

Maritime news

INDIA BECOMES WORLD'S TOP SHIP RECYCLING NATION IN 2025

India has emerged as the world's leading ship recycling nation in 2025, ranking first globally. India's share of global ship recycling increased to 35.4% in 2025 from 30.1% in 2024, according to the latest report by the United Nations Conference on Trade and Development (UNCTAD). Ship recycling in India rose significantly to 2.99 million gross tons (GT) in 2025, up nearly 60% from 1.86 million GT in 2024. With this achievement, the target set under Maritime India Vision (MIV) 2030 to become the world's leading ship recycling nation has been achieved well ahead of schedule.

This achievement reflects the impact of maritime policy reforms and ease-of-doing-business initiatives undertaken by the Government of India under the visionary leadership of Prime Minister Narendra Modi.

Key Government Initiatives:

To strengthen India's ship recycling ecosystem and capture a larger share of the global market, the Ministry of Ports, Shipping and Waterways (MoPSW) has undertaken several initiatives:

- **Hong Kong Convention Compliance:** The Government of India enacted the Recycling of Ships Act, 2019, to develop a ship recycling ecosystem aligned with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC), which India ratified in 2019. The government has provided financial assistance of ₹53.5 crore to support the modernisation of ship recycling yards, helping 115 facilities become HKC-compliant.
- **Ship-breaking Credit Note Scheme:** MoPSW launched the Ship-breaking Credit Note Scheme, under which ship owners receive a credit note equivalent to 40% of the scrap value of a recycled ship. The credit note can be utilised towards payment of up to 5% of the value of a new vessel built at an Indian shipyard, thereby promoting both ship recycling and domestic shipbuilding.
- **Stakeholder Engagement:** MoPSW regularly engages with Gujarat Maritime Board, Ship Recycling Industries Association, Global Shipping Companies, Cash Buyers, Classification Societies and International Organisations to identify challenges and implement targeted solutions.
- **Inclusion under European Union Ship Recycling Regulations (EUSRR):** Government of India is actively pursuing the inclusion of Indian ship recycling yards in the European Union's approved list of recycling facilities. Continuous engagement with relevant authorities is underway to facilitate approvals.

- **Expansion of Alang Ship Recycling Yard:** India aims to nearly double its ship recycling capacity to about 9 million light displacement tons (LDT) through planned expansion of the Alang Ship Recycling Yard. Government of Gujarat has prepared a comprehensive master plan to support future demand, improve infrastructure and enhance India's competitiveness in the global market.

According to the Baltic and International Maritime Council (BIMCO), more than 16,000 vessels are expected to be recycled globally over the next decade. With a current market share of 35.4%, India is well-positioned to recycle approximately 500 to 600 vessels annually while continuing to expand its ship recycling capacity. India's rise to the top position in global ship recycling is the result of a coordinated strategy focused on sustainability, regulatory reforms, infrastructure development and industry collaboration. In view of the strong future demand, increasing compliance with international standards and continued government support, India is well-positioned to strengthen its leadership in ship recycling while advancing the objectives of the circular economy and sustainable maritime development.

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VOC PORT EMERGES AS A MODEL FOR GREEN MARITIME GROWTH WITH 45% REDUCTION IN CARBON EMISSIONS

Union Minister Sarbananda Sonowal highlighted V.O. Chidambaranar Port Authority (VOCPA) as a model for *sustainable maritime development*, citing strong progress in:

- Decarbonisation,
- Renewable energy, and
- Green infrastructure.

The Port's first Sustainability Report shows: renewable energy off setting nearly 94% of energy consumption, net carbon emissions down ~45%, and carbon intensity per tonne nearly halved in four years—**positioning VOC Port as a leader in India's Green Maritime Transition.**

Key initiatives launched:

- **Kendriya Vidyalaya (2026–27 session):** A major highlight of the event was the commencement of academic activities at Kendriya Vidyalaya, VOC Port, for the 2026-27 academic session. Established with the approval of Kendriya Vidyalaya Sangathan, the institution will initially function from the Port School campus and provide quality CBSE education to children of port employees, Central government personnel and the local community. The initiative is expected to strengthen educational infrastructure in Tuticorin while expanding access to affordable, high-quality education.

- **IIM Calcutta Case Study:** *“The Hydrogen Pivot: Orchestrating the Green Transition at V.O. Chidambaranar Port Authority,”* which documents the port’s transformation from a conventional cargo hub into a green energy and sustainable maritime centre. The study highlights the port’s pioneering efforts in renewable energy, electrification and green hydrogen development, including India’s first green hydrogen pilot project commissioned at a major port.
- **Recognition as a Scope-2 Emission Free Port:** It reflects a successful transition towards clean energy and low-carbon operations. The certification validates the port’s decarbonisation efforts and strengthens its standing as one of India’s leading green ports.
- **MoU with Gati Shakti Vishwavidyalaya:** The MoU was signed to promote collaboration in research, innovation, logistics education, skill development and sustainable port operations. The partnership is expected to facilitate the establishment of a Centre of Excellence in Maritime Logistics and Port Management while creating new opportunities for industry-academia engagement.
- **Launch of PortGPT Mobile App:** This makes VOC Port the first major port in India to extend an enterprise-grade generative artificial intelligence platform through a dedicated mobile application. The platform is expected to enhance operational efficiency, knowledge management and data-driven decision-making while supporting the port’s long-term digital transformation goals.

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MUMBAI PORT AUTHORITY’S LEGACY AND FUTURE VISION HIGHLIGHTED ON ITS 154TH FOUNDATION DAY

Mumbai Port Authority, under the Ministry of Ports, Shipping and Waterways, celebrated its 154th Foundation Day in the presence of Union Minister Shri Sarbananda Sonowal and MoS for Ports Shri Shantanu Thakur. The programme, themed **“Together We Can,”** recognized the contributions of officers, employees, workers, port users, shipping lines, trade partners, service providers, and stakeholders. The guests acknowledged the port’s service spanning over 150 years and the role of stakeholders in its growth, while stressing the importance of modern ports in achieving *Viksit Bharat 2047*. Mumbai Port Authority also presented 63 projects worth ₹5,028.17 crore: 7 inaugurated (₹132.29 crore), 34 with foundation stones laid (₹1,354.59 crore), and 22 announced (₹3,541.29 crore).

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INDIA SEEK INDIAN OCEAN AS ‘OCEAN OF OPPORTUNITY’: PRIME MINISTER SHRI NARENDRA MODI IN SEYCHELLES

During his three-day visit to Seychelles, Prime Minister Shri Narendra Modi emphasized India’s vision of transforming

the Indian Ocean into an “Ocean of Opportunity,” where maritime security and economic growth will go hand in hand.

The leaders reviewed the entire spectrum of bilateral relations and discussed regional and global issues of shared concern, including challenges in the Indian Ocean Region such as illegal fishing, drug trafficking, and piracy.

Addressing the Seychelles National Assembly later, PM Modi highlighted the disproportionate impact of climate change on the Global South, particularly small island nations. He stressed that global climate action must be guided by principles of fairness, responsibility, and equity, noting that countries least responsible for climate change should not bear the heaviest consequences. He described this principle as the foundation of climate justice.

<https://indianexpress.com/article/india/pm-modi-in-seychelles-india-seeks-indian-ocean-as-ocean-of-opportunity-10761514/>

MARITIME TERMINOLOGY:

1. **Deadweight Cargo** - Cargo that is heavy in proportion to the space it uses. Freight for deadweight cargo is generally calculated on a per metric ton basis.
2. **Force Majeure** - Agreed upon circumstances, beyond the control of a contractual party, that may, according to the terms and conditions, relieve that party of liability for failing to execute the contract.
3. **Gencon** - A general purpose voyage charter party published by the Baltic and International Maritime Counsel. The boilerplate clauses in the Gencon charter party can, and often are, amended to fit the particular voyage.
4. **Ice Clause** - Prior agreed upon term in a bill of lading or charter party that stipulates the options if ice inhibits navigation. The terms vary from clause to clause; for example, the master may have the right to divert the ship to the nearest safe port, or the charterer may have the option of waiting for ice conditions to clear upon payment of demurrage.
5. **Laycan** - An abbreviation for “Laydays and Cancelling” is a period during which the shipowner must tender notice of readiness to the charterer indicating the ship’s arrival and readiness at the port of loading. If the ship arrives before the beginning of Laycan, the charterer is not obliged to commence loading until the first date and may have the option of canceling the charter if the ship arrives after the final date, known as a canceling date.
6. **Workable Hatch** - Voyage charter party term setting out the amount of time allowed to load and/or discharge, by dividing the quantity of cargo in the largest hatch by the quantity of cargo in accessible hatches.