner in which the increase in shipping costs due to the rising cost of containers and logistics affecting the export sector, particularly in terms of competitiveness in global markets; and

Reply: No information available with this Directorate.

(d) whether there has been any impact on export volumes due to the rising cost of container transport, if so, the steps being taken by the Government to mitigate these challenges and ensure the sustainability of exports through waterways; and

Reply: No information available with this Directorate.

(e) if so, the details thereof?

Reply: No information available with this Directorate.

This issues with the approval of Competent Authority.

Yours faithfully,

(Sandeep Awasthi)
Asstt. Director General of Shipping

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भारत सरकार / GOVERNMENT OF INDIA
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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part (2) C.31839)

Dated: 27.11.2024

To
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

**Sub: - Rajya Sabha Provisionally Admitted Question Diary No.1639 for Answer on 03.12.2024
regarding “Regulatory Framework for Utilization of Waterways”.**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether the Union Government has taken strict action against the crewing agencies operating without RPSL in the last five years?

Reply: As per Rule 3 of M. S. (Recruitment and Placement Services) Rules, 2016, the unlicensed crewing agencies do not fall under the purview of the Directorate General of Shipping.

However, the Directorate General of Shipping is currently monitoring and is committed to take actions against such agencies who have a valid RPSL license but are acting in an errant manner leading to increase in fraudulent activities. This has been ensured by issuance of M. S. Notice 11 of 2024, which has reduced such activities. In furtherance, 69 such companies have been penalized by this Directorate.

(b) If so, the details thereof and If not the reasons thereof?

Reply: As per Rule 3 of M. S. (Recruitment and Placement Services) Rules 2016 the unlicensed crewing agencies do not fall under the purview of the Directorate General of Shipping.

Therefore, no action has been initiated against such agencies.

(c) How many licenses of crewing agencies that aren't registered with the DGS have been cancelled in the last five years? Year-wise.

Reply: No information available with this Directorate.

This issues with the approval of Competent Authority.

Yours faithfully,

(Sandeep Awasthi)
Asst. Director General of Shipping

9वें मंजिल, बीटा विल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई^१
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No-12-22011/1/2024-COORD-DGS-(C.31900)

Dated :-03.12.2024

To,

The Secretary to the Govt of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110001.

[(Kind Attn: Shri Sumit Nandan US (MA, ML))]

Sub: - Provisionally admitted Rajya Sabha question starred Diary no 2320 for answer on 03.12.2024 on
Vision 2030-reg .
Sir,

I am directed to refer to the ministry of Ports, Shipping and waterways email dated 21.11.2024 on the above subject. In this regard, the input of the Directorate is as below;

(a) The key features, status and budget allocation of the Maritime India Vision 2030;

Reply: The details may be available with the Ministry.

(b) The number of port development projects initiated under Maritime India Vision 2030 in the past three years, and their expected impact on port capacity and efficiency;

Reply: The details may be taken from the Port Wing of the Ministry.

(c) The impact of Maritime India Mission 2030 on boosting maritime trade and employment, supported by relevant data;

Reply: Kindly find the details available for DGS on the Sagarmanthan portal. However, the progress in Maritime Employment since the year 2014 and initiatives taken by this Directorate to boost Maritime Employment are as follows :

A) Significant rise in the active Indian Seafarers from last decade i.e. 2014 (117, 090) to 2024 (304, 887). The growth reflects India's expanding maritime footprint, enhanced training standards and proactive regulatory measures by DG Shipping.

B) Initiatives taken by DGS

- i) Sagar Mey Yog - A Wellness initiative focused on improving the mental, physical and emotional well-being of Indian Seafarers.
- ii) Sagar Mein Samman - A program emphasizing social and gender equality in Maritime Workplace.

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- iii) Scholarship for girls – The DGS offers scholarship for girls to promote women's participation in maritime industry.
- iv) Welfare schemes were introduced for Indian seafarers.
- v) MoUs signed between DGS and RPSL companies for providing large number of employment to Indian Seafarers.
- vi) Constitution of Advisory Board and MLC Compliance Board for addressing various issues and the welfare of seafarers.

(d) The mechanisms in place to monitor and evaluate the outcomes of Maritime India Mission 2030, and the key performance indicators tracked?

Reply: The ministry has established 22 the Viksit Bharat Cells (ViBhas Cells) at the level of Ministry and 22 Neel Earth Vision Implementation cells (NAVIC cell) at the organizational level to monitor and evaluate the outcomes of Maritime India Vision Mission 2030. Further, online Sagarmanthan portal is developed to monitor the progress of the issues in this regard.

Yours faithfully,



(Dr. Sudhir Kohakade)

Dy. Director General of Shipping

Encl : As above

S.No	Theme/Name	Category	Total Number of Initiatives	Total Cost of Initiatives (INR)	Status as on 1st April 2023		Status as on 26/11/2024		Number of Initiatives Under Implementation	Number of Initiatives Completed	No. of Initiatives To Be Completed	Current Under Implementation On Time	Current Under Implementation Delayed	Number of Initiatives Completed	Number of Initiatives Yet to be Started	Number of Initiatives Dropped
					Number of Initiatives Under Implementation	Number of Initiatives Completed										
1	Prague Model & Operational Efficiency Through Technology	Co-Op Model, Digital Services, Digital Infrastructure, institution building, policy, reports	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Strengthen Policy & Institutional Framework	infrastructure, legislature, policy	3	0	0	1	0	1	0	1	0	0	0	0	0	0
3	Enhance India's Global Status & Maritime Concentration	call action, collaboration, Environment, Education, Energy, Human Resource, Research & Training	5	0	0	3	0	1	0	1	0	0	0	0	0	0
4	Become 'IP Securing Nation' With World Class Education, Research & Training	infrastructure, education, research, training	8	35.45	8	0	0	8	0	2	0	0	0	0	0	0
	Total		14	36.45	10	3	12	0	4	7	2	0	0	0	0	0

S.No	Organisation/Unit	Number of MVIC Meetings Conducted	Total Number of Initiatives	Total Cost of Initiatives (In Cr)	Status as on 1st April 2023		Status as on 26/11/2024		Number of Initiatives Under		
					Number of Initiatives Under Implementation	Number of Initiatives Completed	No. of Initiative To Be Completed (Target as Per MIV Document)	Current Under Implementation On Time	Current Under Implementation Delayed	Number of Initiatives Yet to be Started	Number of Initiatives Dropped
Directorate-General of Shipping & Maritime	21	6	14	35.46	10	1	1	12	0	4	2
Total			14	35.45	10	1	12	0	0	7	2



भारत सरकार / GOVERNMENT OF INDIA
पलन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई^६
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- C.29880)

Dated: 26.11.2024

To
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

Sub: - Rajya Sabha Provisionally Admitted Question Diary No. 1307 for Answer on 03.12.2024 regarding "Steps to enhance container handling capacity.
Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 21.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) whether it is a fact that the Government proposes to double the container handling capacity at central Government – controlled ports and also to create job opportunities in the logistic sector;?

Reply: No information available with this Directorate.

(b) Details of the current annual container handling capacity at Central Government-controlled ports?

Reply: No information available with this Directorate.

(c) Whether Government plans to set up shipbuilding and repair hubs in the country?

Reply: There are no specific details available on the plans related to shipbuilding and repair hubs directly under the frameworks of MIV 2030 and MAKV. However, there are various Government efforts related to shipbuilding and maritime infrastructure development which could be aligned with broader national goals like there.

(d) Whether the Government has identified places for setting up of shipbuilding and repair hubs?

(e) If so; the details thereof; and the time frame for achieving the target?

Reply: While the Government is focusing on the expansion of India's shipbuilding and repair capacity, particularly under the umbrella of Sagarmala and the broader Blue Economy vision, specific details on newly proposed hubs, exact locations, and exact timelines under MIV 2030 and MAKV 2047 are not available.

This issues with the approval of Competent Authority.

Yours faithfully,

(Sandeep Awasthi)

Asstt. Director General of Shipping

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MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

No. 22-36(2)/2024- PER-DGS (C. No. 31789)

Date: 22.11.2024

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping and Waterways,
Transport Bhavan, 1,
Parliament Street,
New Delhi - 110001.

(Kind Attn:- Shri Sumit Nandan, Under Secretary to GOI)

Subject: Rajya Sabha provisionally admitted Question- Starred Dy. No. 1480 - for
reply on 28.11.2024 -reg.

I am directed to refer to Ministry's email dated 21.11.2024 on the above subject and to forward herewith the requisite information is as under;

(a) Whether Government has appointed more employees on contractual basis than regular/permanent appointments since 2019 till date;
Ans: No

(b) if so, the reasons for decline in regular/permanent appointments in Central Government;
Ans: No

(c) if not, the number of contractual appointments and regular/permanent appointments in Central Government separately since 2019 till 1st November, 2024, Ministry/Department/PSU-wise and year-wise?

Year	Regular / Permanent appointment	Contractual appointment
2019	04	NIL
2020	07	NIL
2021	04	NIL
2022	13	NIL
2023	17	NIL
2024 (till 01.11.2024)	03	07

Yours faithfully,

(P L Muthu)
Executive Officer(Pers)

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भारत सरकार / GOVERNMENT OF INDIA
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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871) Date :- 06.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Admitted Question No. 1434 for 11.03.2025 regarding Growth in
Domestic Shipping Industry

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 05.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether there is positive growth in domestic shipping industry;

Reply:- Yes

(b) If so, the details thereof;

Reply:- The Government's initiatives have significantly boosted the shipping sector's contribution to India's economic growth. The growth of Indian tonnage over the last decade has been consistently increasing, contributing to the country's economy.

As of February 2025, India operates 492 Indian-flagged vessels in Overseas Trade, totalling Gross Tonnage (GT) at 11886497 and Dead weight Tonnage (DWT) at 18782979. Additionally, 1058 vessels are engaged in Coastal Trade, registering GT at 1670035 and DWT at 1950934.2. Additionally, 4 vessels has been acquired under Indian Controlled Tonnage with total GT of 17660 and total DWT of 20159.

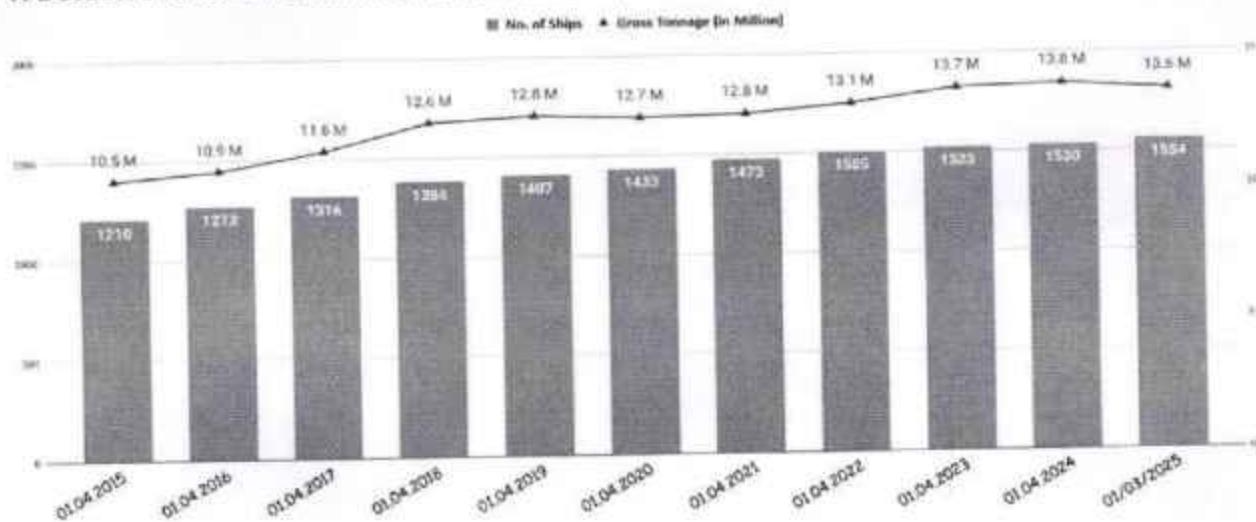
Overall, India has 1554 vessels, accumulating a combined GT of 13574192 and DWT of 20754072.2. With the rise in Indian tonnage, there has been a notable shift in business preference towards Indian-flagged vessels over foreign-flagged ones, significantly boosting India's economic growth.

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A Decade of Growth: Indian Tonnage Position (2015-2025)



(c) The details of shipping companies that are presently in profit and in debt respectively;

Reply:- No information available with this Directorate.

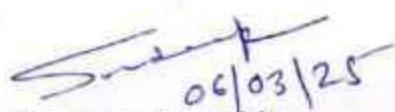
(d) Whether the Government has taken any remedial-measures for shipping companies in debt;

Reply:- No information available with this Directorate.

(e) If so, the details thereof;

Reply:- No information available with this Directorate.

Your faithfully,



(Sandeep Awasthi)

Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part(2) (C.31839)

Dated: 27.11.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

**Sub: - Lok Sabha Provisionally Admitted Question Diary No. 747 for Answer on 29.11.2024
regarding Dependence on Import of Merchant Ships.**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 25.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) whether the Government has taken cognisance of the fact that India is heavily dependent on import for commercial or merchant ships and containers?

Reply: Yes, the government is aware that India relies heavily on the import of commercial ships and containers. This dependence is particularly significant in the shipping container segment, where the international container manufacturing industry is dominated by Chinese companies, meeting almost 90% of global needs.

(b) Details of India's dependency on imports for ships and containers:

Reply: India's maritime sector has been historically import-dependent for both ships and shipping containers. Key factors include the competitive pricing offered by foreign shipyards, particularly in East Asia, and the high production capacity and efficiency of these yards compared to domestic facilities. Additionally, the disruption of the global supply chain since the onset of the COVID19 pandemic has highlighted the acute shortage of shipping containers affecting the domestic market.

(c) the efforts being made by the Government to address this issue and make the country Atmanirbhar in ship building and containers sector?

Reply: To reduce dependency and strengthen domestic capabilities, the government has initiated several measures in shipbuilding:

1. Shipbuilding Financial Assistance Policy (2015-2026);
2. Implementation of the 'Make in India' initiative to boost local manufacturing.

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Further for the domestic shipping sector, following policies are there;

3. Right of First Refusal (RoFR): It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian-flagged vessels. The Criteria has been revised to include the Indian IFSCA Owned vessel in the hierarchy of RoFR as follows:

1. Indian built, Indian flagged and Indian owned
2. Indian built, Indian flagged and Indian IFSCA owned
3. Foreign built, Indian flagged and Indian owned
4. Foreign built, Indian flagged and Indian IFSCA owned.
5. Indian built, foreign flagged and foreign owned

4. NOC is to be obtained from MoPSW when any Govt. Dept./PSU imports their cargo other than FOB/FAS term, so that the Indian shipping has the opportunity to participate in this trade.

5. Subsidy scheme for the Promotion of Flagging of Merchants Ships in India: by providing Rs.1624 crore over a period of five years as subsidy support to Indian shipping companies in global tenders floated by Ministries and Central Public Sector Enterprises (CPSEs). The rate of subsidy support is based on age of the vessel. The scheme encourages entrepreneur to register ships under Indian flag.

For container manufacturing, there is no such schemes

(d) whether the Government has any proposal to launch PLI for shipping and container sector?

Reply: For Shipping, Subsidy support and other promotional policies are indicated along the answer of the point(c).

For Container, Since the scheme text has not gone ahead across the interministerial consultation, MoPSW may take a call whether to make any statement in this regard before Parliament. [Yes, the government has drafted a Production Linked Incentive (PLI) scheme specifically for the manufacturing of shipping containers. The scheme aims to bridge the price gap between domestically manufactured and imported containers, promoting self-reliance and rewarding incremental production.]

(e) if so, the details, thereof; and

(f) if not, the reasons, thereof;

See, answer to point (c) for shipping. :

For Shipping Containers, The draft PLI scheme for manufacturing shipping containers involves an estimated expenditure of ₹11,000 Crore over the period from 01.04.2023 to 31.03.2032. The scheme is designed to incentivize the domestic production of various types of ISO containers including dry storage, flat rack, open-top, open-side storage, and refrigerated containers. Financial incentives are based on the differential price and incremental production.

This issues with the approval of Competent Authority

Yours faithfully,

27/11/24

(Sandeep Awasthi)
Asst. Director General of Shipping

Reply of Loksabha unstarred question vide diary no. 3117 on the subject matter of Shortage of Container

SA

Sandeep Awasthi <sawasthi-dgs@gov.in>

Sat, 30 Nov 2024 12:15:29 PM +0530

To: "MandeepSingh Randhawa" <director-ship@gov.in>, "Sumit Nandan" <usma-psw@gov.in>, "MA Section" <soma2-ship@gov.in>
Cc: "Shyam Jagannathan" <dg-dgs@gov.in>, "DGS SECRETARIAT" <dgship.sect@gov.in>, "SUDHIR KOHAKADE" <sudhir.kohakade@gov.in>, "DR RAUT PANDURANG KONDIRAM" <pandurang.raut@nic.in>, "Co-ordination Branch DGS" <coord-dgs@nic.in>

Sir,

In relation to Loksabha unstarred question vide diary no. 3117 on the subject matter of Shortage of Container, the reply of the Directorate is as follows:-

(a) whether the long voyage time and the resultant container shortage is impacting Indian exports, if so, the details thereof;

Reply - No information is available in this Directorate.

(b) the extent to which war between Israel and Hamas, attacks by Houthi rebels in the Red Sea and Russia and Ukraine War are impacting availability of containers;

Reply - No information is available in this Directorate.

(c) the reason for India not able to manufacture containers and be in a position to supply containers instead of getting them from other countries;

Reply - No information is available in this Directorate.

(d) the details of orders for containers provided to BHEL and Braithwaite, etc., since 2021 and whether domestic companies are able to meet in delivering orders;

Reply - No information is available in this Directorate.

(e) if not, the extent to which the Government is planning to go ahead in this regard and if not, the plans to go ahead in this regard;

Reply - Under the direction from MoPSW, the directorate was involved in drafting a PLI scheme for manufacturing shipping containers in India. Several round of scrutiny of the draft PLI scheme was carried out by the Ministry, Niti Ayog, DPIIT and DoE, however could not finalise the scheme due to several technical reasons. Latest status of the initiative is not available with this Directorate.

(f) whether there are container manufacturers in Andhra Pradesh and CONCORD also places orders with it, and if so, details thereof?

Reply - No information is available in this Directorate.

धन्यवाद - एवं शुभकामनाएँ / Thanks and Regards

संदीप अवस्थी / Sandeep Awasthi

सहायक नौवहन महनिदेशक / Assistant Director General of Shipping

नौवहन महानिदेशालय, मुंबई / Directorate General of Shipping, Mumbai

दूरभाष/Phone +91-22-25752054; +91 9757447608

ईमेल/email: sawasthi-dgs@gov.in





भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई⁶
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/2/2024-COORD-DGS-(C.31900)

Dated :-03.12.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

Sub: Rajya Sabha Provisionally admitted Question Dy. No.1698 for answer on 03.012.2024.

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

a) Whether it is true that the union government's goal of making India the world's factory risks being held back by the country's inability to attract bigger container ships due to inadequate port infrastructure and the details thereof;

Reply: No information available with this Directorate.

b) The steps taken and being taken by the government to strengthen existing ports and terminal infrastructure to handle ultra large vessels and the details thereof;

Reply: Details of the same is not available with this Directorate.

c) The steps taken by the union government to promote shipping container fabrication and manufacture in the country and the details thereof;

Reply: Under the direction from MoPSW, the Directorate was involved in drafting a PLI scheme for manufacturing shipping containers in India. Several round of scrutiny of the draft PLI scheme was carried out by the Ministry, Niti Ayog, DPIIT and DoT, however could not finalise the scheme due to several technical reasons. Latest status of the initiative is not available with this Directorate.

d) The number of shipping containers manufactured in the country, year-wise from the year 2014;;

Reply: Data of the number of containers built in India is not available with this Directorate.

Yours faithfully,

(Dr. Sudhir Kshakade)
Dy. Director General of Shipping

बीटा बिल्डिंग, 9वीं मंजिल, आई थिंक टेक्नो कैम्पस, कांजूर गाँव रोड, कांजूरमार्ग (पूर्व) मुंबई-400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फोन/Tel No.: +91-22-2575 2040/1/2/3 फैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

संख्या: 21-20011/1/2023-COASTAL- DGS(comp-21724) दिनांक: 28.11.2024

सेवा में,
भारत सरकार के सचिव।
बंदरगाह, नौवहन और जलमार्ग मंत्रालय,
परिवहन भवन,
1, संसद मार्ग,
नई दिल्ली-110001।

विषय:- LS PQ Dy No. 3296 for answer on 03.12.2024 on Strategy to Boost Seafood Exports-req.

महोदय,

उपर्युक्त विषय पर महानिदेशालय के पत्रसं. 21-20011/1/2023-COASTAL - DGS (compno-21724) दिनांक 28.11.2024 की प्रति सूचना एवं अगली कार्रवाई के लिए संलग्न है।

ਮਵਟੀਧ

~~पीएल मथुरा~~
पीएल मथुरा

कार्यकारी अधिकारी (कोस्टल)



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.21-20011/1/2023-COASTAL-DGS(Comno-21724)

Dated: 28.11.2024

To
The Secretary to the Govt. of India
Ministry of Ports, Shipping & Waterways,
Transport Bhavan,
1 Parliament Street,
New Delhi – 110 001.

(Kind Attn: Shri Sumit Nandan US)

Subject: LS PQ Dy No. 3296 for answer on 03.12.2024 on Strategy to Boost Seafood Exports - reg.

Sir,

I am directed to refer to the Ministry's email dated 09/11/2024 on the above subject.

2. The inputs of the Directorate on Parliament Question are as below.

a) whether there was an adoption of new strategy to boost seafood exports, especially in the light of the global pandemic and if so, the details thereof ;

Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Govt, may be useful.

(b) the details of current status of the volume of export of seafood from the country during the last two years, State/UT wise ; and

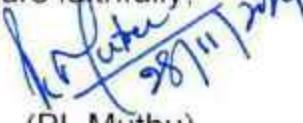
Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Govt, may be useful.

(c) whether exports have been diverted via the cape of good hope route and the impact of this on the seafood export from the country, if so, the details thereof?

Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Gol, may be useful.

3. This issues with the approval of the Competent authority.

Yours faithfully,


(PL Muthu)
Executive Officer (Coastal)



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

संख्या: 21-20011/1/2023-COASTAL- DGS(comp-21724) दिनांक: 28.11.2024

सेवा में,
भारत सरकार के सचिव।
बंदरगाह, नौवहन और जलमार्ग मंत्रालय,
परिवहन भवन,
1, संसद मार्ग,
नई दिल्ली-110001।

विषय:- LS PQ Dy No. 3296 for answer on 03.12.2024 on Strategy to Boost Seafood Exports-req.

महोदय,

उपर्युक्त विषय पर महानिदेशालय के पत्रसं. 21-20011/1/2023-COASTAL - DGS (compno-21724) दिनांक 28.11.2024 की प्रति सूचना एवं अगली कार्रवाई के लिए संलग्न है।

भवदीय

~~पीएल मध्य~~
पीएल मध्य
१८/११/२४

कार्यकारी अधिकारी (कोस्टल)



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.21-20011/1/2023-COASTAL-DGS(Comno-21724)

Dated: 28.11.2024

To
The Secretary to the Govt. of India
Ministry of Ports, Shipping & Waterways,
Transport Bhavan,
1 Parliament Street,
New Delhi – 110 001.

(Kind Attn: Shri Sumit Nandan US)

Subject: LS PQ Dy No. 3296 for answer on 03.12.2024 on Strategy to Boost Seafood Exports - reg.

Sir,

I am directed to refer to the Ministry's email dated 09/11/2024 on the above subject.

2. The inputs of the Directorate on Parliament Question are as below.

a) whether there was an adoption of new strategy to boost seafood exports, especially in the light of the global pandemic and if so, the details thereof;

Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Govt, may be useful.

(b) the details of current status of the volume of export of seafood from the country during the last two years, State/UT wise ; and

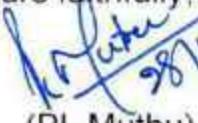
Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Govt, may be useful.

(c) whether exports have been diverted via the cape of good hope route and the impact of this on the seafood export from the country, if so, the details thereof?

Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Gol, may be useful.

3. This issues with the approval of the Competent authority.

Yours faithfully,


(PL Muthu)
Executive Officer (Coastal)



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS- Part(2) (C.31839)

Dated: 27.11.2024

To
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

Sub: - Lok Sabha Provisionally Admitted Question Diary No. 870 for Answer on 29.11.2024
regarding "Regulatory Framework for Utilization of Waterways".

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) the details of the regulatory framework governing the utilization of waterways for both commercial and recreational boating activities across the country?

Reply: No information available with this Directorate.

(b) the roles and responsibilities of various agencies and authorities in overseeing and regulating waterways, including the management of boat traffic, waterway infrastructure and compliance with environmental standards?

Reply: No information available with this Directorate.

(c) the licensing and approval process for operators wishing to conduct boating or water transport services, with emphasis on the criteria, duration, and renewal processes associated with such licenses?

Reply: No information available with this Directorate.

(d) the details of the safety and operational standards for these activities, including safety protocols, training requirements for operators and guidelines for emergency preparedness that aim to protect passengers, operators and the environment; and

Reply: No information available with this Directorate.

(e) the details of manufacturing and technical standards for boats manufacturing, covering the required certifications, quality checks and durability assessments that boat manufacturers must meet to ensure safety and sustainable operations?

Reply: The manufacturing and technical standards of boats are typically governed by the rules established by Classification Societies and / or regulatory bodies, which vary based on the vessel's intended operation. Vessels must undergo appropriate certification and periodic surveys by the designated organizations, in accordance with their registration requirements.

This issues with the approval of Competent Authority

Yours faithfully,

(Sandeep Awasthi)

Asst. Director General of Shipping

9वीं मंजिल, बीटा विल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/2/2024-COORD-DGS-(C.31900)

Dated : 06.12.2024

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

**Sub: Provisionally Admitted Rajya Sabha Question starred Dy. No. 2915 for answer on
10.12.2024 on efforts to make India developed Nation by 2047.**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The efforts made by the Ministry to achieve the vision to make India a developed Nation by 2047 in the last five years;

Reply: Union Budget 2023-24 outlined the Vision of Amrit Kaal which shall reflect on empowered and inclusive economy. Vision for Amrit Kaal includes technology driven and knowledge driven- based economy with strong public finance and robust financial sector.

MoPSW has formulated Amrit Kaal Vision 2047 (AMKV-2047) to be broader, more comprehensive roadmap for maritime transformation in the next 25 years. AMKV-2047 has identified more than 300 points actionable across, Ports, Shipping, Waterways sector targeting development across areas like world class infrastructure, green shipping, promotion of ship building, ship recycling while focusing International capacity building to promote centre of excellence across specialisation maritime sector aimed at driving growth through innovation.

(b) Whether the Government Ministry has formulated any roadmap or action plan to realize the goal of 'Viksit Bharat' by 2047, specifically in the ports, shipping and waterways sectors;

Reply: Yes.

(c) If so, the details thereof;

Reply: As per sheet attached for D. G. (Shipping).

(d) Whether Ministry is evaluating new policies/schemes and legislative proposals based on their potential contribution towards achieving 'Viksit Bharat' by 2047;

Reply: As above.

(e) If so the details thereof and if not, the reasons therefor;

Reply: As above.

Yours faithfully,

(Sandeep Awasthi)

Asst. Director General of Shipping

Encls: As Annexure-1 (DGS Data from Sagarmanthan Portal)

बीटा बिल्डिंग, 9वीं मंजिल, आई थिंक टेक्नो कैम्पस, कांजूर गाँव रोड, कांजूरमार्ग (पूर्व) मुंबई-400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फोन/टेल No.: +91-22-2575 2040/1/2/3 फैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

DGS Data From Sagarmanthan Portal Annexure-T

S No	Focus Area	Initiative Id	Initiative Name	Reference
1	Lead the World in Safe, Sustainable & Green Maritime Sector	Theme 1: Green Shipping Policy: 2	Set up initial corpus based Green Shipping fund	New Initiative Under BE
2	Lead the World in Safe, Sustainable & Green Maritime Sector	Theme 1: Green Ports Policy: 1	Guidelines for bilge and ballast water management	Extension of MiV Initiative
3	Lead the World in Safe, Sustainable & Green Maritime Sector	Theme 1: Green Shipping Policy: 5	Green incentive program	New Initiative Under BE
4	Cruise Sector	Theme 2: Policy: 6	Cabotage relaxation	From MiV
5	Promote Ocean, Coastal & River	Theme 2: Policy: 6	Cooperation with regional institutions for co-sponsored papers on topic of common interest	New Initiative Under BE
6	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 4	Development of SOP for ratification	New Initiative Under BE
7	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 5	Ratification of relevant conventions	New Initiative Under BE
8	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 5	Ratification of relevant conventions	New Initiative Under BE
9	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 5	Ratification of relevant conventions	New Initiative Under BE
10	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 5	Ratification of relevant conventions	New Initiative Under BE
11	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 7	Development of SOP to improve timely & effective implementation of identified conventions	New Initiative Under BE
12	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 8	Updation of rules framed under International Conventions	Extension of MiV Initiative
13	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 8	Updation of rules framed under International Conventions	Extension of MiV Initiative

14	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 8	Updation of rules framed under International Conventions	Extension of MIV Initiative
15	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 9	Implementation of remote surveys/ audits/ inspection after acceptance from IMO	New Initiative Under BE
16	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 9	Implementation of remote surveys/ audits/ inspection after acceptance from IMO	New Initiative Under BE
17	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 14	Digital monitoring & analysis system based on results of KPI	New Initiative Under BE
18	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 14	Digital monitoring & analysis system based on results of KPI	New Initiative Under BE
19	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 14	Digital monitoring & analysis system based on results of KPI	New Initiative Under BE
20	Strengthen India's global maritime presence	Theme 8: Infrastructure/ Institutional: 14	Digital monitoring & analysis system based on results of KPI	New Initiative Under BE
21	Strengthen India's global maritime presence	Theme 8: Leadership position: Infrastructure: 11	Extend LRIT services to countries on request	From MIV
22	Strengthen India's global maritime presence	Theme 8: Leadership position: Infrastructure: 12	Expanding the trilateral mechanism to include more littoral countries in the region like Mauritius, Seychelles, Madagascar who have common security issues and interest in the broader sphere of Indian Ocean Region	New Initiative Under BE
23	Strengthen India's global maritime presence	Theme 8: Leadership position: Infrastructure: 12	Expanding the trilateral mechanism to include more littoral countries in the region like Mauritius, Seychelles, Madagascar who have common security issues and interest in the broader sphere of Indian Ocean Region	New Initiative Under BE

24	Strengthen India's global maritime presence	Theme 8: Leadership position; Infrastructure: 12	Expanding the trilateral mechanism to include more littoral countries in the region like Mauritius, Seychelles, Madagascar who have common security issues and interest in the broader sphere of Indian Ocean Region
25	Strengthen India's global maritime presence	Theme 8: Leadership position; Infrastructure: 12	Expanding the trilateral mechanism to include more littoral countries in the region like Mauritius, Seychelles, Madagascar who have common security issues and interest in the broader sphere of Indian Ocean Region
26	Enhance India's Tonnage	Theme 11: Tax: 4	Reversal of the General Orders Nos. 1, 2 and 3 2018 by the DGs
27	Enhance India's Tonnage	Theme 11: Tax: 4	Reversal of the General Orders Nos. 1, 2 and 3 2018 by the DGs
28	Enhance India's Tonnage	Theme 11: Tax: 5	Safe manning for Indian ships should be on par with Whitelist MOU flag vessels
29	Enhance India's Tonnage	Theme 11: Tax: 5	Safe manning for Indian ships should be on par with Whitelist MOU flag vessels
30	Enhance India's Tonnage	Theme 11: Tax: 7	Any foreign flag ship employed by an Indian charterer for more than six months should be asked to flag in India Foreign flag ships employed for more than six month should also be required to comply with training obligations

3.1 Enhance India's Tonnage	Theme 11: Tax: 2	<p>This Right of First Refusal gives local companies the right to accept or deny contracts before the offer is extended to other companies. This proves to be a facilitating provision for the growth of indigenous shipping and repair companies</p> <p>From MIV</p>



भारत सरकार / GOVERNMENT OF INDIA
पलन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

संख्या: 21-20011/1/2023-COASTAL- DGS(comp-21724) दिनांक: 28.11.2024

सेवा में,
भारत सरकार के सचिव।
बंदरगाह, नौवहन और जलमार्ग मंत्रालय,
परिवहन भवन,
1, संसद मार्ग,
नई दिल्ली-1100011,

विषय:- Unstarred Parliament Question No. 1309 - reg.

महोदय,

उपर्युक्त विषय पर महानिदेशालय के पत्रसं. 21-20011/1/2023-COASTAL - DGS (compno-21724) दिनांक 28.11.2024 की प्रति सूचना एवं अगली कार्रवाई के लिए संलग्न है।

भवदीय,

पीएल.मुथु
(पीएल.मुथु)
कार्यकारी अधिकारी (कोस्टल)



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.21-20011/1/2023-COASTAL-DGS(Comno-21724) Dated:28.11.2024

To

The Secretary to the Govt. of India
Ministry of Ports, Shipping & Waterways,
Transport Bhavan,
1 Parliament Street,
New Delhi – 110 001.

(Kind Attn: Shri Sumit Nandan US)

Subject: Unstarred Parliament Question No. 1309-reg.

Sir,

I am directed to refer to the Ministry's email dated 26/11/2024 on the above subject.

2. The inputs of the Directorate on Parliament Questions are as below.

a) whether it is a fact that the Government proposes a legislative change to integrate coastal shipping with inland waterways in the country;

Reply:- The legislative changes are under consideration empowering the Director General of Shipping to permit inland vessels to engage in coastal shipping subject to certain conditions. The proposal for introduction of Coastal Shipping Bill, 2024 in the Parliament has been approved by the Union Cabinet.

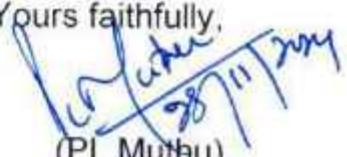
(b) whether the proposed legislation will seek to remove any licensing requirement for India vessels to participate in coastal trade while introducing stringent licensing norms for foreign ships;

Reply:- The proposed Coastal Shipping Bill, 2024 seeks to remove licensing requirement for Indian flag ships, so as to reduce compliance burden enhance ease of business and encourage entrepreneurs to register vessels under Indian flag. Foreign flag vessels, however will required licence for engaging in coastal trades subject to certain conditions in the interest of Indian shipping.

(c) If so; the details thereof; and the time frame for integrating coastal shipping with inland waterways; Give details;

Reply:- The detailed rules and guidelines will be framed after enactment of Coastal shipping Bill, 2024.

This issues with the approval of the Competent authority.

Yours faithfully,

(PL Muthu)
Executive Officer (Coastal)



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई^१
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/2/2024-COORD-DGS-(C.31900)

Dated :-03.12.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

Sub: PQ Dy. No.3792 regarding country's percentage share in global shipbuilding market answer on 10.12.2024.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

a) **Country's current rank in global shipbuilding capacity compared to major shipbuilding nations;**

Reply: As per Maritime Amrit Kaal Vision 2047, India's rank in global shipbuilding is 22nd.

b) **What is country's percentage share in the global shipbuilding market, and how does it compare to leading countries such as China, South Korea and Japan;**

Reply: As per UNCTAD data (2023), total share of Indian Shipbuilding is around 0.06% in the global scenario.

c) **Whether the government has undertaken specific measures to improve India's share in the global shipbuilding market; provide details of these initiatives, their implementation status, and measurable outcomes**

i) To promote domestic shipbuilding, the Ministry of Ports, shipping and Waterways has revised the hierarchy of Right of First Refusal (RoFR) to be followed for all kind of tender. As per this Circular, Indian built, Indian flagged & Indian owned vessel have been given the highest priority. This is aimed to attract the entities/entrepreneurs to build vessels in Indian shipyard and get them registered under Indian flag. This measure will not only promote tonnage under Indian flag but also promote domestic shipyards and will boost employment opportunities for work force engaged in ship building sector.

ii) The government has also granted infrastructure status to the shipyards, which enables shipbuilding firms to avail flexible structuring of long-term project loans at lower rates of interest for longer tenure equivalent to the economic life of their assets. They will also be able to issue infrastructure bonds for meeting working capital requirements and get tax benefits which will increase domestic shipbuilding activities.

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- iii) Government has issued guidelines for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will have a "Right of first refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed to increase domestic ship building activities in shipyards.
- iv) To increase ship building activities in Indian shipyards, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) order 2017. As per this order, procurement of Ships of less than 200 crore is required to be from Indian shipyards.
- v) The government has released Standard Tug Designs of five variants for use by Major ports for procurement of tugs to be built in Indian Shipyards. This is also aimed to increase domestic shipbuilding. In addition, Govt. has directed all major ports to procure or charter tugboats which are only made in India.

d) **Provide year-wise data for the last five years on the total freight paid by India to foreign shipping companies;**

Reply: This data is not available with this Directorate.

e) **Steps taken to reduce this outflow by boosting the domestic shipbuilding sector?**

Reply: This data is not available with this Directorate.

Yours faithfully,



03/12/24
(Sandeep Awasthi)

Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई^१
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/2/2024-COORD-DGS-(C.31900)

Dated : 03.12.2024

To
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

**Sub: - Rajya Sabha Provisionally Admitted Question Diary No.951 for Answer on 03.12.2024
"Regarding Crewing agencies without RPSL."**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 27.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether Government has taken strict action against the crewing agencies operating without Registration and Placement Services License (RPSL) in the last five years?

Reply: As per Rule 3 of M. S. (Recruitment and Placement Services) Rules, 2016, the unlicensed crewing agencies do not fall under the purview of the Directorate General of Shipping.

However, the Directorate General of Shipping is currently monitoring and is committed to take actions against such agencies who have a valid RPSL license but are acting in an errant manner leading to increase in fraudulent activities. This has been ensured by issuance of M. S. Notice 11 of 2024, which has reduced such activities. In furtherance, 69 such companies have been penalized by this Directorate.

(b) If so, the details thereof and If not the reasons therefor?

Reply: As per Rule 3 of M. S. (Recruitment and Placement Services) Rules 2016 the unlicensed crewing agencies do not fall under the purview of the Directorate General of Shipping.

Therefore, no action has been initiated against such agencies.

(c) The number of crewing agencies not registered with the Directorate General of Shipping (DGS) cancelled in the last five years, year-wise?

Reply: No information available with this Directorate.

This issues with the approval of Competent Authority.

Yours faithfully,

(Dr. Sudhir Kohakade)

Dy. Director General of Shipping

वीटा बिल्डिंग, 9वीं मंजिल, आई थिंक टेक्नो कैम्पस, कांजूर गाँव रोड, कांजूरमार्ग (पूर्व) मुंबई-400042

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भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/2/2024-COORD-DGS-(C.31900)

Date: 04.12.2024

To
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

Sub: Rajya Sabha Unstarred Question No.1701 (Provisionally admitted) to be answered on 03.12.2024.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 27.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether there was an increase in the coastal shipping traffic in the last three years and if so, the details thereof?

Reply Information is not available with this Directorate.

(b) Whether the Union Government taken any initiatives for the construction or up gradation of exclusive coastal berth, mechanization of coastal berth, and capital dredging in the last three years and if so, the details thereof?

Reply Information is not available with this Directorate.

(c) Whether the Union Government is going to take any steps to increase the total freight movement through the water transport in India and if so, the details thereof?

Reply Information is not available with this Directorate.

Yours faithfully,

(Sandeep Awasthi)
Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/2/2024-COORD-DGS-(C.31900)

Dated :03.12.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

**Sub: Rajya Sabha Provisionally Admitted Question Diary No.5242 for Answer on 06.12.2024 regarding
"Indigenous Production of Container Boxes."**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

a) Whether the Government proposes any initiatives to promote the indigenous production of Container boxes to boost trade;

Reply: Information is not available with this Directorate.

b) If so, the details thereof;

Reply: Not applicable.

c) Whether the Government proposes the introduction of production linked incentives (PLI) in the production of containers;

Reply: Under the direction from MoPSW, the directorate was involved in drafting a PLI scheme for manufacturing shipping containers in India. Several round of scrutiny of the draft PLI scheme was carried out by the Ministry, Niti Ayog, DPIIT and DoE, however could not finalise the scheme due to several technical reasons. Latest status of the initiative is not available with this Directorate.

d) If so, the details thereof

Reply: final decision about the proposed draft scheme is not available with this Directorate

e) If not, reason thereof?

Reply: Not applicable.

Yours faithfully,


(Sandeep Awasthi)

Asst. Director General of Shipping

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भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F No.-12-22011/2/2024-COORD-DGS-(C.31900)

Dated :-03.12.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

**Sub: Rajya Sabha Provisionally Admitted Question Diary No.1308 for Answer on 06.12.2024 regarding
"Setting up of Mega Shipbuilding parks and Incentives to Domestic Shipyards."**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

Reply:

a) Whether it is a fact that the shipbuilding market is expected to increase by a compound annual growth rate (CAGR) of around 3.2 percent in between 2020 and 2030;

Reply:

The growth of Indian shipbuilding market is driven by government initiatives like the "Make in India" program, increasing domestic shipping demand, advancements in shipbuilding technology, and India's strategic position in global maritime trade. Data with regard to CAGR is not available with Naval Arch wing.

b) Whether the government proposes to setup four mega shipbuilding parks by 2030 with two each on the East and West Coasts;

Reply:

This information is not available with this Directorate.

c) Whether basic infrastructure such as roads, land development and utilities like power and water will be developed by the government under the proposed plan;

Reply:

This information is not available with this Directorate.

d) If so; there details thereof;

Reply:

This information is not available with this Directorate.

Yours faithfully,

(Sandeep Awasthi)

Asst. Director General of Shipping

बीटा विलिंग, 9वीं मंजिल, आई थिंक टेक्नो कैम्पस, कांजूर गाँव रोड, कांजूरमार्ग (पूर्व) मुंबई-400042

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भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/2/2024-COORD-DGS-(C.31900)

Dated :-03.12.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

**Sub: Rajya Sabha Provisionally Admitted Question Diary No.2463 for Answer on 06.12.2024 regarding
"Setting up of Mega Shipbuilding parks and Incentives to Domestic Shipyards."**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.11.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

a) Whether the Government proposes to provide additional incentives to encourage domestic shipyards to develop fuel-efficient and technologically advanced vessels as part of its ambitious plans to transform the country's shipping industry;

Reply: Yes, Government proposes to provide additional incentives to encourage domestic shipyards to develop fuel-efficient and technologically advanced vessels as part of its ambitious plans to transform the country's shipping industry. The details are presented below.

b) If so, the details thereof;

Reply: Ship building financial assistance policy was amended in August 2023, to include 'flat 30% Financial Assistance for vessels where main propulsion is achieved by means of green fuels such as Methanol/ Ammonia / Hydrogen fuel cells etc. This amendment also included 'flat 20% Financial Assistance for vessels fitted with fully electric or hybrid propulsion'.

c) Whether the Government proposes to provide subsidy for specialised and green vessels under Shipbuilding Financial Assistance Policy (SBFAP) 2.0 and if so, details thereof;

Reply: Details of the SBFAP 2.0 is not available with this Directorate.

d) Whether the Government proposes to increase its share of global shipbuilding market from 1 percent to 5 percent next 10 years; and

Reply: As per the Maritime India Vision 2030, Government targets to reach in the top 10 world ranking in shipbuilding, and, as per Maritime Amrit Kaal Vision 2047, Government aspires to be in the Top 5 global ranking in ship building.

e) If so, the details thereof and funds sanctioned and released for said purpose?

Reply: Details of the same is not available with this Directorate.

Yours faithfully,

(Sandeep Awasthi)

Asst. Director General of Shipping

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भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

संख्या: 21-20011/1/2023-COASTAL- DGS(comp-21724) दिनांक: 28.11.2024

सेवा में,
भारत सरकार के सचिव।
बंदरगाह, नौवहन और जलमार्ग मंत्रालय,
परिवहन भवन,
1, संसद मार्ग,
नई दिल्ली-110001।

विषय:- LS PQ Dy No. 3296 for answer on 03.12.2024 on Strategy to Boost Seafood Exports-req.

महोदय,

उपर्युक्त विषय पर महानिदेशालय के पत्रसं. 21-20011/1/2023-COASTAL - DGS (compno-21724) दिनांक 28.11.2024 की प्रति सूचना एवं अगली कार्रवाई के लिए संलग्न है।

ਮਵਟੀਧ

~~पीएल मध्य~~
पीएल मध्य
१८/११/२४

कार्यकारी अधिकारी (कोस्टल)



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.21-20011/1/2023-COASTAL-DGS(Commo-21724)

Dated: 28.11.2024

To
The Secretary to the Govt. of India
Ministry of Ports, Shipping & Waterways,
Transport Bhavan,
1 Parliament Street,
New Delhi – 110 001.

(Kind Attn: Shri Sumit Nandan US)

Subject: LS PQ Dy No. 3296 for answer on 03.12.2024 on Strategy to Boost Seafood Exports - reg.

Sir,

I am directed to refer to the Ministry's email dated 09/11/2024 on the above subject.

2. The inputs of the Directorate on Parliament Question are as below.

a) whether there was an adoption of new strategy to boost seafood exports, especially in the light of the global pandemic and if so, the details thereof ;

Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Govt, may be useful.

(b) the details of current status of the volume of export of seafood from the country during the last two years, State/UT wise ; and

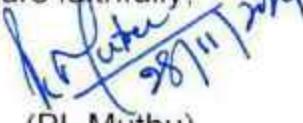
Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Govt, may be useful.

(c) whether exports have been diverted via the cape of good hope route and the impact of this on the seafood export from the country, if so, the details thereof?

Reply:- No information available with this Directorate. The inputs of Department of Fisheries, Ministry of Fisheries, Animal Husbandry & Dairying, Gol, may be useful.

3. This issues with the approval of the Competent authority.

Yours faithfully,


(PL Muthu)
Executive Officer (Coastal)



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई^१
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

E.No.-12-22011/2/2024-COORD-DGS-(C 31900)

Dated : 03.12.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

Sub: PQ NO.1879 regarding GTTP for Answer on 06.12.2024

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 03.12.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

(a) **Salient Features of the Green Tug Transition Program (GTTP):**

The Green Tug Transition Program (GTTP) is a key initiative under the 'Panch Karma Sankalp' and aims to convert conventional diesel-powered harbour tugs operating in Indian ports into environmentally sustainable, green-powered alternatives, such as hybrid or fully electric tugs. This initiative is part of India's broader commitment to decarbonize its maritime operations and reduce greenhouse gas emissions. The salient features include:

- Adoption of cleaner fuel technologies, such as hybrid engines powered by LNG, hydrogen, or electric batteries.
- Gradual phasing out of existing diesel tugs, aiming for a complete green tug fleet by 2040.
- Supporting sustainable maritime operations by reducing air and noise pollution in ports.
- Partnership with private stakeholders, technology providers, and financial institutions to support technological adoption and financing.
- Promoting innovation in the shipbuilding sector for local manufacturing and retrofitting of tugs.

The GTTP will reduce emissions in key Indian ports, making them greener and enhancing their compliance with international environmental standards.

(b) **Details of Total Cost, Date of Commencement, and Number of Ports Selected for Phase One:**

The estimated total cost of the GTTP is approximately INR 1000 crore, covering infrastructure development, retrofitting of existing tugs, and acquiring new green tugs. Phase 1 of the GTTP began on October 1, 2024, and will continue until December 31, 2027. During this phase, four major ports—Jawaharlal Nehru Port Authority, Deendayal Port Authority, Paradip Port Authority, and V.O. Chidambaranar Port Authority—will procure or charter at least two green tugs each, based on standardized designs and specifications issued by the Standing Specification Committee (SSC). The first set of tugs will be battery-electric, with provisions for adopting other emerging green technologies such as hybrid, methanol, and green hydrogen as the industry evolves.


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(c) **Alignment with Maritime Amrit Kaal Vision 2047:**

Yes, the Green Tug Transition Program is aligned with the Maritime Amrit Kaal Vision 2047, which was launched in 2023. The Maritime Amrit Kaal Vision focuses on creating a sustainable, technologically advanced, and globally competitive maritime industry by 2047, in line with the larger goals of Atmanirbhar Bharat. The GTTP contributes directly to the environmental sustainability component by aiming to reduce the maritime sector's carbon footprint and promoting green port infrastructure development.

(d) **Details of Alignment with Maritime Amrit Kaal Vision 2047:**

The alignment of the GTTP with the Maritime Amrit Kaal Vision 2047 can be summarized as follows:

- **Decarbonization:** The program directly supports the decarbonization goal by transitioning to green-powered tugs, reducing carbon emissions at major ports. By the end of 2040, all tugs operating in Indian Major Ports are envisioned to transition to green tugs, ensuring a standardized, eco-friendly fleet across the country.
- **Green Technology Adoption:** The program encourages technological advancements and the adoption of clean energy solutions, supporting the vision's emphasis on technological growth. Harbor tugs, which are vital for port operations like berthing, unberthing, and ship assist functions, are ideal candidates for adopting green technologies, such as electric propulsion and alternative fuels, which can significantly cut emissions while maintaining operational efficiency.
- **Economic Competitiveness:** By implementing green initiatives, India can enhance its maritime competitiveness globally, attracting international shipping that seeks environmentally responsible port partners.
- **Infrastructure Development:** Investments under GTTP also contribute to enhancing the infrastructure needed for green energy, aligning with the vision's infrastructure modernization goals.
- **Employment and Innovation:** The GTTP will be a major boost to the domestic tug industry, with all tugs built under this program constructed in Indian shipyards as part of the Government of India's 'Make in India' initiative. The program is also expected to create significant employment opportunities in shipbuilding and ship design, promoting domestic innovation and manufacturing in the maritime industry.

Note: The inputs above are based on the information available with the DGS. TERI is the nodal agency for the implementation of the Green Tug Transition Programme (GTTP) and inputs from TERI/CSI/IPA may be sought for authentic and latest status of the project.

Yours faithfully,



(Sandeep Awasthi)
Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 12-22011/1/2024-COORD-DGS (C.29880)

Dated: 02.12.2024

To

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S. (MA, ML)]

Sub: - PQ 1908 regarding Incentives to Domestic Shipyards for 06.12.2024

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 02.12.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

a) **Whether the Government proposes to provide additional incentives to encourage domestic shipyards to develop fuel-efficient and technologically advanced vessels as part of its ambitious plans to transform the country's shipping industry and if so, the details thereof?**

Reply: Yes. Government proposes to provide additional incentives to encourage domestic shipyards to develop fuel-efficient and technologically advanced vessels as part of its ambitious plans to transform the country's shipping industry. The details are presented below.

Ship building financial assistance policy was amended in August 2023, to include 'flat 30% Financial Assistance for vessels where main propulsion is achieved by means of green fuels such as Methanol/ Ammonia / Hydrogen fuel cells etc. This amendment also included 'flat 20% Financial Assistance for vessels fitted with fully electric or hybrid propulsion'.

b) **Whether the Government proposes to provide subsidy for specialised and green vessels under the Shipbuilding Financial Assistance Policy (SBFAP) 2.0 and if so, the details in this regard;**

Reply: Details of the SBFAP 2.0 is not available with this Directorate.

c) **Whether the Government proposes to increase its share of global shipbuilding market from 1 percent to 5 percent in next 10 years; and**

Reply: As per the Maritime India Vision 2030, Government targets to reach in the top 10 world ranking in shipbuilding, and, as per Maritime Amrit Kaal Vision 2047, Government aspires to be in the Top 5 global ranking in ship building.

d) **If so, the details thereof along with the funds sanctioned/released for the said purpose?**

Reply: Details of the same is not available with this Directorate.

Yours faithfully,

(Sandeep Awasthi)
Asst. Director General of Shipping

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भारत सरकार / GOVERNMENT OF INDIA
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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

E.No.-12-22011/1/2025-COORD-DGS (C.32799)

Date :- 29.01.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U.S (MA, MI.)]

Sub: Lok Sabha Dy. No.982 regarding "Ship Building India" for answer on 04.02.2025.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail/letter No. 1-18011/1/2025-Logistic Division dated 24.01.2025 received from Ministry of Commerce & Industry, New Delhi on the above subject. In this regard, the inputs of the Directorate are as below.

(a) the details of the cargo ships owned by India and their capacity ?

Reply: Data as on date 31.12.2024 is as follows –

No. of Cargo Ships -1466

Gross Tonnage - 11,550,877

(b) the details of the amount spent on freight charges on Indian and foreign ships, respectively, classified during the last three years, year-wise?

Reply: No information available with this Directorate.

(c) Whether the Government proposes to include ships in the harmonized list of infrastructure, to facilitate long-term financing and incentivize domestic shipbuilding; and

Reply: No information available with this Directorate.

S. S.
Cont ...

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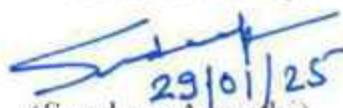
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(d) if so, the specific steps being proposed or implemented by the Government to address these challenges and opportunities in the shipbuilding sector?

Reply : Initiatives taken by the Ministry for developing shipbuilding infrastructure and allied facilities are as follows:

- i) To promote domestic shipbuilding, the Ministry of Ports, shipping and Waterways has revised the hierarchy of Right of First Refusal (RoFR) to be followed for all kind of tender. As per this Circular, Indian built, Indian flagged & Indian owned vessel have been given the highest priority. This is aimed to attract the entities/entrepreneurs to build vessels in Indian shipyard and get them registered under Indian flag. This measure will not only promote tonnage under Indian flag but also promote domestic shipyards and will boost employment opportunities for work force engaged in ship building sector.
- ii) The government has also granted infrastructure status to the shipyards, which enables shipbuilding firms to avail flexible structuring of long-term project loans at lower rates of interest for longer tenure equivalent to the economic life of their assets. They will also be able to issue infrastructure bonds for meeting working capital requirements and get tax benefits which will increase domestic shipbuilding activities.
- iii) Government has issued guidelines for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will have a "Right of first refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed to increase domestic ship building activities in shipyards.
- iv) To increase ship building activities in Indian shipyards, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) order 2017. As per this order, procurement of Ships of less than 200 crore is required to be from Indian shipyards.
- v) The government has released Standard Tug Designs of five variants for use by Major ports for procurement of tugs to be built in Indian Shipyards. This is also aimed to increase domestic shipbuilding. In addition, Govt. has directed all major ports to procure or charter tugboats which are only made in India.

Yours faithfully,



29/01/25

(Sandeep Awasthi)

Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
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नौवहन महानिदेशालय, मुंबई^१
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS (C 32799)

Date : 28.01.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Parliament Question (Starred/Unstarred Diary No. U172): Ship repair and Ship Building in Great Nicobar, for answer on 04.02.2025 - reg.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 24.01.2025 on the above subject. In this regard, the inputs of the Directorate are as below

(a) Please state whether the Ministry has proposed the construction of ship building, ship repair and ship breaking facilities as part of the Great Nicobar project;

Reply: No information available with this Directorate.

(b) If yes, please state details of the proposed facilities including location and the amount of land requested;

Reply: No information available with this Directorate.

Yours faithfully,

(Sandeep Awasthi)
Asst. Director General of Shipping

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नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

E.No.-12-22011/1/2025-COORD-DGS-part (1) (C.32857)

Date :- 31.01.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Dy. No.1746 regarding “Global Leader in Shipbuilding” for answer on 07.02.2025.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 27.01.2025 on the above subject. In this regard, the inputs of the Directorate are as below

(a) Whether the Govt. is taking steps to provide a huge impetus to coastal shipping, besides enhancing Indian ship ownership and promoting ease of doing business in the country, if so, the details thereof;

Reply: India, with its extensive coastline and growing maritime trade, is taking significant steps to strengthen its shipping industry. The government has been focusing on promoting coastal shipping, enhancing Indian ship ownership, and improving the ease of doing business in the sector to boost domestic shipbuilding capacity, increase Indian tonnage, and make the country self-reliant in maritime trade.

The key steps undertaken by the government are as follows:

3.2.1 Ship Building Financial Assistance Policy (2016-2026):

Government of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance to Indian Shipyards. Only those vessels shall be eligible for grant of financial assistance, for which the construction commences subsequent to the signing of valid contracts. Vessels which are constructed and delivered within a period of three years from the date of contract are eligible for availing financial assistance under the policy. For specialized vessels, the delivery period can be extended till six years. Financial assistance shall be @ 20% of the contract price, actual receipts, fair price (whichever is least) to Indian shipyards. Under the policy, the financial assistance extended would be reduced by 3% every three years.

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3.2.2 Revision of the criteria for Right of First refusal(ROFR):

It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian flagged vessels.

The criteria for granting the Right of First Refusal in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and ship-building in India, so as to make India a Atma-nirbhar/self-reliant Bharat, in terms of tonnage and ship-building in India. The following is the revised hierarchy of RoFR;

- i. Indian built, Indian flagged and Indian owned
- ii. Indian built, Indian flagged and Indian IFSCA owned
- iii. Foreign built, Indian flagged and Indian owned
- iv. Foreign built, Indian flagged and Indian IFSCA owned
- v. Indian built, foreign flagged and foreign owned

This will promote demand of Indian built and Indian flag vessels as the Indian built and Indian flag vessels will have the priority in chartering and will also provide additional market access and business support to ships built in India. The entrepreneurs will be encouraged to register and built their ships in India and thereby share of Indian ships in International market may be increased.

3.3.3 Subsidy support to Indian shipping companies

The subsidy scheme for the promotion of flagging of merchant ships in India was initiated in 2021 with a budget of ₹1,624 crores to be disbursed over five years. This scheme aims to provide subsidies to Indian shipping companies participating in global tenders issued by Ministries and Central Public Sector Enterprises (CPSEs) for importing government cargo such as crude oil, LPG, coal, and fertilizers.

Since the launch of the scheme and until March 2023, there has been a substantial increase in Indian tonnage. Under coastal trade, 75 vessels with a total of 0.42 million GT have been added. In overseas trade, 82 vessels with a total of 1.91 million GT have been flagged. Overall, a total of 157 vessels with a combined 2.33 million GT have been added under the Indian flag.

Additionally, there has been a notable increase in specific types of vessels. As of March 2023, the number of tankers increased from 158 to 162, marking a net addition of 4 tankers. Bulk carriers saw an increase from 121 to 128, resulting in a net gain of 7 bulk carriers. LPG carriers experienced the highest relative growth, with their numbers rising from 19 to 27, adding 8 more vessels to the fleet. Overall, the total net increase in these specific vessel types amounts to 19 vessels.



A proposal is also under consideration to extend the benefits of this scheme to include coastal movement and the export of cargo related to government and PSU agencies which will further enhance Indian tonnage.

b) Whether the Government is working out on maritime vision 2047 tourism and other recent legislations so as to improve India's global position in shipping industry since the last ten years, if so, the details thereof;

Ans: Yes, the Government of India has been actively working towards improving the country's global position in the shipping industry over the past decade through various initiatives under Maritime Vision 2047, promotion of maritime tourism etc. One of the key steps taken to boost cruise tourism is the relaxation of cabotage regulations under Section 407(3) of the Merchant Shipping Act, 1958. This allows foreign-flagged passenger and cruise ships to operate between multiple Indian ports without requiring a license under Section 401(1) of the Act. Initially introduced for a five-year period from February 5, 2019, this relaxation has been extended until February 4, 2029, as per Ministry of Shipping Notification No. SW-17011/2/2018-MG dated November 14, 2019.

This policy reform is aimed at enhancing the ease of operations for international cruise liners, improving port connectivity, and strengthening India's position as a global cruise tourism destination. By facilitating smoother entry and operations for foreign cruise ships, the government seeks to attract more international players to Indian waters, boosting economic growth, employment generation, and allied sectors such as hospitality and local tourism. These efforts align with the broader vision of Maritime India Vision 2047 to establish India as a key player in the global shipping and maritime industry.

(c) Whether it is a fact that India is set to become the world leader in different verticals like ship building, ship repair and ship recycling and become top ten nations by the year 2030 and also top five nation by the year 2047 with an investment of more than 80 lakh crores in 25 years;

Reply: No information available with this Directorate.

d) if so the details and the present status thereof, State-wise including AP, Telangana, West Bengal along with the amount of funds sanctioned/spent for the same?

Reply: No information available with this Directorate.

Yours faithfully,

(Dr. Sudhir Kohakade)

Deputy Director General of Shipping



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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

E.No.-12-22011/1/2025-COORD-DGS (C.32799)

Date :-03.02.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Parliament Question: Lok Sabha unstarred question diary no. 2032 on Domestic Shipbuilding Industry for answer on 07.02.2025.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 27.01.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether it is a fact that the size of domestic ship building industry in the country is very small in comparison to Japan, China and South Korea and 75 percent of the world's ship building orders are secured by China;
(b) If so, details thereof;

Reply: a) & b) As per UNCTAD data (2023), in terms of Gross Tonnage, India has less than 1% share in the global shipbuilding market whereas Japan, China and South Korea together constitute more than 90% of the global shipbuilding market. As per UNCTAD data (2023), in terms of Gross Tonnage, China alone constitutes 50.73% of the global shipbuilding.

(c) Whether it is also true that India has very low capacity of freight which is inadequate to meet its own demand and the country had to pay \$75 billion to foreign shipping companies as a freight through sea route in the FY2023 alone;

Reply: No information available with this Directorate.

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(d) If so, the details thereof;

Reply: No information available with this Directorate

(e) Whether efforts are being made by the Government to introduce PLI scheme to facilitate long term financing options and classify ship building sector as infrastructure;

Reply: Details of PLI scheme is not available with Naval Arch wing. While infrastructure status has already been granted to shipyards, infrastructure status to ships is yet to be granted.

(f) If so, the details thereof and if not, the reasons therefor?

Reply: Details of PLI scheme is not available with Naval Arch wing.

Yours faithfully

(Archana P. Naik)
Executive Officer



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

ENO.-12-22011/1/2025-COORD-DGS-Part(1) (C.32857)

Date :-03.02.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U.S (MA, ML)]

Sub: PQ dy no 1794 regarding Shipbuilding and Ship Repair Clusters

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 27.01.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The details of Ship building and ship repair clusters approved across the country;

Reply: No information available with this Directorate.

(b) The specific details of the cluster approved in Andhra Pradesh, including the expected investment and employment opportunities created;

Reply: No information available with this Directorate.

(c) The details of major upcoming investments aimed at increasing container handling capacity and employment generation at the ports of Andhra Pradesh;

Reply: No information available with this Directorate.

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(d) The details of key shipbuilding and repair companies establishing facilities within the shipbuilding and repair clusters in Andhra Pradesh;

Reply: No information available with this Directorate.

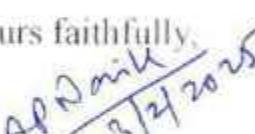
(e) The details of the ongoing and planned projects by Hindustan Shipyard Limited (HSL) in Andhra Pradesh;

Reply: As per the SBFAP portal, there are currently no ongoing projects with Hindustan Shipyard Limited.

(f) The current status of the shipbuilding and repair sector in Andhra Pradesh and its potential for future development;

Reply: Following shipyards in Andhra Pradesh are registered in the SBFAP portal- Hindustan Shipyard Limited, San Marine, Blue bay engineering Pvt. Ltd., Subbmarine Kakinada Limited

Yours faithfully,


(Archna P. Naik)
Executive Officer



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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871) Date :- 03.02.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U S (MA, MI)]

Sub: Rajya Sabha Diary No. S1178 - Infrastructure status for ship building Industry

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 29.01.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) India's position in the world in shipbuilding and ownership;

Reply: As Per Review of maritime transport 2024 report published by UNCTAD, India ranks 16 in terms of World fleet ownership by capacity in dead weight tons and flag of registration, as of 1 January 2024 and Shipbuilding.

(b) Constraints that the Government have to grant 'infrastructure' status for shipping industry when it has already given 'infrastructure' status to shipbuilding industry;

Reply: No information available with this directorate.

Your faithfully,

(Archana P. Naik)
Executive Officer

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: नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871)

Date :-03.02.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: PQ S1414 regarding Shipbuilding and repairing in India

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 30.01.2025 on the above subject. In this regard, the inputs of the Directorate are as below

(a) Whether government is planning for a policy and incentive mechanism to create an shipbuilding and repairing ecosystem in India, if yes details thereof;

Reply: Initiatives taken by the Ministry for developing shipbuilding infrastructure and allied facilities are as follows:-

- i) Government is providing Ship building financial assistance (SBFA) to Indian shipyards to provide them a level playing field vis-a-vis Foreign Shipyards. Shipyards receive financial assistance for shipbuilding contracts shipbuilding contracts signed during the dates, April 1, 2016 to March 31, 2026 including the said dates.
- ii) To promote domestic shipbuilding, the Ministry of Ports, shipping and Waterways has revised the hierarchy of Right of First Refusal (RoFR) to be followed for all kind of tender. As per this Circular, Indian built, Indian flagged & Indian owned vessel have been given the highest priority. This is aimed to attract the entities/entrepreneurs to build vessels in Indian shipyard and get them registered under Indian flag. This measure will not only promote tonnage under Indian flag but also promote domestic shipyards and will boost employment opportunities for work force engaged in ship building sector.

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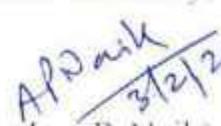
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- iii) The government has also granted infrastructure status to the shipyards, which enables shipbuilding firms to avail flexible structuring of long-term project loans at lower rates of interest for longer tenure equivalent to the economic life of their assets. They will also be able to issue infrastructure bonds for meeting working capital requirements and get tax benefits which will increase domestic shipbuilding activities.
- iv) Government has issued guidelines for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will have a "Right of first refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed to increase domestic ship building activities in shipyards.
- v) To increase ship building activities in Indian shipyards, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) order 2017. As per this order, procurement of Ships of less than 200 crore is required to be from Indian shipyards.
- vi) The government has released Standard Tug Designs of five variants for use by Major ports for procurement of tugs to be built in Indian Shipyards. This is also aimed to increase domestic shipbuilding. In addition, Govt. has directed all major ports to procure or charter tugboats which are only made in India.

(b) Whether government is considering a policy measure of providing more subsidies to local yards for construction of green vessels and other vessels with futuristic technologies, if yes details thereof;

Reply: Under Shipbuilding Financial Assistance Policy (SBFAP), Government is providing flat 20% financial assistance for vessels fitted with fully electric or hybrid propulsion system and 30% financial assistance for vessels where main propulsion is achieved by means of green fuels such as Methanol/Ammonia/Hydrogen fuel cell etc.

Yours faithfully,


(Archna P. Naik)
Executive Officer



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS (C.32799)

Date :-04.02.2025

To:
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001

[Kind Attn. - Shri Sumit Nandan U/S (MA, ML)]

Sub: Rajya Sabha PQ Diary No S2301 for reply on 11.02.2025 on "Vacancies under the Ministry"-reg

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 31.01.2025 on the above subject. In this regard, the inputs of the Directorate are as below

(a) The number of posts in PSUs and organisations under the Ministry Give PSU wise institute wise and year wise details for the past three years;

Reply: As below the table.

(b) The number of vacancies in PSUs and organisations under the Ministry. Give PSU wise institute wise and year wise details for the past three years;

Reply: As below the table.

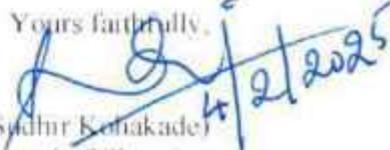
(c) The number of people newly recruited in PSUs and organisations under the Ministry. Give PSU wise institute wise list and year wise list for the past three years;

Reply: As below

Vacancies under the Ministry
(PQ Diary No S2301 for 11/02/2025)

Organization list wing wise	No. of Posts in PSUs and Organizations under the Ministry			No. of Vacancies in PSUs and Organizations under the Ministry			No. of people newly recruited in PSUs and Organizations under the Ministry		
	2022	2023	2024	2022	2023	2024	2022	2023	2024
DGS	596	596	596	258	246	267	24	57	20

Yours faithfully,


(Dr. Sudhir Konakade)

Deputy Director General of Shipping

वीटा बिल्डिंग, ९वीं मंजिल, आई थिंक टेक्नो कैम्पस, कांजूर गाँव रोड, कांजूरमार्ग (पूर्व) मुंबई-400042

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भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871) Date :- 04.02.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Unstarred question no.691 for answer on 07.02.2025 regarding challenges in Shipbuilding Sector-reg.

Sir,
I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 04.02.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The details of the cargo ships owned by Indian and their capacity;

Reply: Data as on date 31.12.2024 is as follows—

No. of Cargo Ships -1466

Gross Tonnage - 11,550,877

(b) The amount of funds spent on freight charges on Indian and foreign ships during the last three years, year-wise;

Reply: No information available with this Directorate.

(c) Whether the Government proposes to include ships in the harmonized list of infrastructure, to facilitate long-term financing and incentivize domestic shipbuilding;

Reply: Honourable Finance Minister in her Union budget speech 2025-26 stated 'Large ships above a specified size will be included in the infrastructure harmonized master list (HML)'.

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(d) If so, the specific steps being proposed/implemented by the Government to address these challenges and make best use of opportunities in the shipbuilding sector;

Reply: Initiatives taken by the Ministry for developing shipbuilding infrastructure and allied facilities are as follows:-

- i) Government is providing Ship building financial assistance (SBFA), to Indian shipyards to provide them a level playing field vis-à-vis Foreign Shipyards. Shipyards receive financial assistance for shipbuilding contracts shipbuilding contracts signed during the dates, April 1, 2016 to March 31, 2026 including the said dates.
- ii) To promote domestic shipbuilding, the Ministry of Ports, shipping and Waterways has revised the hierarchy of Right of First Refusal (RoFR) to be followed for all kind of tender. As per this Circular, Indian built, Indian flagged & Indian owned vessel have been given the highest priority. This is aimed to attract the entities/entrepreneurs to build vessels in Indian shipyard and get them registered under Indian flag. This measure will not only promote tonnage under Indian flag but also promote domestic shipyards and will boost employment opportunities for work force engaged in ship building sector.
- iii) The government has also granted infrastructure status to the shipyards, which enables shipbuilding firms to avail flexible structuring of long-term project loans at lower rates of interest for longer tenure equivalent to the economic life of their assets. They will also be able to issue infrastructure bonds for meeting working capital requirements and get tax benefits which will increase domestic shipbuilding activities.
- iv) Government has issued guidelines for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will

have a "Right of first refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed to increase domestic ship building activities in shipyards.

V) To increase ship building activities in Indian shipyards, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) order 2017. As per this order, procurement of Ships of less than 200 crore is required to be from Indian shipyards.

vi) The government has released Standard Tug Designs of five variants for use by Major ports for procurement of tugs to be built in Indian Shipyards. This is also aimed to increase domestic shipbuilding. In addition, Govt. has directed all major ports to procure or charter tugboats which are only made in India.

Yours faithfully,

JI RRD
.. 4/2/2025
(N. R. Raut)
Asstt. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

ENo.-12-22011/1/2025-COORD-DGS (C.32799)

Date :- 05.02.2025

To:

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. :- Shri. Sumit Nandan U.S (MA, ML)]

Sub: Admitted Lok Sabha Unstarred Question No. 706 to be answered on
07.02.2025 regarding "Security Regulations for Ships"

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 04.02.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The steps being taken by the Ministry to update security regulations for the ships operating on Indian waterways;

Reply: The International Ship and Port Facility Security (ISPS) Code contains detailed security-related requirements for governments, port authorities, and shipping companies to enhance security in ports and on ships. It was implemented by the International Maritime Organization (IMO) on July 1, 2004. Vessels interacting with Indian ports must be ISPS compliant. As per ISPS code, The ISPS applies to ships engaged in international voyages, including all passenger ships and cargo ships of 500 GT and above.

It may be noted that Govt of India has notified ISPS rules on 19th June 2024, where stringent security regulation has been promulgated. In India, ISPS code is applicable to the ships calling at any Indian port or any Indian offshore facility or at anchorage.

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In Indian ship, the implementation of security regulations are verified by Initial and periodical audits by the Recognised Security Organisation (RSO) of the Directorate General of Shipping and the Mercantile Marine departments.

Ships other than Indian ship calling Indian ports, security arrangements is checked by port authorities and during the Port state control inspection of ships.

Note: For inland waterways, the details may be obtained from Inland Waterways Authority of India and the State Maritime Boards.

(b) The steps being taken by the Ministry to ensure implementation of modern navigational support system for improvement in security on dense shipping routes;

Reply: The security and safety aspect in dense shipping routes are governed by international conventions such as Safety of Life at Sea (SOLAS). It has detailed regulations for Safety of Navigation in Chapter V which are being implemented by all the Member States including India. Traffic separation schemes (TSS) prescribed in SOLAS are followed strictly in dense traffic zones and are being monitored by the Vessel Traffic Management System (VTMS) established in the Indian coasts at Gulf of Kutch, Gulf of Kambbath, Sandheads and in all the major ports.

Note: For inland waterways, the details may be obtained from Inland Waterways Authority of India and the State Maritime Boards.

(c) The majors being taken for increase security of passenger ships operating on internal waterways;

Reply: The ISPS Code is applicable for all the ships including passenger ships. Hence the reply will be same as per para (a)

(d) The plans to implement strict security standards for cargo ships to insure better compliance and to minimize the accidents;

Reply: India is implementing stricter security standards for cargo ships in an effort to improve compliance and minimize accidents. The Merchant Shipping ISPS Rules have been notified recently in 2024 which are fully in force now. The MS ISPS Rules have provisions aim to enhance security protocols, ensure better adherence to

A handwritten signature in blue ink, appearing to read 'A. S. S.' followed by a checkmark.

international maritime regulations, and reduce the risk of incidents. Also, the requirements of International Convention on Safety of Life at Sea (SOLAS) being implemented fully to ensure safety and security standards of cargo ships. By enforcing more rigorous inspection and monitoring of ships, the country is focusing on creating a safer environment for both maritime operations and the seafarer involved, while also addressing potential environmental hazards that can arise from shipping accidents. The goal is to increase accountability and prevent accidents, improving the overall efficiency of the maritime sector.

(c) The steps being taken by the Ministry to address the shortage of trained personnels for security and navigation of ships in Indian Waterways:

Reply: India has adequate training institutes for training of Seafarers. The training courses such as Ship Security Officer, Port Facility Security Officer and Company Training Officer are being conducted regularly by the Maritime Training Institutes approved by the DG Shipping. These training courses are being conducted as per the mandate of International Convention on Standards of Training, Certification and Watchkeeping for Seafarers called as STCW Convention.

Note: For inland waterways, the details may be obtained from Inland Waterways Authority of India and the State Maritime Boards

Your's Faithfully

(Dr. Sudhir Kohakade)
Deputy Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(1) (C.32857)

Date :-07.02.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U.S (M.A, M.L.)]

Sub: Admitted Rajya Sabha PQ Diary No U1684 for reply on 11.02.2025 on "Maritime Amrit Kaal Vision 2047"-reg

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 04.02.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) How will the government ensure effective implementation of the Maritime Amrit Kaal Vision 2047, given the massive investment required (₹80,000 lakh crores)? What is the proposed funding mechanism for the various projects and initiatives outlined in this vision?

Reply: The Maritime Amrit Kaal Vision 2047 outlines a roadmap for the holistic development of India's maritime sector over the next two decades. The implementation will be driven by a phased and structured approach with a multi-tiered funding mechanism, including:

1. Public-Private Partnerships (PPP): Expansion of port infrastructure, development of Green Hydrogen Hubs at Paradip, Tuticorin, and Kandla, and fleet modernization through private sector participation.
2. Budgetary Support & Viability Gap Funding (VGF): Targeted government allocations for high-impact projects such as Ship Building Financial Assistance (SBFA), Green Ports under the Harit Sagar framework and the Green Tug Transition Programme (GTTP).
3. Maritime Development Fund (MDF): A dedicated fund under consideration to provide long-term, concessional financing for sustainability projects in the maritime sector.


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4. Multilateral & Bilateral Financing: Engagement with institutions such as the World Bank, Asian Development Bank (ADB), and International Maritime Organization (IMO) for infrastructure development and green technology adoption.
5. Green Financing Instruments: Introduction of Green Bonds and Blue Economy funding for financing clean energy projects, including the adoption of alternative fuels like green hydrogen, ammonia, and biofuels.
6. Revenue from Port Operations & Maritime Services: Utilization of revenue from major port operations, ship leasing, and cargo-handling charges to reinvest in infrastructure expansion.

(b) How will the government balance the need for investment in maritime infrastructure with the need to ensure environmental sustainability and social responsibility?

Reply: The Government of India has integrated sustainability principles into maritime infrastructure planning to balance economic growth with environmental and social responsibility. The following initiatives will ensure this balance:

1. Green Port Development under the Harit Sagar Framework:

- 1.1 Shore Power Supply (Cold Ironing) at major ports to reduce emissions from berthed vessels.
- 1.2 Renewable energy integration (solar, wind, and tidal energy) at ports to reduce carbon footprint.

2. Promotion of Alternative Fuels and the Green Hydrogen Economy:

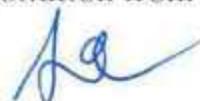
- 2.1 Establishment of Green Hydrogen Hubs at Paradip, Tuticorin, and Kandla Ports to support fuel transition in shipping and port operations.
- 2.2 Phased adoption of Liquefied Natural Gas (LNG), green hydrogen, ammonia, and biofuels for low-carbon maritime operations.

3. Green Tug Transition Programme (Harit Nauka):

- 3.1 The government has launched the Green Tug Transition Programme, with a goal of making at least 50% of tugs in major ports green by 2030 through hybrid and fully electric propulsion.

4. Environmental Protection and Regulatory Compliance:

- 4.1 Strengthening Environmental Impact Assessments (EIA) and Emission Control Area (ECA) regulations to monitor and mitigate pollution from maritime activities.



4.2 Strict enforcement of the IMO Conventions such as MARPOL to control marine pollution.

5. Social Responsibility & Workforce Development:

5.1 Large-scale skill development programs for seafarers and port workers under PM Gati Shakti and Sagarmala initiatives.

5.2 Adoption of the ILO Maritime Labour Convention (MLC) 2006 standards for better seafarer welfare.

(c) How will the government ensure that the Maritime Amrit Kaal Vision 2047 is aligned with international best practices and standards for maritime safety, security, and environmental protection?

Reply: The Maritime Amrit Kaal Vision 2047 aligns with global best practices and international maritime standards to ensure safety, security, and environmental sustainability. The following measures have been undertaken.

1. Adoption of IMO Conventions & Regulations
India remains committed to full compliance with the International Maritime Organization (IMO) framework, including:

1.1 MARPOL (International Convention for the Prevention of Pollution from Ships) – Strengthening air and marine pollution control.

1.2 SOLAS (Safety of Life at Sea) – Enhancing ship safety regulations of ships.

1.3 STCW (Standards of Training, Certification, and Watchkeeping for Seafarers) – Ensuring a high level of competency among Indian seafarers.

1.4 MLC (Maritime Labour Convention) – For the Welfare and living standards of seafarers.

2. Participation in International Green Shipping Initiatives:

2.1 India is actively engaged in the Various IMO Projects such as GreenVoyage2050 initiatives, GloLitter, GloNoise etc, providing technical assistance and feasibility studies on various sustainable initiatives.

2.2 Collaboration with BIMSTEC, ASEAN, and Indian Ocean Rim Association (IORA) for knowledge-sharing on green shipping and emission reduction.

2.3 Participation in bilateral agreements on sustainable maritime transport with key trading partners to align with IMO's Revised GHG Strategy 2023.

3. Maritime Security & Digital Transformation:



- 3.1 Maritime Single Window to streamline and digitalize maritime trade processes, improving efficiency in cargo movement and reducing transaction costs.
- 3.2 Bureau of Ports and Ship Security (BoPS) to enhance security measures across ports and maritime operations, ensuring adherence to global safety and security protocols.
- 3.3 Strengthening Vessel Traffic Management Systems (VTMS) and satellite-based maritime domain awareness for enhanced security.

A high-level National Maritime Coordination Committee (Vikas/Vibhas Cells) will oversee implementation, ensuring timely execution, transparency, and regulatory compliance across all projects.

Through these initiatives, the Maritime Amrit Kaal Vision 2047 is envisioned to position India as a global leader in sustainable maritime practices, ensuring compliance with international safety, security, and environmental standards.

Yours faithfully,

(Dr. Sudhir Kohakade)
Deputy Director General of Shipping



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नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS (C.32799)

Date :-06.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha PQ Diary No S3888 for reply on 11.03.2025 on "Vacancies under the Ministry"-reg.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 03.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The number of posts in PSUs and organisations under the Ministry. Give PSU wise institute wise and year wise details for the past three years;

Reply: As below the table.

(b) The number of vacancies in PSUs and organisations under the Ministry. Give PSU wise institute wise and year wise details for the past three years;

Reply: As below the table.

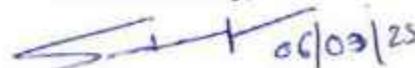
(c) The number of people newly recruited in PSUs and organisations under the Ministry. Give PSU wise institute wise list and year wise list for the past three years;

Reply: As below:-

**Vacancies under the Ministry
(PQ Diary No S388 for 11/03/2025)**

Organization list wing wise	No. of Posts in PSUs and Organizations under the Ministry			No. of Vacancies in PSUs and Organizations under the Ministry			No. of people newly recruited in PSUs and Organizations under the Ministry		
	2022	2023	2024	2022	2023	2024	2022	2023	2024
DGS	596	596	596	258	246	267	24	57	20

Yours faithfully,


06/03/25

(Sandeep Awasthi)

Asst. Director General of Shipping

वीटा बिल्डिंग, 9वीं मंजिल, आई थिंक टेक्नो कैम्पस, कांजूर गाँव रोड, कांजूरमार्ग (पूर्व) मुंबई-400042

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पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871) Date :- 06.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Provisionally admitted Question Diary No. S2611 for
11.03.2025 regarding Growth in Domestic Shipping Industry

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 03.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether there is positive growth in domestic shipping industry;
Reply:- Yes

(b) If so, the details thereof;

Reply:- The Government's initiatives have significantly boosted the shipping sector's contribution to India's economic growth. The growth of Indian tonnage over the last decade has been consistently increasing, contributing to the country's economy.

As of February 2025, India operates 492 Indian-flagged vessels in Overseas Trade, totalling Gross Tonnage (GT) at 11886497 and Dead weight Tonnage (DWT) at 18782979. Additionally, 1058 vessels are engaged in Coastal Trade, registering GT at 1670035 and DWT at 1950934.2. Additionally, 4 vessels has been acquired under Indian Controlled Tonnage with total GT of 17660 and total DWT of 20159.

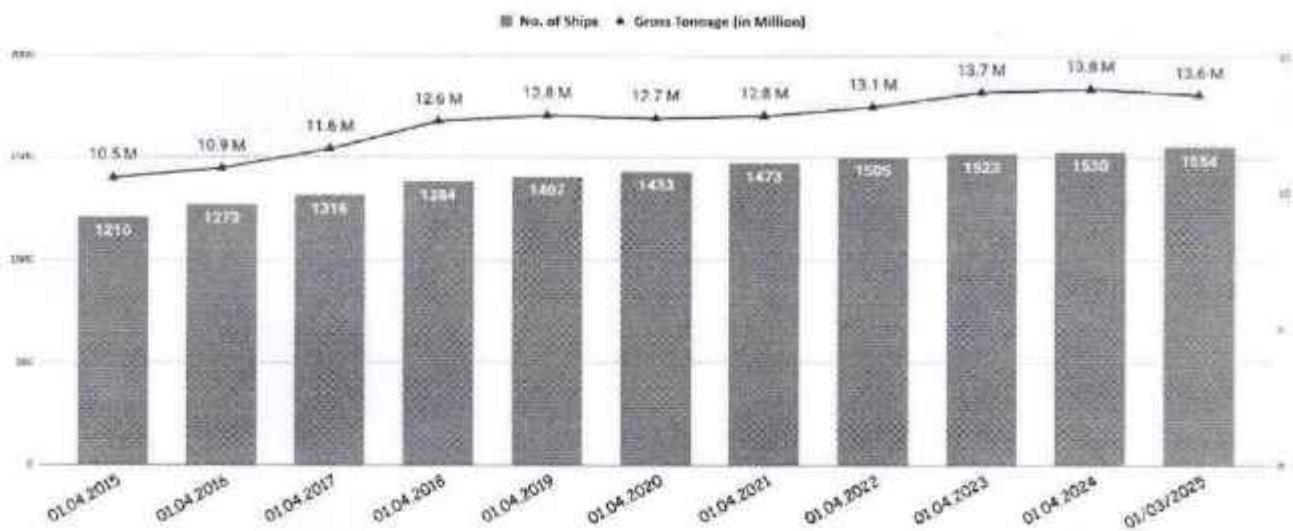
Overall, India has 1554 vessels, accumulating a combined GT of 13574192 and DWT of 20754072.2. With the rise in Indian tonnage, there has been a notable shift in business preference towards Indian-flagged vessels over foreign-flagged ones, significantly boosting India's economic growth.

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A Decade of Growth: Indian Tonnage Position (2015-2025)



(c) The details of shipping companies that are presently in profit and in debt respectively;

Reply:- No information available with this Directorate.

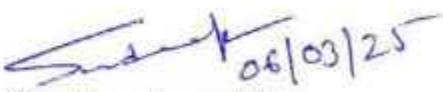
(d) Whether the Government has taken any remedial-measures for shipping companies in debt;

Reply:- No information available with this Directorate.

(e) If so, the details thereof;

Reply:- No information available with this Directorate.

Your faithfully,


(Sandeep Awasthi)
Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS (C.32799)

Date :- 06.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub:- Rajya Sabha Provisionally admitted Question Diary No. S3202 for 11.03.2025 regarding Green shipping and Sustainability.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 03.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Initiatives taken by the Ministry to increase focus on Green Shipping and for implementing to reduce carbon emissions from Indian ports and shipping fleets;

Reply:- Compliance with IMO Regulations: India is a signatory to the International Convention for the Prevention of Pollution from Ships (MARPOL) Convention, and all Indian ships comply with Annex VI regulations, including the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII). Progressive implementation is ensured.

- 1. Maritime Vision 2030 (MIV 2030):** Maritime Vision 2030 (MIV 2030) emphasizes adopting green and sustainable practices to achieve a 30% reduction in carbon emissions by 2030. Key focus areas include transitioning to renewable energy, promoting LNG and alternate fuels, enhancing operational efficiency through digitalization, and expanding shore power infrastructure at ports.
- 2. Harit Sagar Initiative:** The Harit Sagar initiative focuses on making Indian ports environmentally sustainable by adopting solar, wind, and hybrid renewable energy solutions. Efforts include implementing effective waste management systems, sustainable dredging practices, and developing shore power infrastructure to minimize emissions during port stays.

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3. **MAKV 2047 Strategy:** The Maritime Vision 2047 envisions a long-term strategy for carbon-neutral and zero-emission shipping by 2047. It emphasizes research and development in alternative fuels like green hydrogen and ammonia to reduce reliance on fossil fuels. The strategy also promotes collaboration with global partners to establish green corridors and advance sustainable maritime practices.
4. **Harit Nauka:** Launched on January 8, 2024, the Harit Nauka initiative aims for a complete transition to green inland vessels by 2047. A key target of the scheme is to achieve a 30% reduction in carbon intensity of waterways-based passenger transport (using FY 2022-23 as the baseline) by 2030, with a further reduction of 70% by 2047. The scheme envisions the conversion of at least 1,000 inland vessels to Green Fuel-based operations over the next ten years, and by 2047, aims to ensure that 100% of all inland water vessels in India operate on Green Fuels,
5. **Promotion of Green Fuels:** The Government has permitted the use of sustainable biofuels and their blends for Indian ships as an initial step towards alternative fuel adoption. Future plans include hydrogen-powered ships under the National Hydrogen Mission, targeting two hydrogen-fueled ships annually from 2027.
6. **Incentives for Green Shipbuilding:** Financial assistance of up to 30% is provided for vessels using green fuels (e.g., methanol, ammonia, hydrogen fuel cells) and up to 20% for hybrid or electric propulsion systems under the revised Ship Building Financial Assistance (SBFA) policy.
7. **Shore-to-Ship Power Supply (SPS):** Major Indian ports are focusing on providing shore-to-ship electricity for vessels, with phased implementation plans outlined in the Maritime Vision 2030.
8. **Swachh Sagar Online Platform:** The establishment of an online reporting platform named Swachh Sagar facilitates digital monitoring and management of fuel bunkering operations, aligning with environmental sustainability goals.

(b) **Whether the Ministry is ensuring compliance with the International Maritime Organization's (IMO) decarbonization targets, and what investments are being made towards cleaner and sustainable shipping technologies;**

Reply:- Ministry is very well committed to ensuring compliance with the International Maritime Organization's decarbonization targets, a commitment reflected through rigorous adherence to international conventions and the implementation of strategic regulatory measures.

S-A
06/03/25

As mentioned in earlier section a-1, by adhering to the MARPOL Convention, specifically Annex VI, the Ministry enforces stringent regulations to reduce air pollution from ships. This includes compliance with the Energy Efficiency Existing Ship Index (EEXI) and the Carbon Intensity Indicator (CII), which are critical measures adopted in recent amendments to ensure ships operate within the required environmental standards.

Moreover, The Ministry also mandates the use of Ship Energy Efficiency Management Plans (SEEMP) across the national fleet. SEEMP serves as a principal framework for ship operators to enhance operational energy efficiency and cut down greenhouse gas emissions systematically. This plan outlines specific strategies for monitoring fuel consumption and implementing operational measures that promote energy conservation.

Investments towards cleaner and sustainable shipping technologies -

1. Ship Building and Financial Assistance Programme:

To boost the "Make in India" initiative, the Ministry of Ports, Shipping, and Waterways introduced the SBFAP, offering financial assistance to Indian shipyards for contracts signed between April 1, 2016, and March 31, 2026. To promote green ship building in the country, the policy was amended in August 2023 to provide:

- 30% financial assistance for vessels where the main propulsion utilizes green fuels such as Methanol, Ammonia, or Hydrogen fuel cells.
- 20% financial assistance for vessels equipped with fully electric or hybrid propulsion systems.

3) Maritime Development Fund (MDF): Announced in the Union Budget 2025-26, the government proposed the establishment of a Maritime Development Fund with a corpus of ₹25,000 crore to provide long-term, concessional financing for sustainability projects in the maritime sector. The government will contribute up to 49% of the fund, with the balance mobilized from ports and the private sector. This initiative aims to support indigenous shipbuilding and other blue water infrastructure projects, facilitating the transition to a greener maritime industry.

Your faithfully,



(Sandeep Awasthi)

Asst. Director General of Shipping



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पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(1) (C.32857) Date :- 07.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,s
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub Rajya Sabha Provisionally admitted Question Diary No. S3891 for
11.03.2025 regarding Improvement of maritime sector.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 03.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Provide data on cargo handled at major ports over the last five years;

Reply:- No information available with this Directorate.

(b) What is India's global ranking in ship ownership;

Reply:- As Per Review of maritime transport 2024 report published by UNCTAD, India ranks 16 in terms of World fleet ownership by capacity in dead weight tons and flag of registration, as of 1 January 2024.

(c) What competitive in global shipping markets;

Reply:- To enhance the competitiveness of Indian-flagged vessels in the global shipping market, the Government of India has implemented several key measures aimed at strengthening the shipbuilding industry, promoting the use of Indian-flagged vessels, and providing financial support to shipping companies. These initiatives are designed to boost domestic ship production, incentivize Indian ownership, and ensure a level playing field for Indian vessels in international trade.

The Key measures are as follows:

3.1. Ship Building Financial Assistance Policy (2016-2026):

Government of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance to 'Indian Shipyards. Only those vessels shall be eligible for grant of financial assistance, for which the construction commences subsequent to the signing of valid contracts. Vessels which are constructed and delivered within a period of three years from the

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Vessels which are constructed and delivered within a period of three years from the date of contract are eligible for availing financial assistance under the policy. For specialized vessels, the delivery period can be extended till six years. Financial assistance shall be @ 20% of the contract price, actual receipts, fair price (whichever is least) to Indian shipyards. Under the policy, the financial assistance extended would be reduced by 3% every three years.

3.2. Revision of the criteria for Right of First refusal(ROFR):

It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian flagged vessels. The criteria for granting the Right of First Refusal in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and ship-building in India, so as to make India a Atma-nirbhar/self-reliant Bharat, in terms of tonnage and ship-building in India. The following is the revised hierarchy of RoFR;

- i. Indian built, Indian flagged and Indian owned
- ii. Indian built, Indian flagged and Indian IFSCA owned
- iii. Foreign built, Indian flagged and Indian owned
- iv. Foreign built, Indian flagged and Indian IFSCA owned.
- v. Indian built, foreign flagged and foreign owned

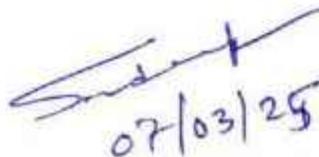
This will promote demand of Indian built and Indian flag vessels as the Indian built and Indian flag vessels will have the priority in chartering and will also provide additional market access and business support to ships built in India. The entrepreneurs will be encouraged to register and built their ships in India and thereby share of Indian ships in International market may be increased.

3.3. Subsidy support to Indian shipping companies:

The subsidy scheme for the promotion of flagging of merchant ships in India was initiated in 2021 with a budget of ₹1,624 crores to be disbursed over five years. This scheme aims to provide subsidies to Indian shipping companies participating in global tenders issued by Ministries and Central Public Sector Enterprises (CPSEs) for importing government cargo such as crude oil, LPG, coal, and fertilizers.

(d) Whether Government has assessed the impact of the Maritime Development Fund (MDF) and of granting infrastructure status to ships under Maritime India Vision 2030;

Reply:- No information available with this Directorate.


07/03/25

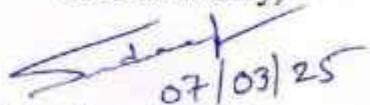
(e) What steps have been taken to set up new shipyards, expand, and modernize existing ones;

Reply:- No information available with this Directorate.

(f) Has the government identified the funding gap in the maritime sector; what measures have been taken to bridge it;

Reply:- No information available with this Directorate.

Your faithfully,



07/03/25

(Sandeep Awasthi)

Asst. Director General of Shipping



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पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(1) (C.32857) Date :- 07.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub:- Rajya Sabha Admitted Question No. 1438 for 11.03.2025 regarding
Strengthening of existing ports and terminal infrastructure.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 05.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(c) The steps taken by the Union Government to promote Shipping container fabrication and manufacture in the country and the details thereof;

Reply: Under the direction from MoPSW, the Directorate was involved in drafting a PLI scheme for manufacturing shipping containers in India. Several round of scrutiny of the draft PLI scheme was carried out by the Ministry, Niti Ayog, DPIIT and DoE, however could not finalise the scheme due to several technical reasons. Latest status of the initiative is not available with this Directorate.

Yours faithfully,

(Sandeep Awasthi)
Asst. Director General of Shipping

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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871) Date :- 06.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Admitted Question No. 1434 for 11.03.2025 regarding Growth in
Domestic Shipping Industry

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 05.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether there is positive growth in domestic shipping industry;

Reply:- Yes

(b) If so, the details thereof;

Reply:- The Government's initiatives have significantly boosted the shipping sector's contribution to India's economic growth. The growth of Indian tonnage over the last decade has been consistently increasing, contributing to the country's economy.

As of February 2025, India operates 492 Indian-flagged vessels in Overseas Trade, totalling Gross Tonnage (GT) at 11886497 and Dead weight Tonnage (DWT) at 18782979. Additionally, 1058 vessels are engaged in Coastal Trade, registering GT at 1670035 and DWT at 1950934.2. Additionally, 4 vessels has been acquired under Indian Controlled Tonnage with total GT of 17660 and total DWT of 20159.

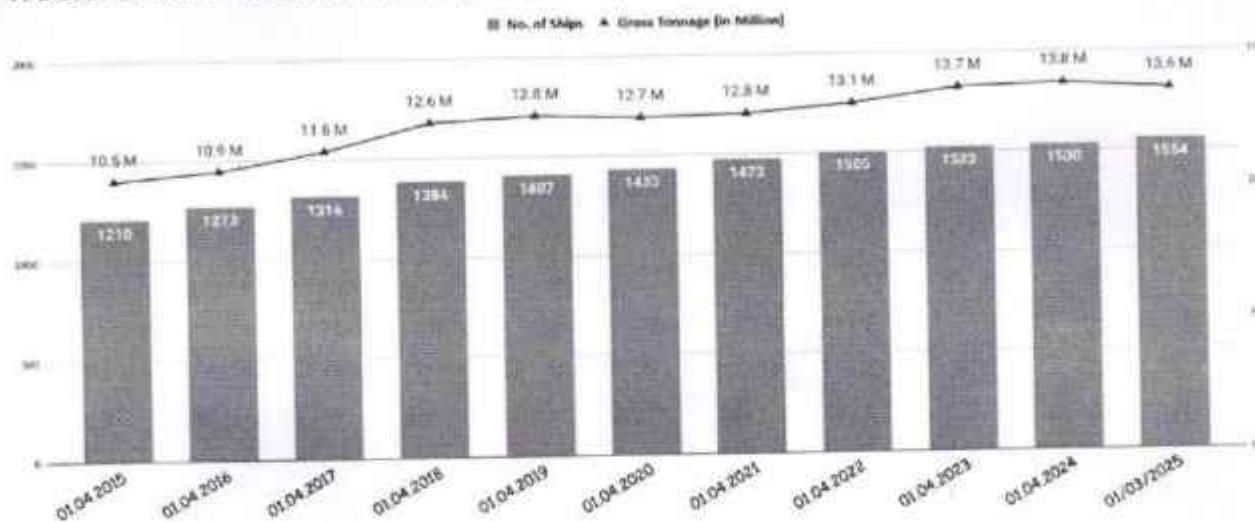
Overall, India has 1554 vessels, accumulating a combined GT of 13574192 and DWT of 20754072.2. With the rise in Indian tonnage, there has been a notable shift in business preference towards Indian-flagged vessels over foreign-flagged ones, significantly boosting India's economic growth.

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A Decade of Growth: Indian Tonnage Position (2015-2025)



(c) The details of shipping companies that are presently in profit and in debt respectively;

Reply:- No information available with this Directorate.

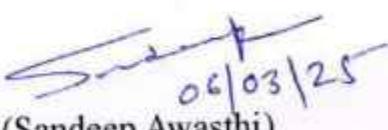
(d) Whether the Government has taken any remedial-measures for shipping companies in debt;

Reply:- No information available with this Directorate.

(e) If so, the details thereof;

Reply:- No information available with this Directorate.

Your faithfully,



06/03/25

(Sandeep Awasthi)

Asst. Director General of Shipping



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.- 12-22011/1/2025-COORD - DGS (32799)

Date :- 11.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.:- Shri. Sumit Nandan U.S (MA, ML)]

Sub: provisionally admitted in Rajya Sabha Starred / Unstarred Question Diary No. S5209 on "Ship Dismantling yards" for 18.03.2025.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 06.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below:-

Sr. No.	Rajya Sabha Question	Reply
a)	How many ship dismantling yards are currently operational; Provide state/UT-wise details and information on their regulatory compliance status.	<p>GUJARAT - Alang -</p> <ul style="list-style-type: none">Out of 153 yards, 131 yards are currently operational in Alang, Gujarat.All these yards comply with the Ship Breaking Code, 2013 (Revised), and adhere to all applicable rules and Regulations.114 yards with Hong Kong Convention Compliance. <p>KERALA - Silk -</p> <ul style="list-style-type: none">One Yard-Steel Industrials Kerala Limited (SILK), Ship Building yard, Kannur, Kerala, is currently breaking ships -Hong Kong Convention not complied.
		<p>WEST BENGAL - SMPK (Kolkata) -</p> <ul style="list-style-type: none">One yard -Syama Prasad Mookerjee Port, Kolkata (SMPK), allows Ship breaking

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		<p>activities in a very limited manner, only at Kolkata Dock System (KDS), inside its impounded Dock, at Khiderpur Docks, to licenced Ship breakers/ Recyclers, as per "Calcutta Port Rules, 1994." (CHAPTER VI). Vessels upto 157m LOA, except for oil tankers and chemical tankers are recycled in this yard. This Licence is issued by SMPK for one year, upon receipt of Application for licence as a ship Breaker.</p> <ul style="list-style-type: none"> • Hong Kong Convention not complied. 																																				
b)	<p>Which countries send obsolete ships to India for dismantling; Provide details of cargo, merchant and warships/submarines dismantled in Indian yards over the last five years.</p>	<p><u>GUJARAT -Alang -</u></p> <ul style="list-style-type: none"> • The ships coming from all countries of the world except European Countries, the details are following. • Last Five years data of Ship Breaking from 2020 to 2024 (Up to Nov, 2024) is as given below: <table border="1"> <thead> <tr> <th>Sl.No</th><th>Types of Ships</th><th>No. of Ships</th></tr> </thead> <tbody> <tr> <td>1.</td><td>Warships/Submarines-</td><td>Nil</td></tr> <tr> <td>2.</td><td>Passenger Ships</td><td>22</td></tr> <tr> <td>3.</td><td>Cargo/Merchant Ships</td><td>673</td></tr> <tr> <td>4.</td><td>Fishing Boat</td><td>29</td></tr> <tr> <td colspan="2" style="text-align: right;">Total</td><td>724</td></tr> </tbody> </table> <p><u>KERALA -Silk – Ships from only Maldives & India are recycled.</u></p> <ul style="list-style-type: none"> • Last Five years data of Ship Breaking from 2018 to 2023 is as given below: <table border="1"> <thead> <tr> <th>Sl.No</th><th>Types of Ships</th><th>No. of Ships</th></tr> </thead> <tbody> <tr> <td>1.</td><td>Warships/Submarines-</td><td>01</td></tr> <tr> <td>2.</td><td>Passenger Ships</td><td>01</td></tr> <tr> <td>3.</td><td>Cargo/Merchant Ships</td><td>05</td></tr> <tr> <td>4.</td><td>Fishing Boat</td><td>09</td></tr> <tr> <td colspan="2" style="text-align: right;">Total</td><td>16</td></tr> </tbody> </table> <p><u>WEST BENGAL- SMPK (Kolkata) –</u></p> <ul style="list-style-type: none"> • Ships mainly from India, Russia, Malaysia, Japan etc are dismantled at SMPK. 	Sl.No	Types of Ships	No. of Ships	1.	Warships/Submarines-	Nil	2.	Passenger Ships	22	3.	Cargo/Merchant Ships	673	4.	Fishing Boat	29	Total		724	Sl.No	Types of Ships	No. of Ships	1.	Warships/Submarines-	01	2.	Passenger Ships	01	3.	Cargo/Merchant Ships	05	4.	Fishing Boat	09	Total		16
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Sudarshan
11/03/25

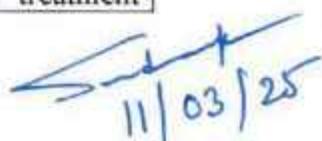
- The detailed list of ships dismantled at Kolkata Port. Last Five years data of Ship Breaking from 2018 to 2023 is as given below:

Sl.No	Types of Ships	No. of Ships
1.	Warships/Submarines-	03
2.	Passenger Ships	01
3.	Cargo/Merchant Ships	32
4.	Fishing Boat	Nil
Total		36

c) Whether Government has assessed the risks posed by shipbreaking yards to the marine environment and labourers; What measures are in place to mitigate these risks and improve conditions.

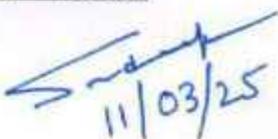
GUJARAT - Alang -

- Yes, for assessment of marine environment risk, detailed Environment Impact Assessment Studies have been carried out through MoEF & CC approved NABET Accredited EIA consultants.
- The study also includes an Environment Management Plan to mitigate the environmental risk due to ship recycling activities at Alang Sosiya Ship Recycling Yard.
- In addition to above, for the compliance of relevant provision of Ship Breaking Code 2013 and its amendments, long term Environment Monitoring is also commissioned by GMB through CSIR-Central Salt & Marine Chemicals Research Institute, Bhavnagar.
- GMB has developed a dedicated Treatment, Storage and Disposal Facility (TSDF) site which is in operation since the year 2005-06 at Alang for disposal of the wastes generated from the ship recycling activities. The TSDF site includes landfill cells for disposal of hazardous, non-hazardous wastes, Incinerator for disposal of incinerable wastes, Bilge water treatment



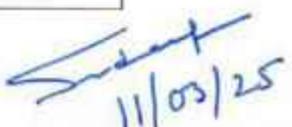
11/03/25

	<p>plant and Fire Hydrant System. At present, out of the 131 operational yards, around 115 yards have obtained the certification of HKC.</p> <ul style="list-style-type: none"> As far as environmental aspects are concerned, all ship recycling yards are regulated by Gujarat Pollution Control Board under Air, water and Hazardous Wastes rules and its amendments. In addition to that, various environmental aspects like assessment of hazardous wastes on board of the ships, decontamination of ships etc. are also covered in the Ship Breaking Code 2013 and its amendments and accordingly regulated by the concerned Government Authorities. <p><u>KERALA -Silk –</u></p> <ul style="list-style-type: none"> Government is accessing through State Pollution control boards (KSPCB) for the risk posed by ship breaking yards to the labourers and marine environment. Government has made pollution certificate for yard and pollution NOC mandatory for each ship before starting the breaking operations. <p><u>WEST BENGAL- SMPK (Kolkata) –</u></p> <ul style="list-style-type: none"> The waste Generated from ship breaking process, are classified into hazardous & non-hazardous wastes. Prior to granting permission for ship breaking, Ship Breaker submits a copy of valid Agreement with a WBPCB approved Operator of Waste Management, for collection, transport, storage and disposal of Hazardous waste generated at the premises during ship breaking activities at SMPK. The Ship Breaker segregates all hazardous waste as well as Municipal wastes, as per the regulatory requirements of WBPCB and arranges to dispose/ hand over the segregated wastes for dumping in the approved dumping yard. All wastes
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11/03/25

		<p>generated / available within their leased area are removed by the ship breaker.</p> <ul style="list-style-type: none"> Upon receipt of Application from Shipbreaker, SMPK informs WBPCB for consent of Ship Breaking (CTO), at the mentioned Berth of KPD-II. Thereafter, WBPCB Inspection is carried out and consent of ship Breaking is obtained. The ship-breaker also rigs a floating barricade encircling the entire vessel under dismantling with an air draft of at least 6 Inches, so as to totally prevent any pollution of the dock water. The ship breaking permission, for every such instance of ship-breaking, is issued by SMPK, only after WBPCB Inspection is carried out and on receipt of consent of Ship Breaking (CTO), from WBPCB. The Ship Breaker also obtains Gas Free Certificates for man entry and Hot Work, of the declared vessel, from Controller of Explosives/ PESO, Govt. of India, and submit the same to SMPK, alongwith copy of valid Ship Breaking Licence, prior to issuance of permission letter for ship breaking.
<p>d) How many workers, segregated by gender, are employed in ship dismantling yards; Are they insured; Provide details of insurance coverage, including compensation for injuries or fatalities?</p>		<p><u>GUJARAT - Alang</u></p> <ul style="list-style-type: none"> Only male workers are employed in the ship dismantling yards. All workers are insured under the Employee State Insurance Scheme (ESIC). In case of injury, Rs.5,000 compensation is paid by the plot holder as per GMB Regulations, 2003. In case of fatal cases, Rs. 5,00,000/- compensation is paid to family members by the plot holder as per GMB Regulations, 2003 and 2015 with ex-gratia of 25,000/-. ESIC provides a pension to the legal heirs of deceased workers in fatality cases. <p><u>KERALA -Silk –</u></p>



11/03/25

- 31 employees (all male) are involved in ship breaking activities of SILK – all of them are insured through ESI scheme.

WEST BENGAL- SMPK (Kolkata) –

- About 80 to 90 Workers (All Male), are normally employed by the ship- breaker (on contractual basis), only during the ship breaking operations. These workers being contractual/ daily labourers.
- No Insurance are provided by the Ship breaker. However extra payment to cover their individual insurance premium is being provided by the current ship breaker. The current ship breaker has a policy of covering entire treatment cost, of any worker, in case of injury at the workplace.

Yours faithfully



(Sandeep Awasthi)

Asst. Director General of Shipping



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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871)

Date :- 12.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML.)]

Sub: Provisionally Admitted Question Dy. No. U3726 for 18.03.2025 regarding the details of ongoing ferry service to various neighboring countries through ocean .

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 06.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The details of ongoing passenger ferry service to various neighbouring countries through ocean;

Reply:- No information available with this directorate.

(b) The details of response of the passengers to the said ferry services;

Reply:- No information available with this directorate.

(c) Whether the Government has an proposal to start ferry service to Gulf countries;

Reply:- No information available with this directorate.

(d) If so, the details thereof;

Reply:- No information available with this directorate.

(e) By what time final decision in this regard is likely to be taken;

Reply:- No information available with this directorate.

Yours faithfully

(Sandeep Awasthi)

Asst. Director General of Shipping

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भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS (32799)

Date :- 12.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Provisionally Admitted Question Dairy no: U3743 for 18.03.2025 for the Rajya Sabha:
Impact of Longer Shipping Routes on Indian Exports.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 07.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether the government has assessed the impact of longer shipping routes, such as through the Cape of Good Hope, on Indian exports and global trade;

Reply:- No information available with this directorate.

(b) The steps being taken to mitigate delays in goods reaching international markets due to these longer routes;

Reply:- No information available with this directorate.

(c) The current status of container manufacturing in India, including the number of containers produced and delivered since 2021;

Reply:- No information available with this directorate.

(d) The measures being implemented to enhance domestic container manufacturing capacity and reduce dependency on imports;

Reply:- No information available with this directorate.

Yours faithfully

(Sandeep Awasthi)

Asst. Director General of Shipping

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पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871)

Date :- 11.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Provisionally Admitted Question Dairy no. U3779 for 18.03.2025 for the Rajya Sabha
Environmental Concerns.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 07.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) How can the Ministry of Ports, Shipping, and Waterways incentivize the adoption of green technologies and sustainable practices across the maritime sector, such as transitioning to alternative fuels, implementing energy-efficient systems, and adopting circular economy principles;

Reply:- The Ministry of Ports, Shipping, and Waterways (MoPSW) is fully committed to promoting green technologies and sustainable practices in the maritime sector. In line with India's international commitments and national sustainability goals, MoPSW has undertaken several initiatives to incentivize and encourage the adoption of green technologies and sustainable practices across the maritime sector, such as transitioning to alternative fuels, implementing energy-efficient systems, and adopting circular economy principles. Some of such initiatives are explained as below:-

(a) Encouraging Green Shipbuilding: The Ministry of Ports, Shipping, and Waterways (MoPSW) has introduced several financial and policy incentives to promote the construction and retrofitting of green vessels. The **Ship Building and Financial Assistance Programme (SBFAP)** has been amended to provide targeted financial incentives for shipyards constructing vessels that incorporate alternative fuel technologies. Under this scheme, vessels utilizing Methanol, Ammonia, or Hydrogen fuel cells receive a **30% financial subsidy**, while vessels with hybrid or fully electric propulsion systems are eligible for a **20% subsidy**. This initiative is a direct step towards promoting sustainable shipbuilding under the "Make in India" initiative and supports India's broader decarbonization goals.

(b) Green Tug Transition Programme (GTTP): One of the flagship initiatives of the government is the **Green Tug Transition Programme (GTTP)**, which is a core element of the 'Panch Karma Sankalp.' This program aims to gradually replace diesel-powered harbor tugs with **battery-electric and hybrid-powered alternatives**. The first phase of the program, running from **October 2024 to December 2027**, will involve four major ports—Jawaharlal Nehru Port Authority, Deendayal Port Authority, Paradip Port Authority, and V.O. Chidambaranar Port Authority—each of which will procure at least

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two green tugs. This initiative will significantly reduce emissions at Indian ports and align India's maritime sector with its commitments under the **Paris Agreement**.

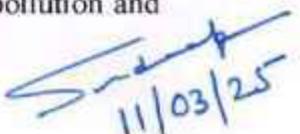
(c) Maritime Development Fund (MDF) and Financial Support Mechanisms: To ensure long-term financing for green initiatives, the government has established the **Maritime Development Fund (MDF)**, which has been allocated **₹25,000 crore** under the **Union Budget 2025-26**. The government will contribute 49% of the fund, with the remaining resources mobilized through private sector investments and port revenues. This concessional financing model is expected to boost investments in sustainable port infrastructure, alternative fuel technologies, and indigenous shipbuilding, further enhancing India's position as a leader in green maritime development.

(d) Port-Based Hydrogen Hubs: Recognizing the immense potential of hydrogen as a maritime fuel of the future, MoPSW is actively developing **port-based hydrogen hubs** at key major ports. These hubs are intended to act as strategic refueling and bunkering centers for hydrogen and ammonia-powered vessels, supporting India's transition to low-emission fuels. This initiative is a critical part of India's **National Hydrogen Mission**, which aims to establish the country as a global leader in hydrogen-based maritime solutions.

(e) Strategic Roadmaps: Maritime India Vision 2030 and Amrit Kaal Vision 2047: The Maritime India Vision 2030 (MIV 2030) and Amrit Kaal Vision 2047 (MAKV 2047) provide a long-term strategic framework for sustainability in the Indian maritime sector. MIV 2030 outlines the transition towards green port infrastructure, electrification of port equipment, and the adoption of alternative fuels to decarbonize Indian shipping. Meanwhile, MAKV 2047 expands on this vision, laying out a roadmap for net-zero emissions, large-scale renewable energy integration, and the adoption of cutting-edge technologies for emissions reduction. Both frameworks emphasize digitalization, regulatory reforms, and global best practices to ensure that India remains at the forefront of sustainable maritime practices.

(f) Shore-to-Ship Power and Green Ports Initiative: The Ministry is implementing Shore-to-Ship Power (Cold Ironing) facilities at major ports to minimize emissions from vessels while they are docked. This will reduce fuel consumption from ships at berth and improve air quality in port cities. Additionally, MoPSW is encouraging the use of electric and hybrid-powered harbor crafts and advancing the development of Green Ports and Net-Zero Emission Port Roadmaps to ensure a structured transition towards sustainability.

(g) Circular Economy and Sustainable Ship Recycling: MoPSW is also reinforcing circular economy principles through strict compliance with the **Hong Kong International Convention (HKC)** for sustainable ship recycling. **Financial subsidies** have been extended to **shipbreaking yards** to facilitate their compliance with HKC standards, ensuring safer and environmentally sound ship recycling practices. Indian shipyards are being encouraged to adopt green recycling practices, which will ensure environmental protection and efficient resource utilization in the shipbreaking industry. Furthermore, the Ministry is strengthening **waste management systems** to enhance the recycling of marine debris, plastics, and oily waste from ships, reducing pollution and supporting a cleaner maritime ecosystem.



11/03/25

(b) What innovative, data-driven approaches can be developed to monitor, report, and mitigate the environmental impacts of maritime activities, including air and water pollution, habitat destruction, and climate change, and how can these approaches be integrated into existing regulatory frameworks;

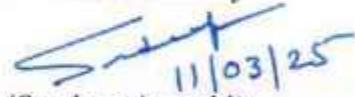
Reply:- The Ministry of Ports, Shipping, and Waterways (MoPSW) is committed to leveraging innovative, data-driven approaches to monitor, report, and mitigate the environmental impacts of maritime activities. With rapid advancements in digital technologies, the Ministry is implementing robust mechanisms to track and reduce air and water pollution, prevent habitat destruction, and combat climate change. These initiatives are integrated into existing regulatory frameworks to ensure compliance with national and international environmental standards.

(a) Digital Monitoring and Emission Tracking Systems: MoPSW has introduced advanced digital platforms to systematically monitor emissions and pollutants from maritime activities. The **Swachh Sagar Portal** is a key initiative that tracks pollution from ships and provides real-time data on marine waste management. Additionally, the **IMO Data Collection System (IMO DCS)** has been implemented on all Indian ships to systematically collect and report fuel consumption data, ensuring transparency in emission tracking and compliance with **IMO MARPOL Annex VI** regulations.

(b) Maritime Single Window Initiative: The **Maritime Single Window (MSW) Initiative** is being expanded to streamline reporting and compliance for ports and vessels. This centralized digital platform integrates data on all port and vessel interactions making it easier for stakeholders to adhere to regulatory requirements while reducing administrative burdens.

NOTE: Above inputs are based on information available with DGS. Inputs from Nodal agencies such as TERI/CSL/IPA of respective programmes may be sought for authentic and latest status of the project.

Yours faithfully



11/03/25

(Sandeep Awasthi)

Asst. Director General of Shipping



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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.- 12-22011/1/2025-COORD - DGS (32799)

Date:- 11.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Provisionally Admitted Question Diary No. S515 for 18.03.2025
regarding Ballast Water Management.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 07.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) What steps is the Indian Government taking to address the environmental concerns related to ballast water management, specially in the context of Andhra Pradesh's coastal regions;

Reply:- The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM convention) commonly known as the International Ballast water management convention was adopted in 2004, aims to prevent the spread of harmful aquatic organisms from one region to another by establishing standards and procedures for the management and control of ships' ballast water and sediments. Though the BWM convention is not ratified by Government of India as on date, the provisions of the Ballast water management convention have been included in the new Merchant shipping Bill currently under consideration of the Parliament.

However, foreign ships visiting Indian ports are required to comply with the convention, ensuring that ballast water discharged in Indian waters is treated as per international standards. Indian vessels trading internationally must also comply with the convention and obtain a Statement of Compliance from Recognized Organizations (ROs) authorized by the Indian Administration.

Though no specific steps have been taken by the government particularly in the context of State wise coastal impacts due to ballast water discharges, the Government of India has taken a scientific approach for continuously studying the impact of the ballast water discharges from foreign ships in Indian Ports by National Institute of Oceanography (NIOT). It is pertinent to note that National Institute of Oceanography (NIOT), by Ministry of Earth Sciences, Government of India has established a land-based Ballast Water Treatment Technologies - Test Facility (BWTT-TF) in NIOT Sea Front Site at Pamanji & Vagarru villages in Tirupathi District of Andhra Pradesh.

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This facility is designed to ensure compliance with international regulations of the Ballast Water Convention 2004 for testing and validation of Ballast Water Treatment System (BWTS) as per D2-discharge regulations of International Maritime Organization (IMO) for basic, type, final approval and also, revalidation of already approved BWTS. The facility also provides innovative solutions for development and testing of ballast water treatment technologies, thus contributing to the reduction of invasive aquatic species and enhancing global marine biodiversity.

(b) How does the lack of ballast water management regulations impact the marine ecosystems and fisheries along Andhra Pradesh's coast;

Reply:- Since the BWM Convention entered into force internationally on 8th September 2017, foreign vessels calling at Indian ports are required to comply with ballast water treatment standards. Additionally, Indian vessels engaged in international trade must also adhere to the convention's requirements.

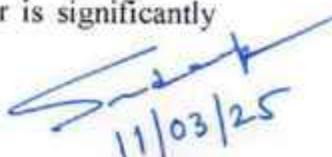
As a result, most ballast water discharged in Indian waters, including along Andhra Pradesh's coast, is already treated to prevent the spread of invasive species. While domestic coastal vessels operating exclusively in Indian waters are not required to comply with the convention, their contribution to ecological risks remains limited compared to the larger volume of foreign vessel traffic that is already regulated.

(c) What specific risks do the unregulated ballast water practices pose to the local biodiversity and economy of Andhra Pradesh;

Reply:- The potential risks from ballast water discharges primarily arise from the introduction of non-native marine species, which could impact local biodiversity and fisheries, which include:

- **Potential Biodiversity Disruptions:** Though minimal, there remains a possibility of certain species being transported between domestic ports.
- **Local Fisheries Impact:** Invasive marine organisms, if introduced, could alter fish populations, though the overall risk is mitigated by international compliance of the Ballast Water Management Convention.
- **Economic Consequences:** Any ecological impact on fisheries or marine ecosystems could have minor economic implications, but widespread international compliance ensures that these risks remain controlled

However, given that the majority of vessels calling at Indian ports comply with the BWM Convention, the risk of invasive species introduction through ballast water is significantly reduced.


11/03/25

(d) Are they any state specific initiatives or collaborations planned to address these environmental concerns and mitigate the risks associated with ballast water;

Reply:- No State specific initiatives or collaborations have been planned presently to address the state specific environmental concerns and mitigate the risks associated with the ballast water discharges from ships although the impact of the ballast water discharges from foreign ships in Indian Ports a study is being carried out by the National Institute of Oceanography, through its Test Facility (BWTT-TF) in NIOT Sea Front Site at Pamanji & Vagarru villages in Tirupathi District of Andhra Pradesh.

(e) If yes, details thereof;

Reply:- No information available with this directorate.

Yours faithfully



11/03/25

(Sandeep Awasthi)
Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871)

Date :- 12.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.:- Shri. Sumit Nandan U.S (MA, ML)]

**Sub: Rajya Sabha Provisionally Admitted Question Dy No. 9444 for 21.03.2025
regarding Statutory Surveys and Deficiencies for M.V. Arabian Sea**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 10.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether the Government has any data of the status of compliance and competition of statutory surveys and deficiencies for M.V Arabian Sea, if so, the details thereof;

Reply: Yes. The original due date for Renewal survey was 14-12-2024 and further the vessel was permitted to operate under an extension of Certificates till 14-2-2025 after completing the required surveys. As understood from Lakshadweep Development Corporation Ltd (LDCL), Kochi the vessel is presently awaiting for dry-dock slot at CSL to undertake all overdue surveys.

(b) Whether the Lakshadweep Development Corporation Limited (LDCL) has failed to complete pending deficiencies identified during the final survey, if so, the details thereof;

Reply: Yes. The renewal surveys of the vessel, which were due on 14-12-2024, was not offered on time, citing non availability of dry-dock. LDCL is expected to be more proactive in securing a dry-dock space at a suitable location and sourcing necessary spares well in advance for timely completion of maintenance works and offer the vessel for surveys to ensure fitness to operate

(c) Whether the failure to address deficiencies has caused any delays in the extension of the 'A' certificate for the vessel, if so, the reasons for the delay;

Reply: Yes. The renewal surveys of the vessel, which were due on 14-12-2024, was not offered on time, citing non availability of dry-dock. LDCL is expected to be more proactive in securing a dry-dock space at a suitable location and sourcing necessary spares well in advance for timely completion of maintenance works and offer the vessel for surveys to ensure fitness to operate

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(d) The steps taken/proposed to be taken by the Government to ensure that LDCL rectifies deficiencies and complies with statutory requirements for the extension of the 'A' certificates;

Reply: As a regulator and facilitator, MMD-Kochi has intimated the DGS that they have been conducting regular meetings with all stakeholders to check on the status of operational availability of all passenger vessels and advise LDCL to submit request for all Statutory Surveys prior expiry of the Certificates so that vessel is not delayed for request of A Certificate.

(e) The measures being adopted by the Government to avoid similar lapses in ensuring seaworthiness and safety of vessels under LDCL;

Reply: As informed by MMD-Kochi, they are regularly checking status with all stakeholders and has advised strict adherence to the maintenance schedule.

(f) Whether the Government has considered initiating a review or imposing accountability on LDCL for the delays and deficiencies, if so, the details thereof;

Reply: It is proposed that, the Ministry may consider advising UTL and LDCL to ensure availability of repair slot, availability of spares etc. in timely manner and completion of surveys more diligently, considering the safety of vessel, crew and passengers.

Yours faithfully,



(Sandeep Awasthi)
Asst. Director General of Shipping



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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(1) (32857)

Date:- 17.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Provisionally Admitted Question Dy No. 9454 for 21.03.2025
regarding India's Green Maritime Transition.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 13.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

a) The mechanisms put in place to track, and publicly report progress on India's green maritime transition;

Reply:- The Ministry of Ports, Shipping and Waterways (MoPSW) has established the Green NAVIC Cell-3 as mechanism to track and monitor India's green maritime transition. This specialized cell operates within the NAVIC (Neel Arth Vision Implementation Cell) framework to drive environmental transformation across India's maritime sector. Green NAVIC Cell 3 serves as the central coordination unit for developing, monitoring and implementing eco-friendly practices, renewable energy solutions, and carbon reduction strategies throughout India's extensive port and shipping infrastructure. The programmes are implemented under the ambit of following goals and timelines,

1. Goals for First 100 days
2. Short Term Goals (0-1 years)
3. Medium Term Goals (1-3 years)
4. Long Term Goals (3- 5 years)

b) Whether there are any Government-led training programs to prepare maritime workers for emerging green shipping technologies;

Reply:- Yes

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c) If so, the details thereof;

Reply:- The NAVIC cell -13 Capacity Building for Sector Outreach Education and Training has identified training on Green Initiatives like Alternative fuels, Hydrogen, Ammonia, Emerging Technologies on Green Shipping, Cruise Tourism, Shipbuilding. Indian Maritime University has been assigned as the nodal agency to identify the training programs under NAVIC Cell 3,13 and implement programs as per timelines assigned.

Directorate General of Shipping (DGS) is systematically modernizing training requirements by updating curriculum standards to incorporate green technology competencies. These efforts include establishing crucial partnerships with maritime training institutes to ensure standardized quality education across the sector as per STCW 2010 convention and code and it's amendments.

The Government of India, through the Directorate General of Shipping (DGS), has initiated training programs to equip maritime workers with the necessary skills for emerging green shipping technologies, particularly focusing on ships using fuels covered under the **International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)**.

The following training programs are in place:

1. **Basic Training for Ships Using Fuels Covered within the IGF Code (As per DGS Training Circular No. 13 of 2019, dated 30.07.2019)**
 - o This training is mandatory for seafarers responsible for designated safety duties related to the use and emergency response for fuels on board IGF-compliant ships.
 - o The course duration is **24 hours (4 days)**, and it is conducted by **DGS-approved training institutes**.
 - o The training ensures compliance with Regulation A-V/3 of the STCW Convention, 1978 (as amended) and section A-V/3-1 of the STCW Code.
2. **Advanced Training for Ships Using Fuels Covered within the IGF Code (As per DGS Training Circular No. 14 of 2019, dated 30.07.2019)**
 - o This course is designed for Masters, Officers, Ratings, and other personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code.
 - o The training spans **33 hours (5 days)** and is conducted at **DGS-approved training institutes**.
 - o The program meets the requirements of Regulation A-V/3 of the STCW Convention and section A-V/3-2 of the STCW Code.

Both these training programs aim to enhance the competence of maritime workers in handling alternative fuels and advanced fuel systems, contributing to the Government's commitment towards green shipping and sustainable maritime development.

S-17/03/25

d) Whether the Government has set any specific targets for the maritime sector is in line with Amrit Kaal Vision 2047;

Reply:- Yes

e) If so, the details thereof ;

Reply:- The Amrit Kaal Vision 2047 places significant emphasis on transforming India's maritime sector into an environmentally sustainable industry through comprehensive green initiatives.

Government has set targets and is in line with Amrit Kaal Vision 2047 and they are

- 1) Carbon Emissions reduction- To reduce carbon emissions per ton of cargo by 30% by 2030 and an ambitious 70% by 2047.
- 2) Support to ship breaking yards for being compliant with Hong Kong Convention (on environmentally sustainable recycling) by 2026.
- 3) Development of 5 Green Hydrogen/Ammonia hubs and 1000+ Green Vessel in the country by 2029.
- 4) Renewable Energy Adoption-60% renewable energy adoption across all major ports by 2030, scaling to 90% by 2047.
- 5) Promotion of coastal shipping as an energy-efficient alternative
- 6) Implementation of Shore to Ship Power Supply, LNG bunkering standards

Yours faithfully



17/03/25

(Sandeep Awasthi)
Asst. Director General of Shipping



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पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (C.32871)

Date :- 12.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Provisionally Admitted Question Dy No. 9794 for 21.03.2025 regarding
Increase of Gross Registered Tonnage.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 11.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether the Gross Registered Tonnage of India is lower as compared to many small countries;

Reply:- As Per Review of maritime transport 2024 report published by UNCTAD, India ranks 16 in terms of World fleet ownership by capacity in dead weight tons and flag of registration, as of 1 January 2024 behind countries such as Singapore, Taiwan, UAE etc. Herewith attachment Annexure-I.

(b) If so, the reasons therefor;

Reply:- Gross Registered Tonnage varies across nations due to differences in trade preferences, regulatory frameworks, and economic incentives. Some countries offer favorable tax policies and operational benefits, making them attractive for shipowners. As a result, shipping companies often choose their flag of registration based on strategic and financial considerations.

(c) whether the Government has taken any steps to strengthen the shipping industry and increase the Gross Registered Tonnage;

Reply:- Yes. Recognizing the strategic importance of a robust shipping industry, several initiatives have been undertaken to enhance the sector's competitiveness, promote shipbuilding, and increase the Gross Registered Tonnage. These measures focus on financial assistance, policy reforms, and incentivizing the registration and operation of vessels under the Indian flag.

(d) if so, the details thereof;

Reply:- The Key measures are as follows:

बीटा बिल्डिंग, 9वीं मंजिल, आई थिंक टेक्नो कैम्पस, कांजूर गाँव रोड, कांजूरमार्ग (पूर्व) मुंबई-400042

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3.1. Ship Building Financial Assistance Policy (2016-2026):

Government of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance to 'Indian Shipyards. Only those vessels shall be eligible for grant of financial assistance, for which the construction commences subsequent to the signing of valid contracts. Vessels which are constructed and delivered within a period of three years from the date of contract are eligible for availing financial assistance under the policy. For specialized vessels, the delivery period can be extended till six years. Financial assistance shall be @ 20% of the contract price, actual receipts, fair price (whichever is least) to Indian shipyards. Under the policy, the financial assistance extended would be reduced by 3% every three years.

3.2. Revision of the criteria for Right of First refusal(ROFR):

It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian flagged vessels

The criteria for granting the Right of First Refusal in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and ship-building in India, so as to make India a Atma-nirbhar/self-reliant Bharat, in terms of tonnage and ship-building in India. The following is the revised hierarchy of RoFR;

- i. Indian built, Indian flagged and Indian owned
- ii. Indian built, Indian flagged and Indian IFSCA owned
- iii. Foreign built, Indian flagged and Indian owned
- iv. Foreign built, Indian flagged and Indian IFSCA owned.
- v. Indian built, foreign flagged and foreign owned

This will promote demand of Indian built and Indian flag vessels as the Indian built and Indian flag vessels will have the priority in chartering and will also provide additional market access and business support to ships built in India. The entrepreneurs will be encouraged to register and built their ships in India and thereby share of Indian ships in International market may be increased.

3.3. Subsidy support to Indian shipping companies:

The subsidy scheme for the promotion of flagging of merchant ships in India was initiated in 2021 with a budget of ₹1,624 crores to be disbursed over five years. This scheme aims to provide subsidies to Indian shipping companies participating in global tenders issued by Ministries and Central Public Sector Enterprises (CPSEs) for importing government cargo such as crude oil, LPG, coal, and fertilizers.

(e) whether the Government has any future strategies to bring down the rising cost of shipping and increase the competitiveness of India in the global trade;

Reply:- No information available with this directorate.

(f) if so, the details thereof?

Reply:- No information available with this directorate.

Yours faithfully



12/03/25

(Sandeep Awasthi)

Asst. Director General of Shipping

Annexure-I

World fleet ownership by capacity in dead weight tons and flag of registration, as of 1 January 2024

Country or territory of ownership	Number of vessels			Dead weight tons			Foreign flag as a percentage of total	Total as a percentage of world dead weight
	National flag	Foreign flag	Total	National flag	Foreign flag	Total		
1 Greece	580	4 406	4 992	49 985 067	344 571 148	394 977 181	87.3	16.9
2 China	6 600	2 772	9 418	130 737 555	178 336 427	309 870 897	57.6	13.3
3 Japan	959	3 142	4 104	38 689 931	203 666 970	242 366 672	84.0	10.4
4 Singapore	1 350	1 445	2 824	67 827 285	78 156 951	146 047 319	53.5	6.3
5 Hong Kong, China	869	1 104	2 000	76 961 461	57 939 030	135 586 887	42.7	5.8
6 Republic of Korea	826	852	1 688	19 896 324	77 045 438	97 020 891	79.4	4.2
7 Germany	172	1 918	2 091	7 492 926	66 931 088	74 427 230	89.9	3.2
8 Taiwan Province of China	144	890	1 043	5 826 691	54 846 644	60 735 889	90.3	2.6
9 United Kingdom including Isle of Man	334	928	1 267	9 070 483	47 538 877	56 980 416	83.4	2.4
10 Norway	836	898	1 836	17 331 399	36 441 844	53 903 936	67.6	2.3
11 Bermuda	0	420	420	-	52 293 715	52 293 715	100.0	2.2
12 United Arab Emirates	130	1 291	1 427	596 404	50 624 996	51 247 355	98.8	2.2
13 United States including Puerto Rico	770	1 010	1 788	10 477 424	39 245 905	50 416 065	77.8	2.2
14 Turkey	401	1 619	2 030	8 623 393	40 174 680	48 849 025	85.8	2.0
15 Switzerland	14	647	661	835 748	40 293 135	41 128 883	98.0	1.8
16 India	926	345	1 275	17 670 993	23 006 477	40 697 051	56.5	1.7
17 Denmark	399	373	772	20 313 094	18 447 451	38 760 545	47.6	1.7
18 Indonesia	2 998	132	2 540	28 277 194	3 430 913	31 980 209	10.7	1.4
19 Monaco	0	337	337	-	31 699 502	31 699 502	100.0	1.4
20 Cyprus	113	311	424	3 939 325	25 272 183	29 211 508	86.5	1.3
21 Belgium	81	211	292	7 038 164	17 182 252	24 220 416	70.9	1.0
22 Russian Federation	1 551	269	1 828	10 708 028	10 997 997	21 726 655	50.6	0.9
23 Islamic Republic of Iran	240	13	254	18 340 397	679 712	19 021 661	3.6	0.8
24 France	144	309	453	4 145 965	14 162 666	18 308 631	77.4	0.8
25 Kingdom of the Netherlands	650	536	1 186	5 437 806	12 600 744	18 038 550	69.9	0.8
26 Viet Nam	938	212	1 156	12 097 561	5 446 178	17 581 034	31.0	0.8
27 Saudi Arabia	176	122	300	14 023 679	2 555 898	16 583 171	15.4	0.7
28 Brazil	297	86	384	4 687 509	9 423 957	14 116 966	66.8	0.6
29 Italy	420	163	583	6 789 366	6 762 515	13 551 881	49.9	0.6
30 Malaysia	442	164	618	6 435 077	3 539 337	10 016 263	35.3	0.4
31 Canada	216	158	375	2 645 448	7 351 057	9 996 989	73.5	0.4
32 Nigeria	218	72	298	5 341 412	3 371 996	9 344 789	36.1	0.4
33 Oman	3	69	72	518	7 727 130	7 727 648	100.0	0.3
34 Qatar	47	88	135	608 178	7 006 679	7 614 857	92.0	0.3
35 Bangladesh	276	6	282	5 107 202	190 469	5 297 671	3.6	0.2
Top 35	23 620	27 318	51 155	615 959 613	1 579 361 821	2 199 328 358	71.8	94.2
World	26 692	30 135	58 173	650 553 871	1 650 129 315	2 334 036 650	70.7	100.0

Source: UNCTAD calculations, based on data provided by Clarksons Research Services.

S. S. S.
12/03/25



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(1) (32857)

Date:- 17.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn. - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Provisionally Admitted Question Dy No. 3566 for 21.03.2025 regarding
Shortage of Shipping Containers

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 11.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The specific measures the Government is implementing to address the rising freight costs and shipping delays that exporters are currently facing across the country including Tamil Nadu;

Reply:- No information available with this directorate.

(b) The steps taken/proposed to be taken by the Government to alleviate the shortage and non-availability of shipping containers, which has significantly impacted trade;

Reply:- No information available with this directorate.

(c) The manner in which the Government is addressing congestion at major ports and the plans/mechanism put in place to improve port infrastructure and logistics to facilitate smoother operations;

Reply:- No information available with this directorate.

(d) Whether any support is being offered to exporters who are struggling with increased costs and delays, if so, the details thereof;

Reply:- No information available with this directorate.

(e) The manner in which the Government ensures that these challenges do not adversely affect their competitiveness in global markets;

Reply:- No information available with this directorate.

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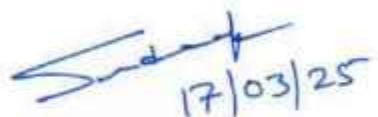
(f) **Whether there is a coordinated effort between various ministries and agencies to tackle these shipping and logistics issues, if so, the details thereof;**

Reply:- No information available with this directorate.

(g) **The manner in the effectiveness of these efforts are being monitored;**

Reply:- No information available with this directorate.

Yours faithfully



17/03/25

(Sandeep Awasthi)
Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS (32799)

Date:- 12.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.:- Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Admitted Unstarred Question No. 2075 for 18.03.2025 regarding Impact of Longer Shipping Routes on Indian Exports.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 12.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether the government has assessed the impact of longer shipping routes, such as through the Cape of Good Hope, on Indian exports and global trade;

Reply:- No information available with this directorate.

(b) The steps being taken to mitigate delays in goods reaching international markets due to these longer routes;

Reply:- No information available with this directorate.

(c) The current status of container manufacturing in India, including the number of containers produced and delivered since 2021;

Reply:- No information available with this directorate.

(d) The measures being implemented to enhance domestic container manufacturing capacity and reduce dependency on imports;

Reply:- No information available with this directorate.

Yours faithfully

(Sandeep Awasthi)

Asst. Director General of Shipping

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भारत सरकार/ GOVERNMENT OF INDIA
पतन, पोत परिवहन और जलमार्ग मंत्रालय /
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No.: 23-27/1/2025-CREW - DGS (Comp. No.: 33474)

Date 19.3.2025

To,
The Secretary to the Govt. of India
Ministry of Ports, Shipping & Waterways,
Transport Bhavan,
1, Parliament Street,
New Delhi 110 001

[Kind Attn: Shri Sumit Nandan, US (MA, ML)]

Subject: Rajya Sabha Starred/Unstarred Diary No. S6662 for 25.03.2025 regarding seeking details of Indian seafarers reported abandoned – reg.

Sir,

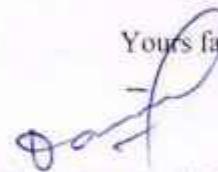
I am directed to refer to the email dated 13.3.2025 received from the Ministry of Ports, Shipping & Waterways, New Delhi, requesting inputs regarding the issue of Indian seafarers reported abandoned on foreign vessels. The details, as sought in the communication are provided below for your kind reference:

Sr. No.	Information Sought	Reply	Remarks
1	The total number of Indian seafarers reported abandoned on foreign vessels over the past two years, with a breakdown by country & vessel.	The required data regarding the total number of Indian seafarers reported abandoned on foreign vessels in 2023 and 2024 is enclosed herewith as Annex-I & II . These annexures contain a country-wise and vessel-wise breakdown, as requested.	The attached data provides the most comprehensive and up-to-date figures concerning reported abandonment cases during the specified period.
2	The legal & diplomatic measures undertaken by the Ministry to facilitate the reparation and compensation of these seafarers.	The Standard Operating Procedure (SOP) prepared by the Directorate for managing abandonment cases is attached as Annex-III . This SOP outlines the legal and diplomatic actions taken, including interactions with Flag States, Port States, Protection and Indemnity (P&I) Clubs, and Indian Embassies, to secure the repatriation and compensation of the affected seafarers.	The abandonment cases have been actively pursued with all relevant parties. We have engaged with Flag States to determine liability, Port States to facilitate repatriation, and P&I Clubs for compensation. Additionally, we have coordinated closely with the Indian Embassies in the respective regions to offer support. We continue to monitor these cases and ensure that actions are pursued diligently until

Sr. No.	Information Sought	Reply	Remarks
			resolution.
3	The collaboration, if any, with the International Maritime Organization (IMO) to address and prevent such incidents.	The issue of abandonment of seafarers has been raised in joint meetings between the IMO and International Labour Organization (ILO). The Directorate's representative participated in these discussions, where the matter of seafarer abandonment was discussed extensively. A proposal addressing measures to prevent such incidents in the future, as part of a larger initiative on seafarer welfare, is attached as Annex-IV .	These collaborative discussions are aimed at strengthening international frameworks and best practices to prevent abandonment cases. The proposal outlines key strategies to enhance global protection for seafarers and address the root causes of abandonment.
4	The long-term strategies proposed to enhance the welfare and protection of Indian seafarers working on international vessels.	The SOP developed by the Directorate to address crisis situations involving Indian seafarers onboard foreign vessels is attached as Annex-V . This document, which was approved by the Ministry of Ports, Shipping & Waterways (MoPSW) on 25.11.2024 , outlines detailed procedures to handle crisis situations, including abandonment, and establishes a framework for enhanced protection of seafarers in distress.	This SOP represents a significant step towards improving the safety and welfare of Indian seafarers working on foreign-flagged vessels. It provides a comprehensive approach to addressing abandonment, as well as broader welfare issues faced by seafarers in international waters. The strategies include direct intervention, legal recourse, and diplomatic engagement with various international agencies.

2. It is important to note that the Directorate of Shipping, along with the Ministry of Ports, Shipping & Waterways, has been working diligently to ensure the swift resolution of cases involving abandoned seafarers.

Yours faithfully,



Capt. (Dr.) Daniel J Joseph
Dy. Director General of Shipping (Crew)

Enclosures:

Annex I: Total Number of Indian Seafarers Reported Abandoned (2023)

Annex II: Total Number of Indian Seafarers Reported Abandoned (2024)

Annex III: SOP for Handling Abandonment Cases

Annex IV: Proposal on Seafarer Abandonment (IMO/ILO Joint Meeting)

Annex V: SOP for Crisis Situations Involving Indian Seafarers (Approved by MoPSW)



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

E.No.-12-22011/1/2025-COORD-DGS-Part(1) (32857)

Date:- 17.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

**Sub: Rajya Sabha Provisionally Admitted Question Dy No. U4894, U5086 for
25.03.2025 regarding India's commitment to global maritime sustainability.**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 13.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

a) The mechanisms that are available to track, and publicly report progress on India's green sea transition progress;

Reply:- The Ministry of Ports, Shipping and Waterways (MoPSW) has established the Green NAVIC Cell-3 as mechanism to track and monitor India's green maritime transition. This specialized cell operates within the NAVIC (Neel Arth Vision Implementation Cell) framework to drive environmental transformation across India's maritime sector. Green NAVIC Cell 3 serves as the central coordination unit for developing, monitoring and implementing eco-friendly practices, renewable energy solutions, and carbon reduction strategies throughout India's extensive port and shipping infrastructure. The programs are implemented under the ambit of following goals and timelines,

1. Goals for First 100 days
2. Short Term Goals (0-1 years)
3. Medium Term Goals (1-3 years)
4. Long Term Goals (3- 5 years)

b) Whether any special training programmes are being conducted by the Government to train maritime workers in green shipping technologies;

Reply:- Yes

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(c) If so, the details thereof

Reply:- The NAVIC cell -13 Capacity Building for Sector Outreach Education and Training has identified training on Green Initiatives like Alternative fuels, Hydrogen, Ammonia, Emerging Technologies on Green Shipping, Cruise Tourism, Shipbuilding. Indian Maritime University has been assigned as the nodal agency to identify the training programmes under NAVIC Cell 3,13 and implement programmes as per timelines assigned.

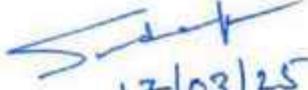
Directorate General of Shipping (DGS) is systematically modernizing training requirements by updating curriculum standards to incorporate green technology competencies. These efforts include establishing crucial partnerships with maritime training institutes to ensure standardized quality education across the sector as per STCW 2010 convention and code and it's amendments.

The Government of India, through the Directorate General of Shipping (DGS), has initiated training programs to equip maritime workers with the necessary skills for emerging green shipping technologies, particularly focusing on ships using fuels covered under the **International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)**.

The following training programs are in place:

1. **Basic Training for Ships Using Fuels Covered within the IGF Code (As per DGS Training Circular No. 13 of 2019, dated 30.07.2019)**
 - o This training is mandatory for seafarers responsible for designated safety duties related to the use and emergency response for fuels on board IGF-compliant ships.
 - o The course duration is **24 hours (4 days)**, and it is conducted by **DGS-approved training institutes**.
 - o The training ensures compliance with Regulation A-V/3 of the STCW Convention, 1978 (as amended) and section A-V/3-1 of the STCW Code.
2. **Advanced Training for Ships Using Fuels Covered within the IGF Code (As per DGS Training Circular No. 14 of 2019, dated 30.07.2019)**
 - o This course is designed for Masters, Officers, Ratings, and other personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code.
 - o The training spans **33 hours (5 days)** and is conducted at **DGS-approved training institutes**.
 - o The program meets the requirements of Regulation A-V/3 of the STCW Convention and section A-V/3-2 of the STCW Code.

Both these training programs aim to enhance the competence of maritime workers in handling alternative fuels and advanced fuel systems, contributing to the Government's commitment towards green shipping and sustainable maritime development.


17/03/25

(d) Whether the Government has set any specific carbon emission reduction targets for India's maritime sector is in line with Amrit Kaal Vision 2047;

Reply:- Yes

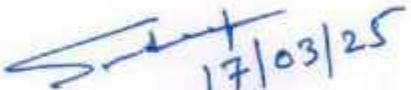
(e) If so, the details thereof ;

Reply:- The Amrit Kaal Vision 2047 places significant emphasis on transforming India's maritime sector into an environmentally sustainable industry through comprehensive green initiatives.

Government has set targets and is in line with Amrit Kaal Vision 2047 and they are

- 1) Carbon Emissions reduction- To reduce carbon emissions per ton of cargo by 30% by 2030 and an ambitious 70% by 2047.
- 2) Support to ship breaking yards for being compliant with Hong Kong Convention (on environmentally sustainable recycling) by 2026.
- 3) Development of 5 Green Hydrogen/Ammonia hubs and 1000+ Green Vessel in the country by 2029.
- 4) Renewable Energy Adoption-60% renewable energy adoption across all major ports by 2030, scaling to 90% by 2047.
- 5) Promotion of coastal shipping as an energy-efficient alternative
- 6) Implementation of Shore to Ship Power Supply, LNG bunkering standards

Yours faithfully


17/03/25
(Sandeep Awasthi)

Asst. Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

Revised

F. No.- 12/22011/1/2025-COORD-DGS(32799)

DATE: 19.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Inputs for provisionally admitted question for the Rajya Sabha Starred/Unstarred Diary No. U14000 for 21.03.2025.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 13.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The total number of tenders floated by various central government departments in the last five years, year-wise, along with their Worth and category;

Reply: The details of last five years tenders floated through GeM and CPPP is enclosed as Annexure-I.

(b) The total number of tenders that failed to comply with Public Procurement (Preference to Make in India) Order, 2017 in the last five years, along with their value;

Reply: No information available with this directorate.

(c) The number of tenders in which corrective action has been taken in the last five years, along with their values;

Reply: No information available with this directorate.

(d) Whether it is a fact that foreign brands were given priority in tenders against the domestic one, if so, the details thereof;

Reply: No information available with this directorate.

Yours faithfully,

(Dr. Sudhir Kohakde)

Deputy Director General of Shipping

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Annexure-I

Details of tenders (Bid) for last five years from 2020 to 2025 through GeM portal

Year	Total No. of tender floated	Cumulative worth in Cr.	Category		
			Goods	Services	Works
2020-21	01	Rs.2,95,204.99/-	--	Services	Electrician in DGS office
2021-22	03	Rs.61,30,793.03/-	--	Services	Electrician, Housekeeping work and Security Guard for DGS office
2022-23 & 2023-24	03	Rs.63,82,841.72/-	--	Services	Electrician, Housekeeping work and Security Guard for DGS office
2024-25	08	Rs.1,63,77,661.66/-	--	Services	Electrician, Housekeeping work, Security Guard and hiring of vehicles for DGS office
Total	15	2,91,86,501.40/-	-	-	-

1. The total number of tender floated in the last five years (CPPP) year wise along with their Worth and category as shown in below table:

Year	Total no. of tenders floated	Cumulative Worth in Cr.	Category		
			Goods	Services	Works
2020-21	1	0.156	0	1	0
2021-22	1	0.14	0	1	0
2022-23	0	0	0	0	0
2023-24	3	54.05	0	3	0
2024-25 (Till 19th March 2025)	18	1	0	18	0
Total	23	55.34	0	23	0



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

No.- 12/22011/1/2025-COORD-DGS-Part(2)(C.32871)

Date: 20.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Provisionally Admitted Question Dy No. S4911 for 25.03.2025 regarding Maritime trade handled by Indian ports.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 17.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

a) The total volume of maritime trade handled by Indian ports in the last ten years, including the percentage of exports and imports transported via sea routes;

Reply:- Details of the same is not available with Naval Architecture wing.

b) Whether the government has taken steps to boost the shipbuilding industry in India and reduce dependence on foreign-built ships, and if so, the details thereof;

Reply:- Yes, the government has taken several steps to boost the shipbuilding industry in India and reduce dependence on foreign-built ships.

Initiatives taken by the Ministry for developing shipbuilding infrastructure and allied facilities are as follows:-

- I) Government is providing Ship building financial assistance (SBFA), to Indian shipyards to provide them a level playing field vis-à-vis Foreign Shipyards. Shipyards receive financial assistance for shipbuilding contracts shipbuilding contracts signed during the dates, April 1, 2016 to March 31, 2026 including the said dates.
- II) To promote domestic shipbuilding, the Ministry of Ports, shipping and Waterways has revised the hierarchy of Right of First Refusal (RoFR) to be followed for all kind of tender. As per this Circular, Indian built, Indian flagged & Indian owned vessel have been given the highest priority. This is aimed to attract the entities/entrepreneurs to build vessels in Indian shipyard and get them registered under Indian flag. This measure will not only promote tonnage under Indian flag but also promote domestic shipyards and will boost employment opportunities for work force engaged in ship building sector.

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- III) The government has also granted infrastructure status to the shipyards, which enables shipbuilding firms to avail flexible structuring of long-term project loans at lower rates of interest for longer tenure equivalent to the economic life of their assets. They will also be able to issue infrastructure bonds for meeting working capital requirements and get tax benefits which will increase domestic shipbuilding activities.
- IV) Government has issued guidelines for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will have a "Right of first refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed to increase domestic ship building activities in shipyards.
- V) To increase ship building activities in Indian shipyards, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) order 2017. As per this order, procurement of Ships of less than 200 crore is required to be from Indian shipyards.
- VI) The government has released Standard Tug Designs of five variants for use by Major ports for procurement of tugs to be built in Indian Shipyards. This is also aimed to increase domestic shipbuilding. In addition, Govt. has directed all major ports to procure or charter tugboats which are only made in India.

The shipbuilding industry is a crucial component of a nation's maritime infrastructure and economic growth. In India, this sector plays a vital role in enhancing self-reliance, reducing dependence on foreign-built vessels, and boosting domestic manufacturing in line with the "Make in India" and "Atmanirbhar Bharat" initiatives. Recognizing the strategic and economic importance of the industry, the Government of India has implemented several policy measures to support Indian shipyards, promote indigenous shipbuilding, and encourage Indian ownership of vessels. These initiatives aim to strengthen India's shipbuilding capabilities, improve competitiveness, and enhance the country's share in global maritime trade.

The Key measures are as follows:

3.1. Ship Building Financial Assistance Policy (2016-2026):

Government of India has approved the Financial Assistance Policy for Indian Shipyards on 9th December 2015, for grant of financial assistance to Indian Shipyards. Only those vessels shall be eligible for grant of financial assistance, for which the construction commences subsequent to the signing of valid contracts. Vessels which are constructed and delivered within a period of three years from the date of contract are eligible for availing financial assistance under the policy. For specialized vessels, the delivery period can be extended till six years. Financial assistance shall be @ 20% of the contract price, actual receipts, fair price (whichever is least) to Indian shipyards. Under the policy, the financial assistance extended would be reduced by 3% every three years.

3.2. Revision of the criteria for Right of First refusal(ROFR):

It grants Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels thereby raising the demand for Indian flagged vessels

S. A
20/03/25

The criteria for granting the Right of First Refusal in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and ship-building in India, so as to make India a Atma-nirbhar/self-reliant Bharat, in terms of tonnage and ship-building in India. The following is the revised hierarchy of RoFR;

- i. Indian built, Indian flagged and Indian owned
- ii. Indian built, Indian flagged and Indian IFSCA owned
- iii. Foreign built, Indian flagged and Indian owned
- iv. Foreign built, Indian flagged and Indian IFSCA owned
- v. Indian built, foreign flagged and foreign owned

This will promote demand of Indian built and Indian flag vessels as the Indian built and Indian flag vessels will have the priority in chartering and will also provide additional market access and business support to ships built in India. The entrepreneurs will be encouraged to register and built their ships in India and thereby share of Indian ships in International market may be increased.

3.3. Subsidy support to Indian shipping companies:

The subsidy scheme for the promotion of flagging of merchant ships in India was initiated in 2021 with a budget of ₹1,624 crores to be disbursed over five years. This scheme aims to provide subsidies to Indian shipping companies participating in global tenders issued by Ministries and Central Public Sector Enterprises (CPSEs) for importing government cargo such as crude oil, LPG, coal, and fertilizers.

c) The details of incentives provided under the Maritime India Vision 2030 for promoting domestic shipbuilding and repair facilities;

Reply:- as explained in b)

d) The measures taken to enhance maritime security and strengthen surveillance along India's coastline and major shipping routes;

Reply:- The International Ship and Port Facility Security (ISPS) Code contains detailed security-related requirements for governments, port authorities, and shipping companies to enhance security in ports and on ships. It was implemented by the International Maritime Organization (IMO) on July 1, 2004. Vessels interacting with Indian ports must be ISPS compliant. As per ISPS code, The ISPS applies to ships engaged in international voyages, including all passenger ships and cargo ships of 500 GT and above.

It may be noted that Govt of India has notified ISPS rules on 19th June 2024, where stringent security regulation has been promulgated.

In India, ISPS code is applicable to the ships calling at any Indian port or any Indian offshore facility or at anchorage.

In Indian ship, the implementation of security regulations are verified by Initial and periodical audits by the Recognised Security Organisation (RSO) of the Directorate General of Shipping and the Mercantile Marine departments.

Ships other than Indian ship calling Indian ports, security arrangements is checked by port authorities and during the Port state control inspection of ships.

S. A. +
20/03/25

Security Measures at Ship:

Ship Security Assessment [SSA]

- SSA to be prepared after considering the provisions of Part B (Guidance for Implementation) of ISPS Code.

Ship Security Plan [SSP]:

- Every ship shall carry on board a Ship Security Plan approved by the DA.
- SSP to be prepared or any amendments to it to be made based on SSA.

Verification of Ship Security

- International Ship Security Certificate to be issued after the initial or renewal verification of ship security by the Designated Authority /Recognized Organization/Mercantile Marine Department.

Security measures at Port:

Port Facility Security Assessment (PFSA)

- PFSA to be carried out by Designated Authority [DA] or Recognized Security Organization [RSO] for all Indian ports.

Port Facility Security Plan (PFSP)

- All ports must prepare a PFSP based on the PFSA. PFSP to be approved by the DA.
- Port Facility Security Officer (PFSO) to be designated for each port facility who shall prepare and implement PFSP

Review by Port Facility Security Advisory Committee (PFSAC)

- The Port Facility Security Plan (PFSP) must be reviewed at least once every year.
- PSFAC shall review the approved PFSP of the port and any proposed corrections are to be incorporated.

Declaration of Security (DoS) is to be done by the port and ship

Security alongside Indian coast line and shipping routes are carried out by Indian Navy and Indian Coast guard. Appropriate comments may be taken from Indian Navy, Indian Coast guard and Shipping lines.

Yours faithfully,

(Sandeep Awasthi)

Asst. Director General of Shipping

20/03/25



भारत सरकार / GOVERNMENT OF INDIA
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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F.No.-12-22011/1/2025-COORD-DGS-Part(1) (32857)

Date:- 18.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Provisionally Admitted Question Dy No. 3454 for 21.03.2025 regarding Shortage of Shipping Containers.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 18.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) **The specific measures the Government is implementing to address the rising freight costs and shipping delays that exporters are currently facing across the country including Tamil Nadu;**

Reply:- No information available with this directorate.

(b) **The steps taken/proposed to be taken by the Government to alleviate the shortage and non-availability of shipping containers, which has significantly impacted trade;**

Reply:- No information available with this directorate.

(c) **The manner in which the Government is addressing congestion at major ports and the plans/mechanism put in place to improve port infrastructure and logistics to facilitate smoother operations;**

Reply:- No information available with this directorate.

(d) **Whether any support is being offered to exporters who are struggling with increase costs and delays, if so , the details thereof;**

Reply:- No information available with this directorate.

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(e) The manner in which the Government ensures that these challenges do not adversely affect their competitiveness in global markets;

Reply:- No information available with this directorate.

(f) Whether there is a coordinated effort between various ministries and agencies to tackle these shipping and logistics issues, if so, the details thereof;

Reply:- No information available with this directorate.

(g) The manner in the effectiveness of these efforts are being monitored;

Reply:- No information available with this directorate.

Yours faithfully



(Dr. Sudhir Kohakade)

Deputy Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No.- 12-22011/1/2025-COORD – DGS (Part-1) (32857)

Date:- 25.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Provisionally Admitted Question Dy No. 12758 and PQ No.418 for answer on 28.03.2025 regarding Ship Registration Process.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 18.03.2025 and 24.03.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

(A)

(a) whether the complexity of the ship registration process and its associated rules deters many shipping companies from registration in the country which negatively impacts revenue and employment opportunities.

Reply: NO.

(b) if so, the details thereof along with the steps taken/proposed to be taken by the Government to simplify and streamline the ship registration process.

Reply: Not Applicable

(c) Whether the Government has introduced proposals to introduce digital process and single window system for registration.

Reply: Presently the ship registration process is online.

(d) if so, the details thereof?

Reply: The registration of Indian Ship is being carried out within 24 hours of receipt of application.

(B)

Note for Supplement: The checklist and process flow of online registration is enclosed for information.

Yours faithfully

(Dr. Sudhir Kohakade)

Deputy Director General of Shipping

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MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (32871)

Date:- 20.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.:- Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Provisionally Admitted Question Dy. No. 13167 for 28.03.2025 regarding Training Berths on Ships.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 18.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether the Government has taken cognizance of the fact that there are insufficient training berths on board ships, and also that low intake of women in the maritime sector is a big drag on supply; and

Ans: Yes, the Directorate General of Shipping has taken cognizance of the fact that there are insufficient training berths on board ships, which poses a challenge for maritime cadets seeking onboard training. However, the claim regarding the low intake of women in the maritime sector being a major constraint is not entirely accurate. Over the past ten years, the percentage of Indian women joining the maritime sector has been steadily increasing year on year.

Year	Women Seafarer Indos
2014	341
2015	340
2016	428
2017	933
2018	1454
2019	1695
2020	526
2021	756
2022	2268
2023	2357
2024	2557

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India remains one of the leading suppliers of skilled maritime professionals globally, consistently contributing a significant workforce to the international shipping industry.

(b) If so, the details of the initiatives that are proposed to be taken by the Government to ensure that one in five sailors in the world is an Indian in the coming years;

Ans: The Ministry of Ports, Shipping and Waterways (MoPSW), Government of India, and the Directorate General of Shipping (DGS), has undertaken several initiatives to increase the global representation of Indian seafarers and ensure a steady supply of skilled maritime professionals. The key measures being implemented are as follows:

1. Implementation of Maritime India Vision (MIV) 2030

- i. As per Maritime India Vision (MIV) 2030, which outlines a strategic roadmap for the development of the Indian maritime sector.
- ii. To address this, the Directorate General of Shipping promotes the inclusion of Indian seafarers through the Tonnage Tax Scheme, which mandates that all Indian-flagged vessels must provide onboard training opportunities to Indian seafarer trainees.
- iii. Given the limited number of Indian-flagged vessels and the growing number of seafarers, there is a dependency on foreign-flagged ships to provide shipboard training for Indian seafarers.
- iv. As part of this vision, the Directorate General of Shipping (DGS) is actively encouraging more foreign-flagged vessels to recruit Indian seafarers and provide them with shipboard training opportunities.

2. Collaboration with Major Shipping Companies for Training Institutes

- o In an effort to increase the availability of structured shipboard training, the Government has invited several major ship-owning companies to establish Maritime Training Institutes (MTIs) in India.
- o These institutes will ensure that candidates are sponsored and receive 100% guaranteed shipboard training upon completion of their courses.
- o Some of the key companies that have set up MTIs in India include:

Anglo Eastern Maritime Academy
The Great Eastern Institute of Maritime Studies
Tolani Maritime Institute
Executive Ship Management Pvt. Ltd.
Maersk Shipping Company
Seven Islands Maritime Training Institute
MSC Fleet Management
Bernhard Schulte Maritime Training Foundation

3. Mandatory Shipboard Training through DGS Circular No. 18 of 2020 dated 24.04.2020

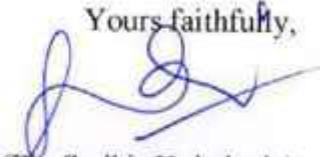
- o The Directorate General of Shipping has issued Training Circular No. 18 of 2020, which mandates that shipboard training must be an integral part of the approved training program for all pre-sea courses leading to a Certificate of Competency (CoC).

:3:

- This directive ensures that Maritime Training Institutes (MTIs) are responsible for facilitating shipboard training for all candidates, thereby enhancing their employability.

Through these multi-faceted initiatives, the Government is actively working towards strengthening India's position as a global leader in seafarer supply.

Yours faithfully,



(Dr. Sudhir Kohakade)
Deputy Director General of Shipping



भारत सरकार / GOVERNMENT OF INDIA
पल्टन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई



DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (32871)

Date:- 20.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Admitted Unstarred Question No. 2874 for 25.03.2025 regarding Progress in India's green sea transition.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 19.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

a) The mechanisms that are available to track and publicly report on India's green sea transition progress:

Reply:- The Ministry of Ports, Shipping and Waterways (MoPSW) has established the Green NAVIC Cell-3 as mechanism to track and monitor India's green maritime transition. This specialized cell operates within the NAVIC (Neel Arth Vision Implementation Cell) framework to drive environmental transformation across India's maritime sector. Green NAVIC Cell 3 serves as the central coordination unit for developing, monitoring and implementing eco-friendly practices, renewable energy solutions, and carbon reduction strategies throughout India's extensive port and shipping infrastructure. The programmes are implemented under the ambit of following goals and timelines,

1. Goals for First 100 days
2. Short Term Goals (0-1 years)
3. Medium Term Goals (1-3 years)
4. Long Term Goals (3- 5 years)

b) Whether any special training programmes are being conducted by Government to train maritime workers in green shipping technologies:

Reply:- Yes

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c) If so, the details thereof;

Reply:- The NAVIC cell -13 Capacity Building for Sector Outreach Education and Training has identified training on Green Initiatives like Alternative fuels, Hydrogen, Ammonia, Emerging Technologies on Green Shipping, Cruise Tourism, Shipbuilding.

Indian Maritime University has been assigned as the nodal agency to identify the training programmes under NAVIC Cell 3,13 and implement programmes as per timelines assigned.

Directorate General of Shipping (DGS) is systematically modernizing training requirements by updating curriculum standards to incorporate green technology competencies. These efforts include establishing crucial partnerships with maritime training institutes to ensure standardized quality education across the sector as per STCW 2010 convention and code and it's amendments

d) Whether Government has set any specific carbon emission targets for India's maritime sector in line with the "Amrit Kaal Vision 2047";

Reply:- Yes

e) If so, the details thereof;

Reply:- The Amrit Kaal Vision 2047 places significant emphasis on transforming India's maritime sector into an environmentally sustainable industry through comprehensive green initiatives.

Government has set targets and is in line with Amrit Kaal Vision 2047 and they are

- 1) Carbon Emissions reduction- To reduce carbon emissions per ton of cargo by 30% by 2030 and an ambitious 70% by 2047.
- 2) Support to ship breaking yards for being compliant with Hong Kong Convention (on environmentally sustainable recycling) by 2026
- 3) Development of 5 Green Hydrogen/Ammonia hubs and 1000+ Green Vessel in the country by 2029.
- 4) Renewable Energy Adoption-60% renewable energy adoption across all major ports by 2030, scaling to 90% by 2047.
- 5) Promotion of coastal shipping as an energy-efficient alternative
- 6) Implementation of Shore to Ship Power Supply, LNG bunkering standards

Yours faithfully

(Dr. Sudhir Kohakade)

Deputy Director General of Shipping



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नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.-12-22011/1/2025-COORD-DGS-Part(2) (32871)

Date:- 20.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

**Sub: Lok Sabha Starred PQ Dy. No. 11156 to be answered on 25.03.2025
regarding Industrial Policy with Trillion Economy Goal.**

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 19.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The manner in which the Ministry plan to align industrial policies with India's \$5 trillion economy goal, ensuring the manufacturing sector contributes significantly to GDP growth;

Reply:- No information available with this directorate.

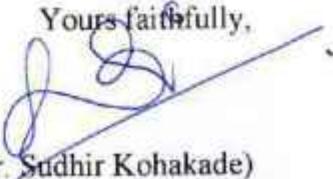
(b) The extent to which is the Government incentivizing industrial decarbonisation, ensuring that large-scale manufacturing units reduce carbon emissions;

Reply:- No information available with this directorate.

(c) The details of policies are being implemented to develop new industrial corridors and special economic zones (SEZs), ensuring robust infrastructure for heavy industries;

Reply:- No information available with this directorate.

Yours faithfully,


(Dr. Sudhir Kohakade)
Deputy Director General of Shipping

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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



E. No.- 12-22011/1/2025-COORD – DGS (Part-1) (32857)

Date:- 25.03.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Admitted/ Starred / Unstarred Question No.4726 and PQ No. 13314 for answer on 28.03.2025 regarding Development of Shipbuilding Clusters.

a) The criteria based on which states were selected for the development of shipbuilding clusters under the Government's initiative;

Reply : Details of the same is not available with the Directorate.

b) Whether there are any future plans to expand this initiative to other coastal regions of Karnataka including Dakshina Kannada;

Reply : Details of the same is not available with the Directorate.

c) If so, the details thereof:

Reply : Details of the same is not available with the Directorate.

d) The current capacity and capability of the domestic shipbuilding industry, including the number of operational shipyards and their production capacity, State wise;

Reply : List of shipyards state wise along with their shipbuilding capacity in DWT is presented below:-

S.No.	Shipyard Name	Shipbuilding capacity (DWT)
Andhra Pradesh		

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1	Hindustan Shipyard Limited	80000
Goa		
1	Vijai Marine Services	12000
2	Mandovi Drydocks	12000
3	Chowgule And Company Pvt. Ltd.	7000
4	Dempo Shipbuilding and Engineering Private Limited	18000
5	Waterways Shipyard Pvt Ltd	10000
6	Synergy Shipbuilders	10000
7	Zuari Shipyard Private Limited	9000
8	Victoria Shipbuilding And Engineerings LLP	8000
9	Atreya Shipyard Private Limited	6000
10	West Coast Shipyard Ltd	5000
11	Aquarius Shipyard Pvt. Ltd.	2000
12	Praka Engineering shipyard	20000
13	Timblo Drydocks Pvt Ltd	5000
14	Essfour Engineering Pvt. Ltd.	3000
15	Majestic Dockyard Pvt. Ltd.	3000
Gujarat		
1	Shoft Shipyard Pvt. Ltd.	36000
2	AH Wadia Boat builders	300
3	Swan Defence and Heavy industries Ltd.	900000
Karnataka		
1	Waterways Shipyard	
2	Udupi Cochin Shipyard Limited	9000
3	Chowgule SBD Private Limited	32000
Kerala		
1	Cochin Shipyard Limited	235000
2	Master Shipyard Pvt. Ltd.	4000
3	Sea blue shipyard	5000
4	Navgathi Marine design and construction Pvt. Ltd.	7000
5	Navalt Solar and Electric boats Pvt. Ltd.	1600
6	Kerala Shipping and Inland Navigation corporation	800
7	Bristol boats Pvt. Ltd.	200
Maharashtra		
1	Mazgaon Dock Shipbuilders Ltd.	80000
2	Marine Frontiers Private Limited	300
3	Konkan Barge Builders Pvt Ltd	3000
4	MOC Shipyards Private Limited	3000
5	Modest Infrastructure Pvt. Ltd	6000
6	Sunrich Ship Management Pvt Ltd	2000
Tamil Nadu		
1	L&T Shipbuilding Limited	26000
West Bengal		



1	Garden Reach Shipbuilders and Engineers Ltd.	20000
2	Hooghly Cochin Shipyard Limited	3000
3	AC Roy Shipbuilders Pvt. Ltd.	3000
4	Titagarh Wagons Limited	6000
5	Shalimar Works Ltd.	12000

NOTES:

1. The above data is compiled based on the data received from respective shipyards, SAI and data as available on website of shipyards.
2. The above list of shipyards is not an exhaustive list. Same is being updated continually by the Directorate.
- e) The extent of India's dependence on imports for shipbuilding components, including specialized steel, propulsion systems and other critical equipment along with the steps being taken to reduce this dependency.

Reply : India's shipbuilding industry is dependent on imports for critical components such as specialized marine-grade steel, propulsion systems (engines, gearboxes), navigation equipment, and advanced materials. This reliance results from limited domestic production capabilities, leading to increased costs due to import duties, logistical expenses, longer procurement times, and vulnerability to global supply chain disruptions.

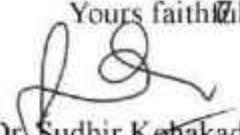
To reduce the dependency Govt. of India is working on several initiatives.

- 1) Creation of shipbuilding clusters thus creating local demand for the ancillary industries.
- 2) Extension of Basic Customs Duty exemption on raw materials, parts, and components used in ship manufacturing for an additional decade to encourage local manufacturing.
- 3) Maritime Development Fund with a corpus of 25,000 crore for long term financing of the maritime industry.
- f) Whether the Government has formulated any plans to enhance local manufacturing of shipbuilding components and strengthen the supply chain for this sector, if so, the details thereof; and

Reply : As explained in e)

- g) The expected impact of the shipbuilding clusters on employment generation, technology transfer, and India's competitiveness in the global maritime industry?

Reply : Details of the same is not available with this Directorate.

Yours faithfully

(Dr. Sudhir Kehakade)
Deputy Director General of Shipping



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पर्यावरण और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F.No.-12-22011/1/2025-COORD-DGS-(C.32799)

Date :-21.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Admitted Starred/ Unstarred Question No,2877 answer for 25.03.2025 regarding Shipbuilding infrastructure in Tamil Nadu.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 20.01.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether Government has considered building Shipbuilding infrastructure in the State of Tamil Nadu, if so, the details of location finalized, feasibility study conducted and budget planned thereof;

Reply: No information available with this Directorate.

(b) the details of current progress of pilot green hydrogen plan at VOC Port. Thoothukudi; and

Reply: No information available with this Directorate.

(c) the details of port upgradation work carried out in the State of Tamil Nadu the anticipated timeline for completion, budget allocated and the reasons for delay, if any?

Reply: No information available with this Directorate.

This issues with approval of the competent authority.

Yours faithfully,

 (Dr. Sudhir Kohakade)
 Deputy Director General of Shipping



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नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F. No.- 12-22011/1/2025-COORD - DGS (32799)

Date:- 26.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Admitted/ Starred / Unstarred Question No.S3223 for 01.04.2025 regarding infrastructure status to the shipping industry.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 20.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether there is demand to grant the infrastructure status to the shipping industry to improve India's position in shipbuilding and ownership;

(b) if so the details;

Reply:- (a) & (b) Yes, there is a demand to grant infrastructure status to ships to improve India's position in shipbuilding and ownership.

(c) What is the response of the Government towards granting infrastructure status to the shipping industry;

Reply:- Honourable Finance Minister in her Union budget speech 2025-26 stated 'Large ships above a specified size will be included in the infrastructure harmonized master list (HML)'

(d) What will be the additional facilities available to the Ship industry on being granted infrastructure status;

Reply:- Infrastructure status will enable shipping companies to avail low cost long term fund availability for procuring ship.

(e) By when such status will be given to the shipping industry;

Reply:- Details of the same not available with the Directorate.

Yours faithfully
(Dr. Sudhir Kohakade)
Deputy Director General of Shipping

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1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Sub: Rajya Sabha Provisionally Admitted Question Dy No. U5850 for 01.04.2025 regarding Incentives for Research and Development in Green Maritime Technologies

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 20.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) whether the Government is considering providing incentives such as tax breaks for companies investing in research and development of green maritime technologies.

Reply: (Currently, DGS is not aware of any tax breaks being provided by the GoI exclusively for companies investing in green maritime technologies in India).

(b) whether the Government has identified key areas for research in green shipping technologies, including alternative fuels and energy-efficient vessel designs; if so, the details thereof;

Reply: (The MoPSW has established National Centre of Excellence on Green Ports and Shipping (NCoEGPS in partnership with The Energy and Resources Institute (TERI), with aims to support research and development in sustainable maritime practices. Further information may be sought from TERI).

(c) The steps taken to collaborate with international organizations and private sector stakeholders to advance green maritime initiatives;

Reply: International Maritime Organization (IMO) Collaboration: India has been selected as the pioneer lead country for the IMO's Green Voyage 2050 Accelerator Project, which aims to assist developing countries in reducing greenhouse gas emissions from ships. Through this project, India is exploring a Green Shipping Fuel Corridor with Singapore, to enhance trade in sustainable fuels, showcasing India's commitment to integrating into the global green fuel market.

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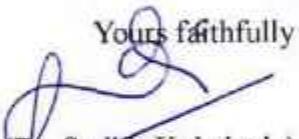
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India-Denmark Green Strategic Partnership: India has strengthened its maritime collaboration with Denmark, a leader in sustainable maritime technologies. An extended Memorandum of Understanding (MoU) includes cooperation on green maritime technology, shipbuilding, and port modernization. This partnership aims to establish a Centre of Excellence in India to enhance expertise in green technologies and promote knowledge exchange.

d) The measures undertaken to ensure that such incentives translate into cost-effective and commercially viable sustainable shipping solutions.

Reply: To ensure that incentives for green maritime technologies translate into cost-effective and commercially viable sustainable shipping solutions, the Indian government is providing financial support for the construction of green vessels up to 30% of the total project cost. This financial backing encourages shipowners to invest in alternative fuels and energy-efficient designs, making sustainable shipping more economically attractive.

Note: The inputs above are based on the information available with the DGS. Inputs from TERI and the Research Committee of the MoPSW may be sought for authentic and latest information on the matter.

Yours faithfully

(Dr. Sudhir Kohakade)
Deputy Director General of Shipping



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

E. No.- 12-22011/1/2025-COORD – DGS (Part-1) (32857)

Date:- 26.03.2025

To,
The Secretary to the Govt. of India,
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Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Admitted/ Starred / Unstarred Question No. U5727 for answer on 01.04.2025
regarding 20th Maritime State Development Council meeting.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 18.03.2025 and 24.03.2024 on the above subject. In this regard, the inputs of the Directorate are as below.

- a) Whether 20th Maritime State Development Council meeting was held recently in Goa;
Reply : Details of the same is not available with the Directorate
- b) Whether it is true that the key outcome of the meeting is to have a major shipbuilding parks in the coastal States;
Reply : Details of the same is not available with the Directorate
- c) If so, the details off (a) and (b)
Reply : Details of the same is not available with the Directorate.
- d) Whether there is any plan to set up one major shipbuilding park in Andhra Pradesh which has huge coastline of nearly 1000 kms;
Reply: Details of the same is not available with the Directorate
- e) If not, reasons thereof;
Reply: Details of the same is not available with the Directorate
- f) Details of critical issues flagged and resolved in the above meeting;
Reply: Details of the same is not available with the Directorate

Yours faithfully

(Dr. Sudhir Kohakade)

Deputy Director General of Shipping

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सरकार भारत

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New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Admitted/ Starred / Unstarred Question No.4726 and PQ No. 13314 for answer on 28.03.2025 regarding Development of Shipbuilding Clusters.

a) The criteria based on which states were selected for the development of shipbuilding clusters under the Government's initiative;

Reply : Details of the same is not available with the Directorate.

b) Whether there are any future plans to expand this initiative to other coastal regions of Karnataka including Dakshina Kannada;

Reply : Details of the same is not available with the Directorate.

c) If so, the details thereof:

Reply : Details of the same is not available with the Directorate.

d) The current capacity and capability of the domestic shipbuilding industry, including the number of operational shipyards and their production capacity, State wise;

Reply : List of shipyards state wise along with their shipbuilding capacity in DWT is presented below:-

S.No.	Shipyard Name	Shipbuilding capacity (DWT)
Andhra Pradesh		

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1	Garden Reach Shipbuilders and Engineers Ltd.	20000
2	Hooghly Cochin Shipyard Limited	3000
3	AC Roy Shipbuilders Pvt. Ltd.	3000
4	Titagarh Wagons Limited	6000
5	Shalimar Works Ltd.	12000

NOTES:

1. The above data is compiled based on the data received from respective shipyards, SAI and data as available on website of shipyards.
2. The above list of shipyards is not an exhaustive list. Same is being updated continually by the Directorate.
- e) The extent of India's dependence on imports for shipbuilding components, including specialized steel, propulsion systems and other critical equipment along with the steps being taken to reduce this dependency.

Reply : India's shipbuilding industry is dependent on imports for critical components such as specialized marine-grade steel, propulsion systems (engines, gearboxes), navigation equipment, and advanced materials. This reliance results from limited domestic production capabilities, leading to increased costs due to import duties, logistical expenses, longer procurement times, and vulnerability to global supply chain disruptions.

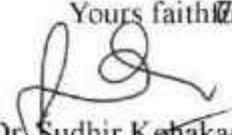
To reduce the dependency Govt. of India is working on several initiatives.

- 1) Creation of shipbuilding clusters thus creating local demand for the ancillary industries.
- 2) Extension of Basic Customs Duty exemption on raw materials, parts, and components used in ship manufacturing for an additional decade to encourage local manufacturing.
- 3) Maritime Development Fund with a corpus of 25,000 crore for long term financing of the maritime industry.
- f) Whether the Government has formulated any plans to enhance local manufacturing of shipbuilding components and strengthen the supply chain for this sector, if so, the details thereof; and

Reply : As explained in e)

- g) The expected impact of the shipbuilding clusters on employment generation, technology transfer, and India's competitiveness in the global maritime industry?

Reply : Details of the same is not available with this Directorate.

Yours faithfully

(Dr. Sudhir Kehakade)
Deputy Director General of Shipping



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F. No.- 12-22011/1/2025-COORD – DGS (Part-1) (32857)

Date:- 01.04.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Provisionally Admitted/ Starred / Unstarred Question No. 15743
for answer on 04.04.2025 regarding Shortages of Containers.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) Whether there are shortages of container in the country;

Reply : Based on the feedback of stakeholders and industry, presently there is no shortage of containers in India .

(b) If so, the steps taken/proposed to be taken by the Government to build more container;

Reply : Not applicable in view of response at (a) above

(c) Whether any incentive linked scheme is provided by the Govt for manufacturing of containers in the country;

Reply : No information is available with this directorate.

(d) If so, the details thereof;

Reply : Not applicable in view of response at (c) above.

This issues with the approval of the Competent Authority.

Yours faithfully

(Dr. Sudhir Kohakade)
Deputy Director General of Shipping

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भारत सरकार

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[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Provisionally Admitted/ Starred / Unstarred Question No. 15403
for answer on 04.04.2025 regarding Container Production in India.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

a) Whether the Government is aware of the Global Trade Research initiative (GTRI) report which highlights that India produces between 10,000 and 30,000 containers annually;

Reply : No information is available with this directorate.

b) If so, the details of container production in the country and the steps being taken by the Government to increase domestic container production to meet the growing demand in the export sector;

Reply : Not applicable

c) Whether the Government has any plans to incentivize the domestic manufacturing of containers to reduce dependency on imports and strengthen the shipping sector;

Reply : No information is available with this directorate.

d) If so, the details thereof;

Reply : Not applicable

e) the details of any existing or proposed collaborations with private or public sector entities to scale up container production in the country?

Reply : No information is available with this directorate.

This issues with the approval of the Competent Authority.

Yours faithfully

(Dr. Sudhir Kohakade)

Deputy Director General of Shipping

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भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F. No.- 12-22011/1/2025-COORD – DGS (Part-2) (32871)

Date:- 27.03.2025

To,
The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.:- Shri. Sumit Nandan U.S (MA, ML)]

Sub: Lok Sabha Admitted/ Starred / Unstarred Question No. 3243 for answer on 28.03.2025
regarding Dependence on China for Critical Components".

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

a) **The reasons as to why Government has failed reduce dependence on China for critical heavy industry components, despite repeated claims of "Atmanirbhar Bharat;**

Reply : Details of the same is not available with the Directorate.

b) **The specific measures taken to promote domestic production to reduce reliance on Chinese imports; and;**

Reply : Details of the same is not available with the Directorate.

c) **Whether there are any plans to establish a dedicated task force or agency to oversee the development of domestic industries and reduce reliance on Chinese imports?**

Reply : Details of the same is not available with the Directorate.

Yours faithfully

Dr. Sudhir Kohakade
Deputy Director General of Shipping

गव्ही मंजिल, बीटा विलिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No.- 12-22011/1/2025-COORD – DGS (Part-1) (32857)

Date:- 01.04.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.:- Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Provisionally Admitted/ Starred / Unstarred Question **No.U5860** for answer on 01.04.2025 regarding Ministry addressing the environmental and sustainability challenges in port operations.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

a) How is the Ministry addressing the environmental and sustainability challenges in port operations, and what role does the workforce play in implementing these green initiatives?

Reply: The Ministry of Ports, Shipping and Waterways (MoPSW) in India is actively addressing environmental and sustainability challenges in port operations through a comprehensive set of initiatives aimed at promoting green practices and reducing carbon emissions.

i) Green Port Development under the Harit Sagar Framework: The Harit Sagar initiative focuses on making Indian ports environmentally sustainable by adopting solar, wind, and hybrid renewable energy solutions. Efforts include implementing effective waste management systems, sustainable dredging practices, and developing shore power infrastructure to minimize emissions during port stays.

ii) Promotion of Alternative Fuels and the Green Hydrogen Economy: The Ministry is establishing Green Hydrogen Hubs at Paradip, Tuticorin, and Kandla Ports to support the transition to cleaner fuels in shipping and port operations. A phased adoption strategy for liquefied natural gas (LNG), green hydrogen, ammonia, and biofuels is being pursued to facilitate low-carbon maritime activities.

iii) Green Tug Transition Programme (GTTP): Launched to transition at least 50% of all tugs in major ports to green hybrid or fully electric models by 2030, this programme aims to significantly reduce emissions from port operations and set a precedent for sustainable tug operations worldwide.

iv) Compliance with Environmental Regulations: Rigorous enforcement of environmental regulations, including continuous monitoring of maritime activities, ensures alignment with global standards such as MARPOL and the Carbon Intensity Indicator (CII). This regulatory framework aims to reduce pollution and enhance maritime environmental sustainability.

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What role does the workforce play in implementing these green initiatives?

- (This matter pertains to Ports and inputs from IPA/ Port wing may be sought.)

b) Are there any partnerships or collaborations with educational institutions or private sector players to facilitate the recruitment and training of workers with specialized skills for modern port operations?

Reply: The NAVIC cell -13 Capacity Building for Sector Outreach Education and Training has identified training on Green Initiatives like Alternative fuels, Hydrogen, Ammonia, Emerging Technologies on Green Shipping, Cruise Tourism, Shipbuilding.

Indian Maritime University has been assigned as the nodal agency to identify the training programmes under NAVIC Cell 3,13 and implement programmes as per timelines assigned.

Directorate General of Shipping (DGS) is systematically modernizing training requirements by updating curriculum standards to incorporate green technology competencies. These efforts include establishing crucial partnerships with maritime training institutes to ensure standardized quality education across the sector as per STCW convention and code and it's amendments

c) What strategies are being implemented to improve working conditions for port workers, especially in light of safety, health, and labor rights concerns?

Reply: (This matter pertains to Ports and inputs from IPA/ Port wing may be sought.)

This issues with the approval of the Competent Authority.

Yours faithfully



(Dr. Sudhir Kohakade)
Deputy Director General of Shipping

Fwd: Re: Fwd: Parliament Question no. 3512

AA Ankur Anal <ankuranal.dgs@gov.in>
Thu, 27 Mar 2025 5:51:06 PM +0530 *
To "Co-ordination Branch DGS" <coord-dgs@nic.in>
Cc "SUDHIR KOHAKADE" <sudhir.kohakade@gov.in>

Sir,

Missed copying the mail to you.

Forwarded for information.

Warm Regards,

Ankur Anal, CEng

Jr. Ship Surveyor- cum - Asstt. Director General (Tech.)
Directorate General of Shipping
Ministry of Ports, Shipping and Waterways, Government of India
Ph: 022 2575 2029, Mob: +91-77380 76483

===== Forwarded message =====

From: Ankur Anal <ankuranal.dgs@gov.in>
To: "Prince Garg" <sosbrcsl-psw@gov.in>
Cc: "Nebu Oommen" <nebu.oommen@gov.in>, "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "VENKATESAPATHY SIVAPERUMAL" <dir1-psw@gov.in>, "K S Geetha Geetha" <usshipping2-psw@gov.in>, "Sumit Nandan" <usma-psw@gov.in>, "soma2-ship" <soma2-ship@gov.in>
Date: Thu, 27 Mar 2025 17:05:21 +0530
Subject: Re: Fwd: Parliament Question no. 3512
===== Forwarded message =====

Sir,

Please see inputs on part (e) of PQ 3512:-

Shipbuilding financial assistance policy with a financial outlay of 4000 crore was amended in August 2023, to include 'flat 30% Financial Assistance for vessels where main propulsion is achieved by means of green fuels such as Methanol/ Ammonia / Hydrogen fuel cells etc. This amendment also included 'flat 20% Financial Assistance for vessels fitted with fully electric or hybrid propulsion'

Under this scheme, 78.23 crore has been disbursed towards construction and delivery of hybrid vessels, till date.

Warm Regards,

Ankur Anal, CEng

Jr. Ship Surveyor- cum - Asstt. Director General (Tech.)
Directorate General of Shipping
Ministry of Ports, Shipping and Waterways, Government of India
Ph: 022 2575 2029, Mob: +91-77380 76483

---- On Thu, 27 Mar 2025 16:14:34 +0530 **Prince Garg** <sosbrcsl-psw@gov.in> wrote ---

Sir,

PFA. requested to provide inputs by today evening.

Rgrds
Prince

===== Forwarded message =====

From: Sumit Nandan <usma-psw@gov.in>
To: "Nebu Oommen" <nebu.oommen@gov.in>, "Pradeep Sudhakar" <pradeepsk-dgs@gov.in>, "ankuranaldgs" <ankuranal.dgs@gov.in>
Cc: "MA Section" <soma2-ship@gov.in>, "Prince Garg" <sosbrcsl-psw@gov.in>
Date: Thu, 27 Mar 2025 12:48:43 +0530
Subject: Fwd: Parliament Question no. 3512

===== Forwarded message =====

Sir,

Please find attached the parliament question no.3512. In this regard, DGS is requested to provide inputs in respect of part (e) of the question to this Ministry by today evening positively.

Regards,
MA Section

===== Forwarded message =====

From: MA Section <soma2-ship@gov.in>
To: "Sandeep Awasthi" <sawasthi-dgs@gov.in>, "Co-ordination Branch DGS" <coord-dgs@nic.in>, "JITENDRA JADHAV" <j.jadhav@gov.in>, "DR RAUT PANDURANG KONDIRAM" <pandurang.raut@gov.in>, "Navanath Rama Raut" <ahsmpso-dgs@gov.in>, "Shyam Jagannathan" <dgs@gov.in>, "Aniruddha Chaki" <chaki-dgs@nic.in>, "SENTHIL KUMAR JAYARAMAN" <senthil.kumar30@gov.in>, "Ajithkumar Sukumaran" <ajith.sukumaran@gov.in>
Cc: "Mandeep Singh Randhawa" <director-ship@gov.in>, "Sandeep Rohilla" <sandeep.rohilla@gov.in>, "Sumit Nandan" <usma-psw@gov.in>
Date: Thu, 27 Mar 2025 12:17:24 +0530
Subject: Fwd: Parliament Question no. 3512

===== Forwarded message =====

Sir,



सरकारी अधिकारी

भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण, पोत परिवहन और जलभाग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI



F. No.- 12-22011/1/2025-COORD – DGS (Part-1) (32857)

Date:- 01.04.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Provisionally Admitted/ Starred / Unstarred Question No. S7388 for answer on 01.04.2025 regarding Security of Ports”.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 27.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

a) Which governmental agency is in charge of the Security of the public and private ports and screening the imported cargo?

Reply: The ISPS Code, or International Ship and Port Facility Security Code, is an international framework designed to enhance maritime security. Developed by the International Maritime Organization (IMO) as an amendment to the Safety of Life at Sea (SOLAS) Convention, its main goals are to:

- **Establish standardized security measures:** It provides guidelines for ships and port facilities to assess security threats and implement appropriate countermeasures.
- **Enhance global maritime safety:** By ensuring that ships and ports worldwide adhere to consistent security practices, it helps to deter and mitigate potential threats such as terrorism or piracy.
- **Improve risk management:** The code requires ships and port facilities to develop and maintain security plans, conduct regular assessments, and establish communication protocols for handling security incidents.

In India the overall responsibility for port security and the screening of imported cargo is shared by two key government bodies.

1. Directorate General of Shipping (DG Shipping).

Role in Port Security: As an attached office under the Ministry of Ports, Shipping and Waterways, DG Shipping is responsible for implementing international safety and security standards including those laid down in the International Ship and Port Facility Security (ISPS) Code across Indian ports. Through its regulatory and oversight functions, DG Shipping ensures that both public and private port facilities maintain the requisite security measures.

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2. Central Board of Indirect Taxes and Customs (CBIC).

Role in Cargo Screening: The actual screening of imported cargo using physical inspections, X-ray systems, and other technology is carried out by Customs officials. CBIC is responsible for enforcing customs regulations at ports and ensuring that all imported cargo is inspected for contraband, hazardous materials, and compliance with import standards. While DG Shipping sets the security standards and monitors port security compliance, CBIC executes the operational task of screening cargo.

(b) The number of posts sanctioned towards screening cargo and security in each port?

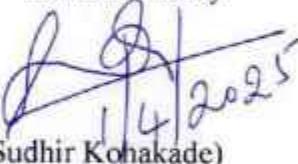
Reply: Does not pertain to Directorate General of Shipping.

(c) The number of posts lying vacant in the sections dealing with screening of cargo and security of Ports?

Reply: Does not pertain to Directorate General of Shipping.

This issues with the approval of the Competent Authority.

Yours faithfully



(Dr. Sudhir Konakade)
Deputy Director General of Shipping

11/4/2025



भारत सरकार / GOVERNMENT OF INDIA
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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No.- 12-22011/1/2025-COORD – DGS (Part-2) (32871)

Date:- 02.04.2025

To,

The Secretary to the Govt. of India,
Ministry of Ports, Shipping & Waterways,
Transport Bhawan,
1, Parliament Street,
New Delhi 110 001.

[Kind Attn.: - Shri. Sumit Nandan U.S (MA, ML)]

Sub: Rajya Sabha Provisionally Admitted/ Starred / Unstarred Question No. 482 for answer on 04.04.2025 regarding Operational Capacity of Shipbuilding Sector.

Sir,

I am directed to refer to the Ministry of Port, Shipping and Waterways e-mail dated 26.03.2025 on the above subject. In this regard, the inputs of the Directorate are as below.

(a) The current operational capacity of the shipbuilding and ship repairing sector in the State of Andhra Pradesh; and

Reply: Following shipyards in Andhra Pradesh are registered in the SBFAP portal:-

S.No.	Shipyards in Andhra Pradesh	Capacity (DWT)
1	Hindustan Shipyard Limited	80,000
2	San Marine	8,000
3	Bluebay Engineering Pvt. Ltd.	Not Available

(b) The key challenges being faced and the policy initiatives or incentives under consideration in the said sector?

Reply: Current issues being faced by Indian shipbuilding are non availability of low-cost capital in Indian shipbuilding sector, inadequate support from ancillary industry, Low and volatile demand and import dependence etc.

Initiatives taken by the Ministry for developing shipbuilding infrastructure and allied facilities are as follows:

1. Government is providing Ship building financial assistance (SBFA), to Indian shipyards to provide them a level playing field vis-à-vis Foreign Shipyards. Shipyards receive financial assistance for shipbuilding contracts shipbuilding contracts signed during the dates, April 1, 2016 to March 31, 2026 including the said dates.

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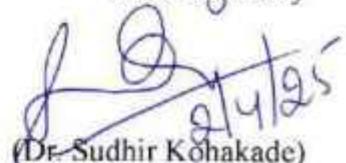
फोन/Tel No. +91-22-2575 2040/1/2/3 फैक्स/Fax: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

- II. To promote domestic shipbuilding, the Ministry of Ports, shipping and Waterways has revised the hierarchy of Right of First Refusal (RoFR) to be followed for all kind of tender. As per this Circular, Indian built, Indian flagged & Indian owned vessel have been given the highest priority. This is aimed to attract the entities/entrepreneurs to build vessels in Indian shipyard and get them registered under Indian flag. This measure will not only promote tonnage under Indian flag but also promote domestic shipyards and will boost employment opportunities for work force engaged in ship building sector.
- III. The government has also granted infrastructure status to the shipyards, which enables shipbuilding firms to avail flexible structuring of long-term project loans at lower rates of interest for longer tenure equivalent to the economic life of their assets. They will also be able to issue infrastructure bonds for meeting working capital requirements and get tax benefits which will increase domestic shipbuilding activities.
- IV. Government has issued guidelines for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will have a "Right of first refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed to increase domestic ship building activities in shipyards.
- V. To increase ship building activities in Indian shipyards, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) order 2017. As per this order, procurement of Ships of less than 200 crore is required to be from Indian shipyards.
- VI. The government has released Standard Tug Designs of five variants for use by Major ports for procurement of tugs to be built in Indian Shipyards. This is also aimed to increase domestic shipbuilding. In addition, Govt. has directed all major ports to procure or charter tugboats which are only made in India.

Additional inputs for supplementary questions: -

- I. Under SBFAP, Till date, 52 shipyards have registered, and 20 shipyards have utilized the scheme by availing financial assistance. Further, an amount of Rs. 455.06 crore has been released towards construction and delivery of 167 vessels.
- II. 19 export vessels have been given financial assistance under SBFAP.

Yours faithfully



9/4/25
(Dr. Sudhir Kohakade)

Deputy Director General of Shipping