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STCW

6.1 STCW Certification Performance (Nautical Grade)

The Directorate General of Shipping continued its commitment to strengthening competence, safety readiness, and global employability of Indian seafarers. During 2025, STCW certification issuance recorded a significant rise, demonstrating year-on-year growth and supporting a skilled and compliant maritime workforce.

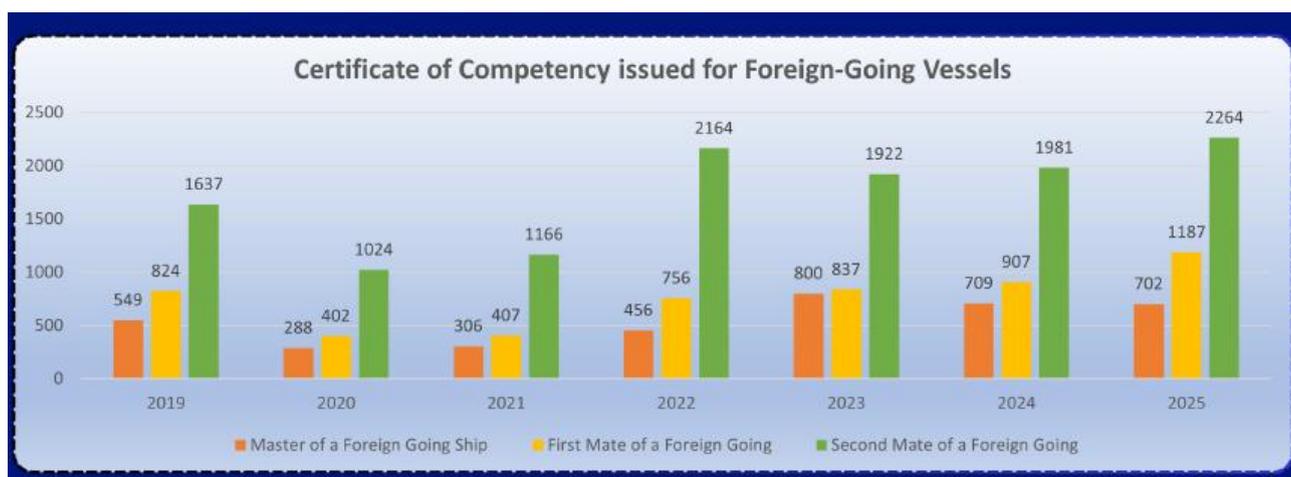
Certificate of Competency issued			Global Maritime Distress and Safety System (GMDSS) Certificate of Competency (COCs)	
Rank	Foreign Going Grades	Near-Coastal Voyage (NCV) Grades	MMD CHENNAI	1237
Master	702	38	MMD KOCHI	946
First Mate	1187	31	MMD NOIDA	2256
Second Mate	2264	31	MMD KANDLA	120
Total	4153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

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

A total of **4,153 Foreign Going CoCs** were issued, with **Second Mate** forming the largest share, followed by **First Mate** and **Master**, indicating a strong pipeline at the junior and mid-officer levels. For NCV vessels, **100 CoCs** were issued, demonstrating steady but limited demand aligned with coastal trade requirements. The data indicates a workforce skewed towards foreign-going operations, reflecting global employment trends for Indian officers.

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

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



- The year-wise trend in Certificates of Competency issued for Foreign Going and Near-Coastal vessels from 2019 to 2025:
- Foreign Going CoCs show a **clear upward trajectory**, with a notable rise post-2021, culminating in peak issuance levels in 2025. This trend reflects recovery from pandemic-related disruptions and increased global demand for Indian deck officers.
- Near-Coastal CoC issuance remains comparatively stable with minor fluctuations, indicating consistent but niche operational requirements in the domestic sector.
- The Nautical wing consolidated all existing Executive Orders, Circulars, Merchant Shipping Notices and communications related to Minimum Safe Manning requirements for Indian ships, thereby removing fragmentation and ensuring a uniform regulatory reference for ship operators, surveyors and flag-state inspectors.

- The syllabus for Chief Mate (NCV) Phase-I and Phase-II courses was comprehensively revised to incorporate all STCW amendments up to the 2010 Manila Amendments, remove obsolete content and introduce contemporary subjects aligned with current maritime operational realities.

Syllabus Revision (DGS Circular No. 41 of 2025) (STCW Circular No. 04 of 2025)

The Directorate General of Shipping reviews the syllabi of competency courses from time to time. The aim is to ensure that training meets current industry needs and international standards. As part of this process, the Directorate set up a Syllabus Revision Committee to examine the Chief Mate (NCV) Phase-I and Phase-II courses. The committee included faculty from maritime training institutes and other stakeholders from the maritime sector.

The committee held detailed discussions with various stakeholders. They reviewed the existing syllabus, identified gaps, and took inputs on what changes were needed. After this exercise, the committee recommended a comprehensive revision of the Chief Mate (NCV) syllabi. The focus was on aligning it with international requirements, improving relevance to shipboard operations, and strengthening competency outcomes.

The revised syllabus now includes all amendments to the STCW Convention, including the 2010 Manila Amendments. Outdated topics have been removed. New subjects have been added to cover present-day navigational practices, maritime communication, safety management, and other areas important for a Chief Mate (NCV). The changes make the course more practical and better linked to current industry expectations.

These revised guidelines for Chief Mate (NCV) Phase-I and Phase-II courses has come into force from September 2025. This update marks an important achievement for the Examination Wing, as it helps keep Indian maritime competency training current, industry-focused, and internationally compliant.

Safe Manning Consolidation (DGS Circular 54 of 2025)

Manning is a vital part of ship operation. Every vessel needs enough qualified and competent crew to run safely and efficiently. Adequate manning reduces workload, prevents fatigue, and lowers the risk of human error. It also supports safe navigation, machinery operation, cargo handling and emergency response. Over time, the maritime community has recognised that ship safety depends not only on the ship's design and equipment, but also on the competence and number of personnel on board. This idea forms the basis of the Principle of Safe Manning.

The Principle of Safe Manning requires that each ship has a sufficient number of qualified and certificated personnel to ensure safe operation, protect life and property at sea, and prevent marine pollution. Manning levels must be adequate to perform all essential functions without causing excessive workload or fatigue.

In India, the Directorate had issued several instructions on Minimum Safe Manning requirements for different types of vessels. These were released from time to time through various Executive Orders, Circulars, Merchant Shipping Notices and other communications. As a result, the information became scattered, and ship operators, surveyors and inspectors often had to refer to multiple documents to locate all applicable requirements. To address this issue, the Nautical Wing undertook a consolidation exercise. All existing instructions related to Minimum Safe Manning were identified, examined, and brought into a single consolidated reference document vide DGS Circular 54 of 2025. This ensured that all relevant guidance was placed in one place, removing fragmentation and improving regulatory clarity.

The benefits of this consolidation are significant. Ship operators now have a single, updated source for manning requirements. Surveyors and inspectors can verify compliance more efficiently and consistently. Regulatory clarity has reduced confusion, improved flag-state oversight, and supported better safety outcomes. Most importantly, it ensures that the Principle of Safe Manning is applied uniformly across Indian ships, enhancing safety of operations and protection of the marine environment.

This consolidation is an important achievement of the Nautical Wing and strengthens the application of Safe Manning standards under the Indian flag.

FOR CASUALTY BRANCH, NAUTICAL WING

Workshop on Salvage and Emergency Response, March 2025

- 6.2 The Directorate General of Shipping conducted a national Workshop on Salvage and Emergency Response on 4 March 2025 at Mumbai to review preparedness and response mechanisms for maritime emergencies. The workshop brought together stakeholders from government agencies, the Indian Coast Guard, shipping companies, salvage operators, insurers, ports, legal professionals, and maritime institutions. A total of 254 participants registered, with both physical and virtual participation.
- 6.3 The deliberations focused on improving coordination and readiness for handling groundings, fires, collisions, pollution incidents, and wreck removals in Indian waters. Recent national and international case studies were discussed to highlight lessons on timely intervention, inter-agency coordination, and structured decision-making during emergencies. The evolving role of salvage, encompassing environmental protection and navigational safety in addition to asset recovery, was emphasized.
- 6.4 Key discussions examined salvage-related provisions under the Merchant Shipping Bill, 2024, the need for standardized operating procedures, empanelment of professional salvors in India, and challenges relating to ports of refuge and emergency towing arrangements. The workshop concluded with consensus on strengthening regulatory frameworks, encouraging domestic salvage capacity, and enhancing institutional preparedness to improve India's maritime emergency response ecosystem.



Notable Marine Incidents and Regulatory Response

- 6.5 During the calendar year, the Directorate General of Shipping coordinated timely and structured responses to several major marine casualties, ensuring protection of human life, the marine environment, and coastal interests. The incidents underline the effectiveness of early intervention, multi-agency coordination, and regulatory oversight by Directorate.
- 6.6 **Sinking of MSC ELSA 3 (May 2025):** On 25 May 2025, the Liberian-flagged container vessel MSC ELSA 3 sank off the Kerala coast carrying heavy fuel oil, diesel, and hazardous cargo, which led to a coordinated national response under Directorate oversight. The coordination led to a successful operation ensuring no significant oil spill, marine environmental hazard, or pollution incident.
- 6.7 From the initial stages, the Directorate centralized coordination with the Indian Coast Guard, Indian Navy, port authorities, state authorities, shipowners, P&I Club, ITOPF, and professional salvors, coordinating the initial response action and maintaining continuous surveillance of the wreck site; further directing the technical operations like pipe sealing to prevent oil seepage, the oil removal operations undertaken post-monsoon, and the shoreline cleanup for the nurdle spill along Kerala and Tamil Nadu coasts. Swift engagement with P&I insurers and shipowners secured compensation for local fishers' livelihood losses and onshore cleanup costs, upholding welfare priorities amid the crisis.
- 6.8 Ongoing efforts focus on expediting wreck removal through regulatory follow-up, solidifying the Directorate's role as a benchmark for proactive administration, stakeholder synergy, and enforcement of pollution prevention protocols in complex incidents.



- 6.9 **Fire onboard WAN HAI 503 (June 2025):** The Directorate General of Shipping handled the WAN HAI 503 incident, demonstrating effective coordination during the concurrent MSC ELSA 3 operations. The Panama-flagged container vessel WAN HAI 503 caught fire off the Kerala coast while transiting the Indian EEZ in late June 2025, carrying general cargo including hazardous materials.
- 6.10 The Directorate immediately redirected the Emergency Towing Vessel (ETV) assisting at the ELSA wreck site and deployed a high bollard pull tug for assistance. The Indian Coast Guard mobilized firefighting vessels to commence external cooling and suppression from the outset, while salvors were engaged by the shipowners. As the vessel drifted toward the Indian coast, the Directorate coordinated with the Coast Guard, salvors, and owners to establish a towline after sustained efforts, towing it seaward to maintain separation from shorelines.

- 6.11 Firefighting operations persisted for approximately three weeks using foam and water monitors, with the vessel remaining afloat despite intermittent flare-ups. The Directorate then oversaw towing outside Indian waters beyond the EEZ, coordinating with port authorities and customs to facilitate additional firefighting assets and manpower. The vessel proceeded to a designated port of refuge for further stabilization.
- 6.12 The Directorate is currently conducting a formal investigation into the fire's cause, crew actions, and compliance with its international obligations, with findings to inform regulatory updates.



- 6.13 **Container Fire on INTERASIA TENACITY (June 2025):** The Directorate General of Shipping effectively managed the M.V. INTERASIA TENACITY container fire, ensuring rapid resolution without environmental or navigational impact. In June 2025, the Marshall Islands-flagged vessel reported fire in forward containers while transiting Arabian Sea toward Jawaharlal Nehru Port.
- 6.14 DGS coordinated immediately with shipowners (Interasia Lines) and P&I representatives, activating ICG assets for external firefighting support during vessel transit. ICG ships provided foam application and escort, fully extinguishing the blaze within 48 hours; hazardous cargo remained fully contained onboard, with no shoreline contact, pollution release, or crew injuries reported.
- 6.15 The vessel safely continued to Jawaharlal Nehru Port for cargo discharge and subsequent investigation into ignition sources was investigated by the Directorate.



- 6.16 **Fire and Explosion on MT FULDA (July 2025):** The Directorate General of Shipping managed the M.T. FULDA explosion and grounding incident at Kandla outer port anchorage, mitigating the risk of pollution and navigational safety. The Liberia-flagged tanker experienced a cargo tank explosion on [date in 2025], grounding in distress with 15,000 MT fuel oil aboard, posing immediate navigation hazard and major oil spill threat.
- 6.17 DGS coordinated urgently with shipowners and P&I Club amid challenges from flammable cargo residues; after deliberations, P&I appointed salvors and oil spill response organizations (OSROs) to execute lightering and oil extraction, successfully mitigating spill risk through transshipment to barges without release. With pollution addressed, the wreck's continued obstruction prompted further consultations, leading to re-floatation and towage to a designated safer location preventing sinking peril.
- 6.18 The casualty was prepared for scrapping under DGS oversight, averting prolonged hazards while enforcing liability frameworks.



- 6.19 Across these incidents, the Directorate General of Shipping led a unified and time-bound response through close coordination with the Indian Coast Guard, Indian Navy, State Governments, State Disaster Management Authorities, District Administrations, Pollution Control Boards, port authorities, shipowners, P&I Clubs, professional salvors, and international technical agencies. DGS exercised regulatory oversight through statutory directions, convened regular inter-agency coordination meetings, facilitated rapid mobilization of salvage and pollution response resources, and ensured alignment between central, state, and local authorities. This integrated approach resulted in effective containment of marine pollution risks, zero shoreline impact, preservation of marine environmental quality, and systematic documentation of lessons learned for informing the IMO and strengthening national and global maritime safety frameworks.
- 6.20 The cluster of high-profile incidents collectively exposed critical deficiencies in India's salvage and wreck removal infrastructure during 2025. Limited availability of heavy-lift salvage vessels, specialized diving support, and dedicated oil spill response platforms within national waters necessitated reliance on foreign salvors, extended response timelines, and ad-hoc asset diversions (e.g., ETV from ELSA to WAN HAI), amplifying operational risks and costs.
- 6.21 Prompted specifically by the complexity of MSC ELSA 3 and WAN HAI 503, the Prime Minister's Office convened a high-level review meeting in July 2025 with the Directorate to analyze the incident responses and chart a structured salvage infrastructure roadmap. Accordingly, a framework was developed with particular timelines, developed by the Ministry and the Directorate, and presented to the PMO, which envisaged a Maritime Casualty Response Framework to strengthen the salvage ecosystem.

Strengthening India's Maritime Casualty Response Framework

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

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

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

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

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

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

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

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

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

6.27 India participated in the Global Salvage & Wreck Forum 2025, held on 10–11 December 2025 in London, through the Directorate General of Shipping (DGS), Ministry of Ports, Shipping and Waterways. The forum, organized by the International Salvage Union, the International Group of P&I Clubs, and the International Underwriting Association, brought together regulators, salvors, insurers, and maritime experts to discuss wreck removal and emergency response practices.

Capt. Harinder Singh, Nautical Surveyor and Deputy Director General (Technical), DGS, represented India as a panelist in a session on coastal State responses to maritime emergencies. India shared its evolving casualty response framework, highlighting structured coordination with the Indian Coast Guard, Indian Navy, port authorities, and other stakeholders, supported by round-the-clock monitoring through the DGComm Centre. Bilateral interactions with P&I Clubs, salvage operators, and international maritime authorities enabled exchange of best practices and insights on insurance, salvage coordination, and ports of refuge. India's participation strengthened international engagement and supported alignment of national maritime emergency response mechanisms with global standards.



Commendation for Distinguished Service in Maritime Emergency Response

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

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

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

involves stakeholder consultations and development of a strategic roadmap covering governance, risk management, and regulatory compliance, with an initial focus on fixed premium P&I cover for Indian vessels.

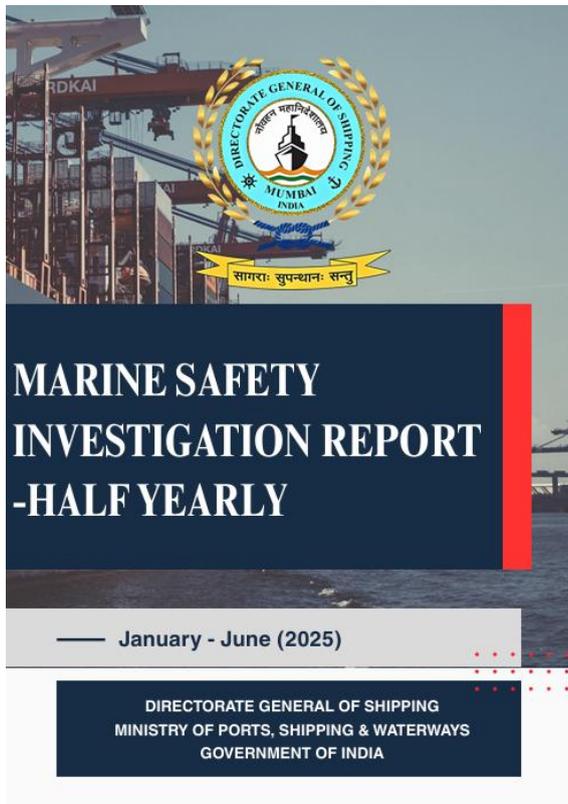
Safety Awareness Video Series on Marine Casualties and Maritime Systems

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



Marine Safety Investigation Reports (Annual and Half-Yearly)

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



Issuance of Casualty Circular/Safety Advisory

- 6.32 The Casualty Branch has undertaken sustained efforts to strengthen maritime safety awareness through the systematic issuance of *Casualty Circulars* and *Safety Advisories* following the investigation of marine incidents. The Directorate has accordingly issued [DGS Circular 01 of 2025](#); [DGS Circular No. 10 of 2025](#); [DGS Circular No. 19 of 2025](#); [DGS Circular 42 of 2025](#); [DGS Circular 46 of 2025](#); [DGS Circular 58 of 2025](#). Each circular serves as a critical knowledge-sharing instrument aimed at translating lessons learned from past casualties into actionable preventive measures across the national maritime sector.
- 6.33 These communications are designed to address recurring operational and procedural deficiencies observed during investigations, thereby guiding ship operators, masters, and crew to adopt safer work practices and compliance-driven operational standards. By distilling complex casualty findings into concise, practical advisories, the Branch promotes a proactive approach to risk mitigation and embeds safety consciousness across all levels of the maritime workforce.
- 6.34 This initiative has significantly contributed to institutionalising a culture of safety-learning and continuous improvement within Indian shipping. The consistent dissemination of such circulars ensures that experiences from individual incidents are transformed into collective learning for the wider maritime community, inculcating a culture of constant vigilance, operational discipline, and sustained reduction in accidents and incidents at sea.

Maritime Single Window

6.35 The Maritime Single Window (MSW) serves as a crucial platform for streamlining and facilitating maritime trade and logistics by enabling the electronic submission, processing, and exchange of maritime-related information among various stakeholders. As a mandatory requirement of the FAL Convention, Major ports, as well as non-major ports handling EXIM cargo, customs, immigration, port health authorities, and various maritime sector associations are involved in its implementation. A total of 84 ports has already been integrated into the system. Integration of Customs and Immigration: It is important to note that customs and immigration are yet to be integrated into the MSW system. This lack of integration is discouraging shipping agents, vessels, and ports from reporting through the MSW platform.



6.36 Integration of Customs and Immigration: It is important to note that customs and immigration are yet to be integrated into the MSW system. This lack of integration is discouraging shipping agents, vessels, and ports from reporting through the MSW platform.

6.37 As part of our collective efforts to ensure the smooth implementation of the Maritime Single Window initiative, it is critical to integrate customs and immigration into the system.

Key Achievements:

- National rollout of MSW–Sagar Setu as India’s centralized Maritime Single Window platform.
- Successful integration of ports, terminals, customs, health, security, and regulatory agencies through a single digital message exchange system.
- Complete transition from paper-based to fully digital clearance workflows, improving transparency and coordination.
- Significant improvement in operational efficiency through standardized, automated processes aligned with international maritime conventions.
- Establishment of a secure, scalable, cloud-based microservices architecture with 24×7 operational support.
- Integration with national and international platforms, creating the foundation for global maritime data exchange.

- Initiation of MSW–Sagar Setu 2.0 aligned with One Nation One Port Process reforms.

Annual Statistics:

- As part of our collective efforts to ensure the smooth implementation of the Maritime Single Window initiative, it is critical to integrate customs and immigration into the system.
- Platform adopted by all Major Ports and 50+ Non-Major Ports.
- Major reduction in vessel approval timelines, from more than one day to a few hours.
- PHO clearance timelines reduced from 24–48 hours to within a few hours through complete digitization.
- More than half of vessels on the platform are compliant with IMO requirements.
- Round-the-clock system availability supported by a dedicated national helpdesk.
- MSW 2.0 expected to achieve substantial reductions in data entry and documentation.

International Ship and Port Facility Security (ISPS)

6.38 The ISPS Code, adopted after the 9/11 attacks in 2001, aims to enhance maritime security by addressing the risks of terrorism and piracy. It came into force on 1st July 2004, to improve the security of ships and port facilities worldwide. In India, the provisions of the ISPS Code were integrated into the Merchant Shipping Act (MSA) of 1958 and the Indian Ports Act (IPA) of 1908 through the Merchant Shipping (Amendment) Act of 2007.

The ISPS Code mandates that port facilities in India comply with Chapter IX-B of the MSA and Section 68D of the IPA. It applies to port facilities that handle ships engaged in international voyages, such as passenger ships, cargo ships over 500 GT, and mobile offshore drilling units (MODUs). The Director General of Shipping (DGS) serves as the Designated Authority for enforcement.

The M.S. International Ships and Port Facility Security Rules, notified on 19th June 2024, after a span of 20 years, outline the security requirements for ships and port facilities. These rules are divided into five chapters, which address general responsibilities, ship security, port facility security, certification of ships, and miscellaneous provisions.”

Key Achievements:

- 74 ports in India are now ISPS-compliant.
- The ISPS rules were officially notified on June 19, 2024.
- The Director General of Shipping (DGS) has been designated as the enforcement authority through Gazette notification.
- Conducting audits and certifications for Indian ports under the ISPS to ensure compliance with

established safety standards and regulatory requirements.

- Letters have been issued to all ports notifying them of the requirement to comply with the International Ship and Port Facility Security (ISPS) Rules, 2024. As a result, the majority of ports are now in compliance with ISPS regulations.
- DG Shipping conducted National Port and Ship Security Conference, 2025 aimed to strengthen maritime security by bringing together key stakeholders, including policymakers, port authorities, and security experts.



- During India-Pakistan conflict recently, DGS issued Advisory to all ports and ships raise Maritime Security (MARSEC) from level 1 to level 2.

Annual Statistics

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

National Security Strategies Conference/NSSC 2024

Capt. Nitin Mukesh, Senior DDG (T), along with other speakers, delivered a presentation on the security of non-major ports, FHs, and FLCs. The objective of the presentation was to discuss the gaps in the security of non-major ports and propose potential solutions.

Key Achievement:

- Effective coordination with security agencies, including Intelligence Bureau (IB), Police, CISF, and other enforcement authorities, to enhance port security.
- Implementation and enforcement of ISPS



compliance across major and non-major ports to strengthen security measures.

- Deployment of surveillance systems and risk assessment frameworks to identify and mitigate security threats.
- Strengthened security protocols for restricted areas, cargo handling, and vessel access controls.

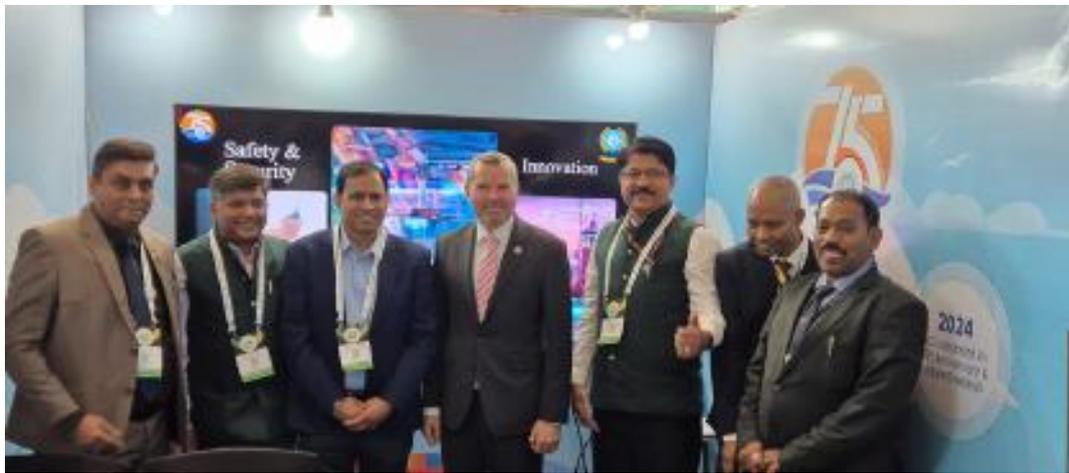
75 Years Platinum Jubilee Celebration

The 75-Year Logo: A Symbol of Legacy

The official Platinum Jubilee logo was unveiled in January 2025 during the IMEI Annual Dinner event. The design combined the number seventy-five with the Directorate's insignia and a stylized wave motif, symbolizing resilience, progress, and the eternal connection between India and the sea. The logo became the unifying emblem of the Jubilee year and a proud reminder of seven and a half decades of national service.



Special 75-Year Celebratory Stall



A special 75-Year Celebratory Stall was also showcased during the Green Shipping Conclave held on , highlighting the Directorate's initiatives in sustainable shipping and environmental protection. The stall presented the Platinum Jubilee journey through a curated infographic video and exhibition panels, portraying India's maritime transformation and commitment to green growth.

The stall was **visited by the Secretary-General of the International Maritime Organization (IMO), Mr. Arsenio Dominguez**. The interaction provided an opportunity to showcase India's progress and institutional efforts in advancing green shipping initiatives at both national and international levels.

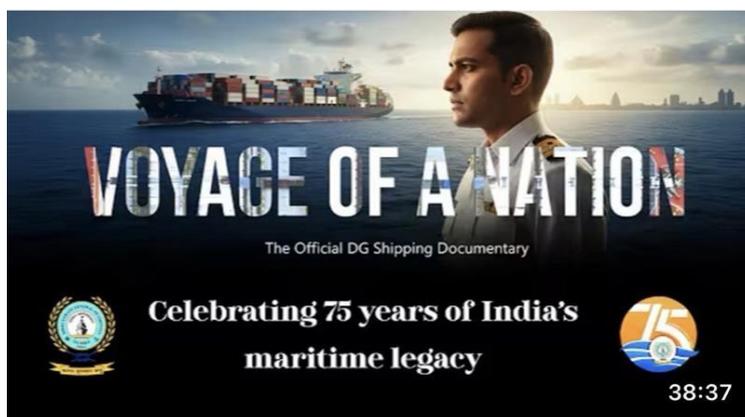
National Recognition through the Press (4 Page Supplement)



A four-page Platinum Jubilee supplement was published on 01 September 2025 in The Times of India (Mumbai edition) and The Economic Times (All-India edition), followed by its Hindi counterpart in Navbharat Times (Mumbai edition) on 19 September 2025. The publication brought the Directorate's seventy-five-year journey to a national audience, highlighting milestones in maritime policy, training, safety, and technological advancement.

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

Platinum Jubilee Documentary – “Voyage of a Nation”



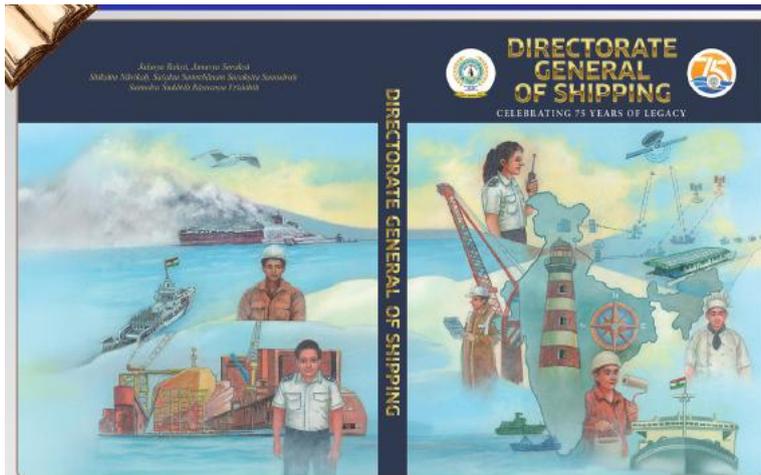
As part of the Platinum Jubilee commemorations, the Directorate General of Shipping produced a flagship documentary titled “Voyage of a Nation”, chronicling the Directorate’s seventy-five-year journey from its establishment in 1949 to its evolution as a modern maritime administration.

The documentary presents a compelling narrative through a blend of archival footage, expert interviews, and evocative visual storytelling, capturing India’s maritime progress alongside the Directorate’s defining role in seafarer welfare, maritime safety, regulatory excellence, and sustainable maritime development. It reflects the institution’s transformation in response to global maritime challenges while remaining anchored in its core mandate of safeguarding life at sea.

Voyage of a Nation premiered during the Platinum Jubilee celebrations and was subsequently

telecast nationally on Times Now on 27 and 28 September 2025, reaching audiences across eighteen cities in India. The broadcast received wide appreciation, bringing the Directorate's legacy into public consciousness and reaffirming its enduring place in India's maritime heritage.

Coffee Table Book Publication- A Chronicle of 75 Years

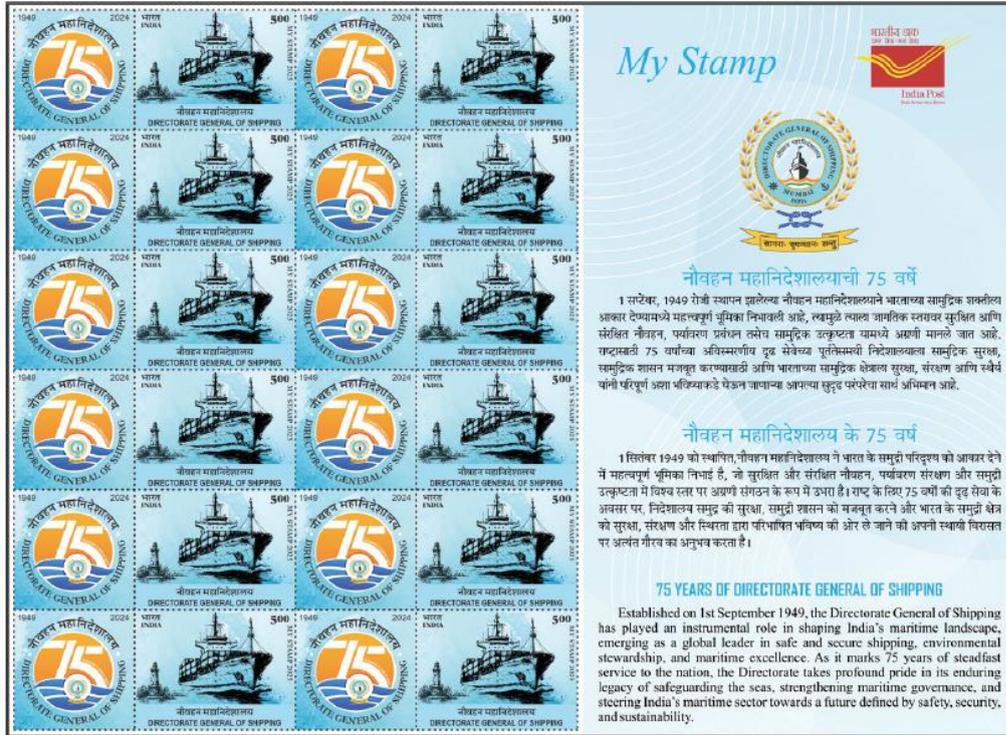


As part of the Platinum Jubilee celebrations marking 75 years of the Directorate General of Shipping (1949–2024), a premium Coffee Table Book was published as a lasting tribute to the institution's legacy and its enduring contribution to India's maritime sector.

The publication presents a rich historical narrative tracing the evolution of maritime governance in India through key milestones, landmark reforms, strategic partnerships, institutional achievements, and success stories. Personal accounts and reflections from seafarers, maritime professionals, and industry veterans add depth and authenticity to the narrative.

Enhanced with archival photographs, illustrations, and rare historical material, the book serves both as a visual and intellectual chronicle of India's maritime journey. Its cover design symbolizes resilience, responsibility, and service, reflecting the Directorate's pivotal role in shaping a safe, sustainable, and globally respected maritime ecosystem. The publication stands as a commemorative artefact and a forward-looking testament to the Directorate's vision for India's maritime future.

Release of Commemorative Stamp & Special Cover



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

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

The primary objectives of this initiative were to:

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

Indian Maritime Heritage Exhibition



As part of the Platinum Jubilee commemorative programme, a 30-day maritime exhibition was proposed to be hosted at the Shipping Corporation of India (SCI) Maritime Training Institute, Mumbai, under the theme “India’s Maritime Legacy: Past, Present, and Future.”

The exhibition was conceptualised to present a comprehensive narrative of India’s maritime evolution through the display of historical maritime artefacts, ship models, archival documents, and interactive multimedia presentations. By integrating traditional exhibits with digital storytelling, the exhibition aimed to offer an immersive and educational experience for visitors.

In addition, structured public outreach initiatives, including guided tours, seminars, and interactive sessions, were planned in

collaboration with educational institutions to promote awareness of India’s maritime heritage among students, professionals, and the general public. The exhibition was envisaged as a platform to celebrate the nation’s maritime past, highlight contemporary achievements, and inspire future generations to engage with the maritime sector.

Knowledge Conferences under the Platinum Jubilee Framework

Conference I: Jalasya Rakṣā, Janasya Surakṣā – Ocean Sentinel: Maritime Safety & Security in the 21st Century”

This conference focused on strengthening India’s maritime safety and security framework through policy dialogue, industry alignment, and inter-agency cooperation.



Session Highlights:

- Session I: Resilient Oceans – Strengthening India’s Maritime Safety through Risk Awareness, Compliance, and Lessons from Casualties
- Session II: Maritime Safety Risk, Liability, and Industry Alignment – Collaborative Accountability and the Pursuit of Excellence
- Session III: Maritime Security Challenges and Regional Cooperation – Interoperability, Intelligence, and Innovation
- Session IV: Integrated Maritime Security Architecture – Threat Scenarios and India’s Response Architecture
- Release of the Annual Casualty Report 2024
- Release of the Maritime Security Review 2024
- Exchange of MoU between DGS and the International Group of P&I Clubs
- Exchange of MoU between DGS and the International Seafarers Welfare and Assistance Network (ISWAN)
- Expert deliberations involving maritime administration, industry leaders, Coast Guard officials, legal experts, and international maritime bodies

Conference II: “Śikṣita Nāvikaḥ, Saśakta Saṁsthānam – India Navigating Through T³: Training, Transition, Transformation”

This conference addressed the future of maritime human capital with emphasis on skills, technology, safety, and sustainability.



The Branch-by-Branch Recognition Ceremony organised under the theme Śikṣita Nāvikaḥ, Saśakta Saṁsthānam – India Navigating Through T³: Training, Transition, Transformation, marked a significant and heartfelt moment in the Platinum Jubilee commemorations.

The ceremony culminated in the felicitation of retired officials, honouring their invaluable contributions to the establishment and strengthening of India’s maritime administrative framework over successive decades. Their dedication, institutional memory, and leadership were formally acknowledged as foundational to the Directorate’s enduring strength and credibility.

The session was characterised by a spirit of respect, warmth, and intergenerational continuity, reinforcing the Directorate’s ethos of collective service and shared legacy. The event concluded with a Fellowship Tea and Cultural Interlude, fostering informal interaction and camaraderie between serving officers and retired personnel, and celebrating the enduring bonds that define the Directorate’s institutional culture.

Session Highlights:

- Session I: Evolving Role of Maritime Institutions – Integrating Skills, Sensitivity, and Sustainability into Seafarer Training
- Session II: Future-Proofing Seafarers – Transforming Training for Competence, Confidence, and Compliance
- Session III: Beyond the Horizon – From Sea to Shore: Expanding Career Pathways for Maritime Professionals

Key Releases and Briefings:

- Briefing on STCW Report – Nautical
- Briefing on STCW Report – Engineering
- Launch of STCW Annual Report 2024
- Release of the Comprehensive Inspection Report

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



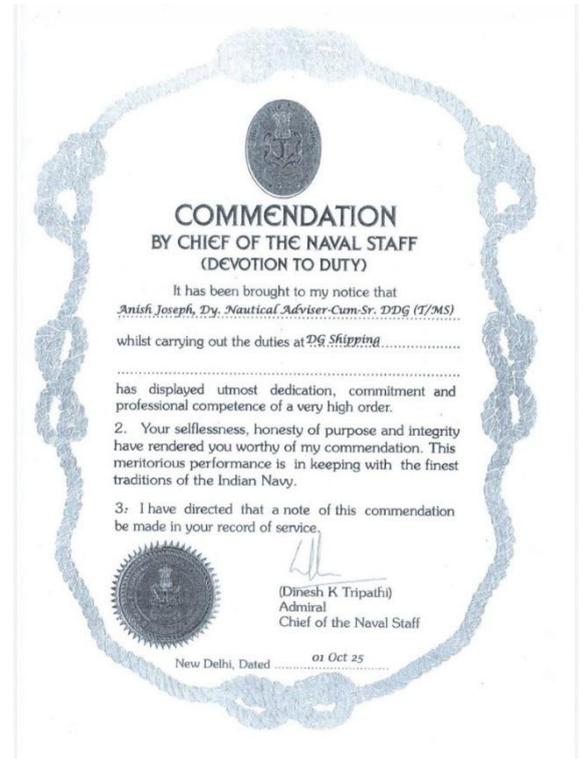
This conference focused on sustainability, decarbonisation, and green transformation of India’s maritime sector.

Session Highlights:

- Session I: Beyond Blue – Propelling India’s Green Shipping Revolution
Shaping the Future Wake: India’s Drive for an Emission-Free Maritime Odyssey
- Session II: Crew Change to Career Change – Navigating the Human Side of Maritime Transition
- Session III: Ship Recycling and the Circular Maritime Economy – Ashes to Assets
- Session IV: Green Shipbuilding and Climate-Resilient Infrastructure – Steel, Ships & Sustainability

Commendation by the Chief of Naval Staff to Capt. Anish Joseph, Dy. Nautical Advisor, DGS

- A commendation by the Chief of the Naval Staff has been awarded to Shri Anish Joseph, Deputy Nautical Adviser-cum-Senior Deputy Director General (TMS), Directorate General of Shipping, in recognition of his exemplary contributions in the domain of maritime security. The commendation highlights his sustained efforts in strengthening operational coordination and information sharing between the Indian Navy and DG Shipping, particularly in the Western Indian Ocean Region, which significantly enhanced maritime domain awareness and coordinated security responses. His role in supporting maritime security frameworks, including the recognition of IFC-IOR by IMO as a voluntary reporting centre, has been acknowledged as a key milestone in advancing India's maritime security architecture and inter-agency synergy.



Strategic Maritime Security Outlook and Safe Repatriation of Seafarers

The Maritime Security Review published by the Directorate General of Shipping, Government of India, is not merely retrospective in nature but serves as a strategic compass for the future, guiding policy, preparedness, and coordinated action in an evolving maritime security environment. The Review is available for download from the DGS website for the benefit of all stakeholders.

In a significant humanitarian and operational achievement, the Directorate is also pleased to share that all 10 seafarers (including 7 Indian nationals) from the vessel MT Bitu River, who were held captive by pirates, have been safely released and successfully repatriated.

A debriefing session was conducted in Mumbai to understand the seafarers' experiences, address their immediate concerns, and support their safe and structured reintegration into normal life. This outcome was made possible through effective coordination and sustained efforts of concerned authorities, agencies, and industry stakeholders.

The successful release and rehabilitation of the seafarers stands as a testament to the robust maritime security framework of India, the strength of inter-agency collaboration, and the resilience and courage of seafarers, whose steadfast spirit continues to inspire the maritime community.

Radio Communications

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

Key Achievements:

Expansion of Radio Service Stations:

- Certificates of Approval (COA) granted up to 2024: 12
- COAs issued during 2025: 4
- Total Radio Service Stations as on 31.12.2025: 16, reflecting a 33% growth.

Regulatory Oversight and Inspections:

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

GMDSS Modernization Compliance

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

GMDSS Examinations

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

MMSI Allocation to Aids to Navigation (AtoN) Buoys

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

MMSI Allocation to Defence and Government Agencies

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

- Army Adventure Wing: 1 (2024) = 1

Strengthening Coastal Radio Coverage

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



**MINISTRY OF PORTS,
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