

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.

## MARITIME TERMINOLOGY

### MARINE GEOENGINEERING

Marine geoengineering, as defined under the London Protocol, seeks to mitigate climate change by using ocean-based methods to remove carbon dioxide from the atmosphere, such as stimulating plankton growth or brightening clouds.

### MORTGAGE

“Mortgage” means the transfer of an interest in a registered vessel or a share therein for the purpose of securing the payment of money advanced or to be advanced by way of loan, or other valuable consideration, and the instrument creating the security, an existing or future debt, or the performance of an agreement which may give rise to a pecuniary liability.

### INTERNATIONAL VOYAGE

International voyage means a voyage from a country to a port outside such a country or from a port or between two ports in a country outside India.

### PASSENGER

“Passenger” means any person carried onboard a vessel, except —

- (a) a person employed or engaged in any capacity onboard the vessel on the business of the vessel;
- (b) a person onboard the vessel either in pursuance of the obligations laid upon the master to carry shipwrecked, distressed or other persons or by reason of any circumstances which neither the master nor the charterer, if any, could have prevented or forestalled; and
- (c) a child under one year of age.

### SEAFARER

Seafarer means any person who is employed or engaged or works in any capacity on board a ship to which Maritime Labour Convention, 2006 applies.

**Note:** Maritime Labour Convention, 2006 sets out the right of the world’s seafarers to decent conditions of work and living, including minimum age, employment agreements, hours of work and rest, payment of wages, paid annual leave, repatriation, on board medical care, the use of recruitment and placement services, accommodation, food and catering, health and safety protection and accident prevention, and complaint procedures for seafarers.

## MARITIME NEWS

### STRENGTHENING GENDER-INCLUSIVE MARITIME POLICY

Women working in the maritime sector from across Latin America gathered in Guayaquil, Ecuador on 17-19 November, 2025 for a regional workshop to strengthen gender-responsive maritime policies and legislation. The workshop was organized under IMO’s Women in Maritime Gender Programme to support the Women in Maritime Network of Latin America, the event contributed to advancing inclusive governance and promoting women’s participation in maritime decision-making.

Around 50 women from 19 countries attended the event and engaged in interactive sessions focused on closing gaps identified in regional studies and advancing inclusive governance in line with the Global Strategy for the IMO Women in Maritime Associations (2024-2029). Key sessions were addressed on the following themes:

- Mainstreaming gender perspectives in maritime governance.
- Mechanisms for the advancement of women in the sector.
- Strategies to close gaps identified in regional studies on inclusive legal frameworks.
- Mapping stakeholders to support gender equality initiatives.

The agenda also facilitated knowledge exchange, enabling participants to share best practices from their respective countries. These efforts contribute directly to Sustainable Development Goal 5 (Gender Equality) and reinforce IMO’s commitment to diversity and inclusion in the maritime sector.

**Source:** <https://www.imo.org/en/mediacentre/pages/whatsnew-2384.aspx>

### ADVANCING GREEN AND SUSTAINABLE SHIP RECYCLING IN ASIA

Major ship-recycling countries in Asia have taken steps to enhance compliance and safety in ship recycling across the region, in line with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention).

Building on previous IMO initiatives, a sub-regional workshop in Bangkok, Thailand was held on 11-13 November, 2025 aimed to equip 29 government officials from Bangladesh, China, India, Indonesia, Japan, Pakistan, Philippines, Thailand, Türkiye and Vietnam with the knowledge and skills needed to ratify, implement and enforce the Hong Kong Convention and related Guidelines.

The Hong Kong Convention, which entered into force on 26<sup>th</sup> June 2025, aims to ensure that ships are recycled at the end of their operational lives without putting human health or the environment at risk. It sets out clear responsibilities for shipowners, shipyards, recycling facilities, and national authorities in flag, port and recycling States. The workshop focused on building practical experience for early implementation and enforcement of the Convention, with participants exchanging lessons learned and best practices. Particular emphasis was placed on strengthening Port State Control (PSC) inspections and raising awareness in countries that have yet to ratify the Convention.

Of those represented, Bangladesh, Pakistan, India and Türkiye, which together constitute over 90% of the world's ship recycling capacity, have already acceded to the Hong Kong Convention, while the Philippines is progressing towards accession.

**Source:** <https://www.imo.org/en/mediacentre/pages/whatsnew-2375.aspx>

## COUNTRIES INTENSIFY EFFORTS TO ADDRESS MARINE GEOENGINEERING

Parties to the London Convention and Protocol (LC/LP), the IMO treaties that regulate the dumping of wastes at sea, have warned against the potential negative impacts of rising marine geoengineering activities and adopted a statement to highlight the current state of work undertaken under the treaties.

It also highlighted the growing number of marine geoengineering activities worldwide, including those conducted by private or commercial companies, which could potentially have harmful effects due to their nature and scale. Some countries raised concerns about the possible environmental, social and economic impacts on developing countries, especially Least Developed Countries (LDCs) and Small Island Developing States (SIDS). Based on deliberations, it was agreed to re-establish the intersessional correspondence group on marine geoengineering to continue working on the issue and to report back to the next LC/LP meeting in 2026. The said correspondence group will focus on:

- clarifying how the London Convention and Protocol apply to marine geoengineering;
- refining definitions for the priority marine engineering techniques currently under review;
- clarifying the application of the revised Ocean Fertilization Assessment Framework and the draft assessment frameworks for other techniques; and
- advising on steps to support their implementation.

Parties also confirmed their commitment on strengthening the scientific understanding of marine geoengineering techniques to inform their decisions and potential actions.

**Source:** <https://www.imo.org/en/mediacentre/pages/whatsnew-2372.aspx>

## NEW MANGALORE PORT'S GOLDEN JUBILEE CELEBRATION

Celebration of the New Mangalore Port Authority (NMPA) at Mangaluru, marking 50 years of its service as one of India's leading maritime gateways witnessed the inauguration and foundation stone laying of 16 key infrastructure projects.

Maritime India Vision 2030 and Maritime Amritkaal Vision 2047 serve as blueprints for modernisation, with more than 300 actionable initiatives to strengthen ports, logistics, inland waterways, and green shipping. Accordingly, NMPA's 2047 Master Plan envisions doubling its cargo handling capacity, achieving carbon neutrality, and positioning Mangaluru as a major logistics and cruise tourism hub for South India. The port also plans to develop deep draft terminals, LNG infrastructure, and a new outer harbour cruise terminal with seaplane and heli-taxi facilities.

NMPA has become India's largest exporter of coffee and second-largest importer of LPG, with 92% mechanisation of its operations, which has enhanced logistics efficiency and safety while promoting ease of doing business. The port serves as a critical node for industries in Karnataka, Kerala, and Tamil Nadu, and its growing role in cruise tourism has revitalised local economies through tourism, hospitality, and small-scale enterprises.

In addition, NMPA's commitment to sustainability demonstrated from 100% solar-powered energy, adopted digital systems to minimise environmental impact and the Harit Cargo Concession Policy that position itself as a green logistics hub.

**Source:** <https://tinyurl.com/GJ-NMPA>

## DELHI SET FOR RIVER CRUISE EXPERIENCE ON YAMUNA

Yamuna Boat Tourism and Ferry Infrastructure Development Project is being introduced in Delhi to offer recreational boat cruises and ferry services on the River Yamuna for residents and visitors in the National Capital. The project, located upstream of the Wazirabad Barrage between Sonia Vihar and Jagatpur, is expected to provide a new green tourism experience and enhance connectivity through eco-friendly river travel.

The corridor will function as a hub for eco-friendly cruise operations, powered by electric-solar hybrid boats that can accommodate 30 to 40 passengers. The vessels will feature safety equipment including life jackets and public announcement systems. The project is expected to revitalise recreational activities, enhance green mobility and reshape Delhi's tourism landscape by offering new river-based experiences for residents and tourists.

**Source:** <https://tinyurl.com/yamuna-rivercruise>