

The ICSI has always committed to explore new areas of opportunity for professionals and to undertake initiatives for their capacity building. The increase in maritime trade over the past three years has significantly boosted employment opportunities across the sector. Growth in cargo handling, expansion of port infrastructure, and rising coastal and inland waterway operations have led to the creation of jobs in logistics, shipping, port operations, shipbuilding, and related industries. In order to create more awareness about the maritime sector amongst the professional fraternity, this “Maritime Corner” is published by the ICSI comprising of key terms and developments in the maritime industry. We hope that this initiative will be useful for professionals in exploring areas of interest and professional opportunities in maritime sector.

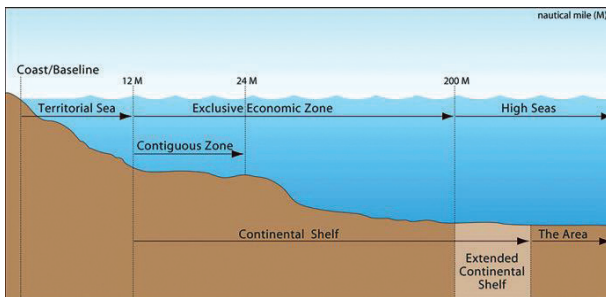
1^{THE UNITED NATIONS CONVENTION ON THE LAW OF THE SEA (UNCLOS)}

Also called the Law of the Sea Convention or the Law of the Sea treaty, UNCLOS is the international agreement that resulted from the third United Nations Conference on the Law of the Sea (UNCLOS III), which took place between 1973 and 1982. The Law of the Sea Convention defines the rights and responsibilities of nations in their use of the world’s oceans, establishing guidelines for businesses, the environment, and the management of marine natural resources.

TERMINOLOGY

MARITIME ZONES AND BOUNDARIES

²The maritime zones recognized under international law include internal waters, the territorial sea, the contiguous zone, the exclusive economic zone (EEZ), the continental shelf, the high seas, and the Area. The breadth of the territorial sea, contiguous zone, and EEZ (and in some cases the continental shelf) is measured from the baseline determined in accordance with customary international law as reflected in the United Nation Convention on Law of the Seas (UNCLOS).



Baseline

³The normal baseline for measuring the breadth of the territorial sea is the low-water line along the coast as marked on large-scale charts officially recognized by the coastal State.

¹ <https://imoa.ph/treaties/unclos/unclos-history/>

² <http://noaa.gov/maritime-zones-and-boundaries>

³ Article 5, United Nation Convention on Law of the Sea, 1982

Internal Waters

⁴Internal (or inland) waters are the waters on the landward side of the baseline from which the breadth of the territorial sea is measured. The coastal State has full sovereignty over its internal waters as if they were part of its land territory and may exclude foreign flag vessels from its internal waters subject to the right of entry of vessels in distress.

Territorial Sea

⁵Every State has the right to establish the breadth of its territorial sea up to a limit not exceeding 12 nautical miles, measured from baselines determined in accordance with this Convention. The coastal State exercises sovereignty over its territorial sea, the airspace above it and the seabed and subsoil beneath it.

Contiguous Zone

⁶Each coastal State may claim a contiguous zone adjacent to and beyond its territorial sea that extends seaward up to 24 nm from its baselines. In its contiguous zone, a coastal State may exercise the control necessary to prevent the infringement of its customs, fiscal, immigration, or sanitary laws and regulations within its territory or territorial sea and punish infringement of those laws and regulations committed within its territory or territorial sea.

Exclusive Economic Zone

⁷Each coastal State may claim an Exclusive Economic Zone (EEZ) beyond and adjacent to its territorial sea but it shall not extend beyond 200 nautical miles from the baselines from which the breadth of the territorial sea is measured.

Continental Shelf

⁸The continental shelf of a coastal State is comprised of the seabed and subsoil of the submarine areas that extend beyond its territorial sea throughout the natural prolongation of its land territory to the outer edge of the continental margin, or to a distance of 200 nm from its baselines where the outer edge of the continental margin does not extend up to that distance.

High Seas

⁹The high seas comprise of all parts of the sea that are not included in the exclusive economic zone, the territorial sea or the internal waters of a State, or in the archipelagic waters of an archipelagic State.

⁴ Article 8, United Nation Convention on Law of the Sea, 1982

⁵ Article 3, United Nation Convention on Law of the Sea, 1982

⁶ Article 33, United Nation Convention on Law of the Sea, 1982

⁷ Article 55, United Nation Convention on Law of the Sea, 1982

⁸ Article 76, United Nation Convention on Law of the Sea, 1982

⁹ Article 86, United Nation Convention on Law of the Sea, 1982

MARITIME NEWS

GREEN HYDROGEN PLANT AT KANDLA PORT

In line with the decision to develop Kandla Port as a Green Hydrogen Hub, Deendayal Port Authority (DPA) Kandla initiated action in December 2024 for setting up an operated 1 MW Green Hydrogen Plant (to be subsequently scaled up to 10 MW capacity), marking a pioneering effort towards sustainable energy adoption in India's maritime sector. The primary objective of this plant is to provide engineers and technicians with crucial exposure to the production, storage and handling ecosystem of Green Hydrogen.

Electrolysers are the most crucial component of any Green Hydrogen plant, playing a pivotal role in hydrogen generation. DPA entrusted the manufacturing of these electrolysers to L&T. With the site work already completed at Kandla, these electrolysers will soon be assembled on-site to kickstart operations. The Green Hydrogen Plant is targeted to be fully operational by July 2025. Its estimated production capacity is 18 kg of Green Hydrogen per hour, translating to approximately 80-90 tonnes per year. This will make DPA Kandla the first port in the country to have set up an operational Green Hydrogen plant within the port limits, using indigenous Electrolysers.

The facility's Green Hydrogen will be utilized to generate clean energy through Fuel Cells, paving the way for self-sustaining and eco-friendly power solutions at the port.

Source: <https://www.maritimegateway.com/sonowal-flags-off-lt-made-electrolysers-for-kandla-port/>

ICS AND CMI LAUNCHES CAMPAIGN TO GET MARITIME TREATIES RATIFIED

The International Chamber of Shipping (ICS) and the Comité Maritime International (CMI) have launched an updated campaign to get governments to ratify urgent maritime treaties. In a release by these two organisations, it is stated that for a global industry which is comprehensively regulated by the International Maritime Organization (IMO) and other United Nations bodies, it is critical that the Conventions are widely ratified in order to ensure that the same regulations apply to all ships in international trade during all parts of their voyage.

The international maritime conventions strongly encouraged to be ratified by governments by ICS and CMI as an urgent priority are:

- (i) IMO Nairobi Convention on the Removal of Wrecks (Nairobi WRC), 2007,
- (ii) IMO 2010 Protocol to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS), 1996,
- (iii) IMO Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong), 2009, and

- (iv) United Nations Convention on the International Effects of Judicial Sales of Ships, 2023, also known as the Beijing Convention.

The above campaign is for ICS and CMI members, which represent national shipowner associations and national maritime law associations respectively, to engage with their respective governments and urge them to ratify these conventions where they are not currently in force.

Source: <https://splash247.com/campaign-to-get-maritime-treaties-ratified-launches/>

GOVERNMENT OF INDIA UNVEILS ONE NATION-ONE PORT INITIATIVE

Government of India has launched the 'One Nation-One Port Process (ONOP)' an initiative to standardise and streamline operations across India's major ports. The step aims at removing inconsistencies in documentation and processes that led to inefficiencies, increased costs, and operational delays. As a first step through ONOP process, the Government has standardised documentation with Immigration, the Port Health Organisation, and Port Authorities, reducing container operation documents by 33% (from 143 to 96) and bulk cargo documents by 29% (from 150 to 106).

It has also launched "Sagar Ankalan" - the Logistics Port Performance Index (LPPI) for FY 2023-24, as a significant step towards enhancing efficiency and global competitiveness in India's maritime sector. By enhancing port performance and streamlining logistics, these initiatives aim to reduce inefficiencies, cutting carbon footprints, and strengthening India's position in global trade. These reforms mark a significant step towards Maritime Amrit Kaal Vision 2047, ensuring transparency, consistency, and optimised port management.

Source: <https://pib.gov.in/newsite/pmreleases.aspx?mincode=46>

LOK SABHA PASSES BILLS OF LADING BILL MODERNIZING 169-YEAR-OLD COLONIAL SHIPPING LAW

The Bills of Lading Bill, 2024 which aim to modernize India's maritime laws and enhance the country's competitiveness in international shipping has been passed by the Lok Sabha on 10th March, 2025 and will now be presented in the Rajya Sabha before the President of India assents it to be promulgated as the law of the land. The proposed legislation will replace the colonial-era Indian Bills of Lading Act, 1856, providing a more modern and user-friendly approach to maritime shipping. The current law, a brief three-section Act, primarily governs the transfer of rights and confirmation that goods were loaded onto a vessel. With the shipping industry evolving and the global trade landscape changing, there is a pressing need for India to adopt a more comprehensive and understandable law that aligns with international standards.

The Bills of Lading Bill, 2024, will rename the existing law to the Bills of Lading Act, 2025, and include several key reforms. This bill, which replaces the outdated Indian Bills of Lading Act, 1856, eliminates archaic provisions and aligns India's maritime laws with global standards, enabling smoother and more secure shipping practices. It will bring numerous benefits, including streamlined business processes, reduced litigation risks, and improved clarity for carriers, shippers, and lawful holders of goods, ultimately to foster a more efficient and reliable shipping environment.

Source: <https://pib.gov.in/newsite/pmreleases.aspx?mincode=46>

IMO TO DEVELOP GLOBAL STRATEGY FOR MARITIME DIGITALIZATION

During its 49th session in London from 10 to 14 March, IMO's Facilitation Committee (FAL) outlined a work plan for developing the IMO Strategy on Maritime Digitalization, which is set to be adopted by the Organization's highest governing body IMO Assembly by the end of 2027. The IMO Maritime Digitalization Strategy will help integrate vessels and ports, improve logistics and optimize routes, while reducing greenhouse gas emissions. The strategy builds on previous milestones, including the introduction of mandatory Maritime Single Window (MSW) regulations last year, which require ships and ports to use a single digital platform to exchange information and streamline port call procedures.

The success of the IMO digitalization strategy will depend on input from Member States and international organizations, particularly concerning safety and environmental protection considerations.

Source: <https://www.imo.org/en/MediaCentre/PressBriefings/pages/IMO-global-strategy-maritime-digitalization.aspx>

IMO SECRETARY-GENERAL EMPHASIZE ON INDIA'S ROLE IN SUSTAINABLE SHIPPING

International Maritime Organisation (IMO), Secretary-General, emphasized on India's role in sustainable shipping and seafarer welfare; reinforcing maritime cooperation. He acknowledged India's initiatives in maritime sector and highlighted the importance of research and development in emerging maritime technologies and the need for international collaboration to accelerate decarbonization efforts. He also appreciated efforts of Indian Navy in ensuring maritime security in Indian Ocean Region.

The visit of IMO Secretary General, strengthens India-IMO collaboration for a cleaner, safer, and more efficient global shipping industry. The discussions underscored the Government of India's dedication to maritime safety, skill development, eco-friendly port infrastructure, and fostering a resilient and future-ready maritime industry.

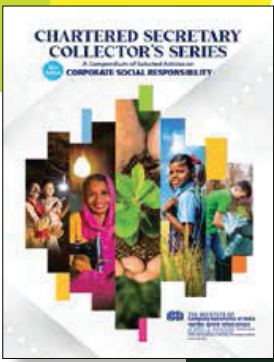
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