

MARITIME NEWS

GREAT NICOBAR PROJECT

The Great Nicobar Project is a strategic project which aims to strengthen India's presence in the Andaman Sea and Southeast Asia. The project seeks to balance port-led growth with calibrated environmental safeguards and protection of indigenous communities. By combining strategic, economic, and ecological priorities, the project seeks to ensure that **development in Great Nicobar is sustainable, inclusive, and aligned with national interests.**

The project includes:

1. International Container Transshipment Terminal (ICTT) with a capacity of 14.2 million TEU (Twenty-Foot Equivalent Unit)
2. Greenfield International Airport (4000 Peak Hour Passengers-PHP) A 450 MVA (Megavolt Ampere) gas and solar-based power plant,
3. A new township spanning 16,610 hectares.

The development follows a sensitive and holistic approach. It considers the needs of indigenous communities and aims to protect the island's ecological resources. The plan evaluates social, cultural, and environmental impacts carefully and prioritises options that balance environmental, social, and economic goals.

Core Infrastructure Components of the Great Nicobar Project

1. International Container Transshipment Terminal

India's ports lack deep water berths for large ships. Because of this, cargo is routed through Colombo and Singapore. India loses substantial revenue as a result. Countries like Myanmar, China and Sri Lanka are already building deep water facilities to capture this trade.

In this context, the International Container Transshipment Port (ICTP) at Galathea Bay is being developed as part of the Holistic Development of Great Nicobar Island under the Island Development programme. Along with the proposed airport, township, and power plant, the Galathea Bay transshipment port forms a major infrastructure component of the overall Great Nicobar Project. The port is strategically important because it is located close to the East-West international shipping route, about 40 nautical miles away, and has natural water depth of over 20 metres. This strategic location gives it an advantage to attract both gateway and transshipment cargo, reduce India's dependence on foreign ports like Colombo, Singapore and Klang. The project is designed to **enhance India's national security, strategic and defence presence, strengthen the islands' economic position, and accelerate holistic development** in the region.

2. Greenfield International Airport

The island has world class ecological resources that can attract international and Indian tourists. An international airport is necessary to improve connectivity and open up the island to tourism. The island is close to international tourist destinations like Senang City, Phuket Island and Langkawi Island. Port Blair airport currently handles approximately 1.8 million passengers annually. The new airport is expected to handle at least 1 million passengers when it opens and grow to approximately 10 million passengers per year thereafter.

3. Township and Area Development

The planned township is intended to support the residential, commercial and institutional requirements arising from the port-led development of the island. It will provide essential urban infrastructure for personnel, service providers and associated economic activities, in line with the overall integrated development framework.

4. Power Plant

Reliable power infrastructure is essential for the operation of the transshipment terminal, airport and associated urban infrastructure. Currently, diesel generating sets are the major source of energy in the Andaman & Nicobar Islands. The primary objective of Power Plant is to provide good quality, reliable electrical energy without interruptions. The system is designed to ensure continuity of power supply even if one primary component fails. Renewable energy sources will also be planned for additional generation. An uninterrupted energy supply is a key component in increasing the GDP of the island.

The Great Nicobar Project is an example of how holistic development can balance economic growth, ecological conservation, and social inclusion. **It leverages Great Nicobar's strategic location to strengthen India's national security, maritime and defence presence in the Indo-Pacific, while simultaneously embedding strong environmental safeguards and tribal welfare mechanisms.**

Source: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2257174&ereg=3&lang=1>

INDIA SIGNS MOUs WITH NETHERLANDS, DENMARK, GERMANY, SOUTH KOREA, UAE, PORTUGAL, VIETNAM, OMAN, ISRAEL, THAILAND FOR NMHC GLOBAL OUTREACH

The National Maritime Heritage Complex (NMHC) is a landmark initiative to showcase India's rich maritime legacy and civilisational connect with the seas. India has already signed 10 MoUs with Netherlands, Denmark, Germany, South Korea, UAE, Portugal, Vietnam, Oman,

Israel, and Thailand while 4 more countries — Italy, France, Myanmar & Cambodia — are likely to sign the MoUs for collaboration in developing NMHC as a global centre of Maritime history.

Phase 1A of the project, targeted for completion by July this year, includes six museum galleries, the Lothal township, aquatic theming, common area theming, a jetty walkway and the display of Indian Navy artefacts.

The next phase, Phase 1B, will see an investment of approximately ₹3,000 crore and will include eight additional museum galleries, a lighthouse museum, the Bageecha complex, Lothal–NI–VAV components, and a 50-dome theatre, among other attractions.

Once completed, the NMHC is expected to emerge as a global centre for maritime history, tourism and cultural engagement, significantly contributing to India's vision of preserving heritage while driving economic growth.

Source: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2258528®=3&lang=1>

WOMEN'S PARTICIPATION IN INDIA'S MARITIME SECTOR SURGES 340% SINCE 2020

Women's participation in India's maritime sector has increased by 340% since 2020, building a more inclusive, future ready maritime workforce. The 10th Indian Ocean Dialogue, hosted by India as Chair of the Indian Ocean Rim Association (IORA) for 2025–27, is themed "Indian Ocean Region in a Transforming World." The forum brings together ministers, policymakers, academics and industry leaders to deliberate on maritime security, blue economy, disaster risk management and women's empowerment.

The Indian Ocean Dialogue (IOD), IORA's flagship Track 1.5 platform launched in 2014 in Kochi, convenes ministers, policymakers, academics and industry leaders to deliberate on key regional issues. IORA comprises 23 member states and 12 dialogue partners, focusing on economic cooperation and sustainable development in the Indian Ocean Region, with women's economic empowerment identified as a key cross-cutting priority alongside the blue economy. The 10th edition of the Dialogue, held on May 7–8, 2026, featured dedicated sessions on maritime security, blue economy, disaster risk management, climate change and women's empowerment.

Source: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2258853®=3&lang=1>

INTERNATIONAL DAY FOR WOMEN IN MARITIME 2026: MAINSTREAMING GENDER EQUALITY IN SHIPPING

This year's International Day for Women in Maritime (18 May) focused on embedding gender equality at every level of the maritime industry, both on shore and at sea.

Under the theme "From Policy to Practice: Advancing Gender Equality for Maritime Excellence", the day highlighted actions to translate international ambitions and commitments into tangible actions that will make

a difference in the lives of women in the sector, from seafarers to shore side professionals.

Source: <https://www.imo.org/en/mediacentre/press-briefings/pages/international-day-for-women-in-maritime-2026-id4wim-mainstreaming-gender-equality.aspx>

IMO PROGRESSES WORK ON SHIP EMISSIONS, POLLUTION AND OCEAN PROTECTION

IMO Net Zero Framework

Nearly 100 delegations took the floor to voice their views on the adoption of "mid-term measures" to address greenhouse gas (GHG) emissions from ships - known as the IMO Net-Zero Framework - with multiple proposals tabled on how to take forward negotiations.

The Committee agreed to establish an intersessional Working Group to resolve various concerns and drive broader convergence on a global measure ahead of MEPC 85 in six months. Member States will be able to submit new amendments and adjustments to the draft amendments previously approved.

Two inter-sessional meetings will be scheduled (1 to 4 September and 23 to 27 November) ahead of MEPC 85 (30 November to 3 December), as well as a one-day expert workshop on "chain of custody" models, which track fuel origin and movement of fuels across the supply chain, ensuring emissions are properly traced and verified.

The second extraordinary session of MEPC (adjourned last October) is scheduled to resume on 4 December, subject to discussions at MEPC 85.

Strait of Hormuz and the marine environment

The Committee adopted a resolution condemning the attacks on commercial shipping in the Strait of Hormuz region and the related risks of marine pollution.

The Committee recognised the vulnerability of the Persian Gulf and adjacent waters, warning that these attacks could cause large-scale marine pollution such as oil, hazardous and noxious substances and hazardous residues arising from missiles, drones, fires and explosions.

The Committee requested Secretary-General to monitor environmental impacts and report to the next IMO Council session.

New Emissions Control Area for the North-East Atlantic

The Committee adopted a new Emission Control Area (ECA) in the North-East Atlantic, introducing stricter emission limits on nitrogen oxides (NOx), sulphur oxides (SOx) and particulate matter (PM). The entry into force date is set for 1 September 2027, with the ECA taking effect 12 months later in 2028.

The ECA covers the exclusive economic zones and territorial seas, extending up to 200 nautical miles from their baselines of Greenland, Iceland, the Faroes, Ireland, the mainlands of the United Kingdom, France, Spain and Portugal.

Within ECAs, ships must use fuel with a sulphur content of no more than 0.10%. Cutting SOx and NOx emissions reduces risks of lung cancer, cardiovascular disease, strokes and childhood asthma. It also improves visibility at sea and reduces acidification, helping protect crops and forests.

2026 Strategy and Action Plan on marine plastic litter

The Committee adopted the 2026 Strategy and the Action Plan to Address Marine Plastic Litter from Ships, reaffirming IMO's goal of zero plastic waste discharges to sea from ships by 2030.

The Strategy and Action Plan work to improve port reception facilities and waste processing, strengthen regulatory compliance, and expand public awareness, seafarer training and international cooperation, including targeted technical assistance and capacity-building. It updates and supersedes the 2021 Strategy and 2025 Action Plan for addressing marine litter.

Developing a Code for transporting plastic pellets

The Committee agreed to develop a mandatory code governing the maritime transport of plastic pellets in freight containers, under MARPOL Annex III and/or the SOLAS Convention. The Sub-Committee on Pollution Prevention and Response (PPR 14) was tasked with drafting the code and reporting back to MEPC.

Actions on fishing gear marking

The Committee approved a circular promoting the implementation of fishing gear marking systems, in line with the FAO Voluntary Guidelines on the Marking of Fishing Gear (VGMFG).

Combatting harmful aquatic organisms in ballast water

The Committee approved a package of amendments to the Ballast Water Management (BWM) Convention, following a review of the treaty and its associated instruments under an experience-building phase (EBP).

The review was conducted to refine implementation, close regulatory gaps and ensure the Convention remains an effective and practical tool for protecting marine ecosystems. The amendments cover various mandatory provisions of the Convention (regulations and appendices in the Annex to the Convention).

The Committee adopted revised Guidelines for ballast water management and development of Ballast Water Management Plans (G4).

Reduction of underwater radiated noise from shipping

The Committee advanced its work on underwater radiated noise (URN), agreeing in principle to extend the experience-building phase (EBP) by two years, to the end of 2028. The EBP aims to address barriers Member States face in applying IMO's Revised URN Guidelines.

The Committee agreed in principle to commission an IMO study on URN emissions, as an evidence base

for possible future measures. Member States were also invited to submit proposals for a URN policy roadmap to ME.

Source: <https://www.imo.org/en/mediacentre/pressbriefings/pages/imo-progresses-work-on-ship-emissions-pollution-and-ocean-protection.aspx>

REVISED RESCUE GUIDE LAUNCHED TO SAFEGUARD LIFE AT SEA

UNHCR, the UN Refugee Agency, the International Maritime Organization (IMO), and the International Chamber of Shipping (ICS) have released a revised Rescue Guide, a tool to help all partners uphold the humanitarian and legal duties to rescue refugees and migrants in distress at sea and bring them to safety.

In the year marking the 75th anniversary of the 1951 Refugee Convention, the revised Guide underlines the continued relevance and life-saving impact of practical protection action, covering rescuing people in distress at sea, including refugees and migrants, and ensuring safe disembarkation in line with international law. The sea must be treated as a humanitarian space, and the duty to rescue people in distress at sea must be upheld without discrimination, the partners agreed. Maritime routes continue to exact a devastating human toll. In 2025, according to data from UNHCR, authorities and partners, the Mediterranean remained one of the world's deadliest corridors, with 1,953 people reported dead or missing. The South and South-East Asia route saw 892 people recorded dead or missing, out of more than 6,500 Rohingya refugees who attempted perilous sea crossings that year, making this the route with the highest mortality rate worldwide for refugee and migrant sea journeys. Danger extends also around Africa, with the Western Africa Atlantic route claiming 424 lives last year.

Building on the 2015 edition, the newly revised Rescue Guide provides more detailed guidance on applicable legal standards and practical procedures to ensure the prompt rescue and disembarkation of people in distress at sea in locations where they would not be exposed to risks, including the risk of refoulement. Available in six languages (Arabic, Chinese, English, French, Russian and Spanish), the Rescue Guide serves as a global, practical resource for shipmasters, ship owners, State authorities, insurance companies, and all actors engaged in maritime rescue operations.

Source: <https://www.imo.org/en/mediacentre/pressbriefings/pages/revised-rescue-guide.aspx>

MARITIME TERMINOLOGY

CARRIAGE OF GOODS BY SEA ACT (COGSA)

United States Act which has incorporated the Hague Rules into US law and which delineates the obligations of the Carrier and Merchant for cargo shipments to or from the United States which may be governed by a bill of lading. US COGSA also provides the Carrier with defenses and a package limitation.

DEMURRAGE

Damages paid to the shipowner for the failure to complete loading and/ or discharge within the time allowed in the charter party. The rate of demurrage is typically agreed upon as a liquidated damage. A longstanding maxim applying to demurrage is that once a ship is on demurrage, it is always on demurrage. In other words, deductions are no longer made for any excepted periods stipulated in the charter party – all time falling on charterer's account.

GENERAL AVERAGE

Legal principle apportioning financial responsibility for a loss resulting from the Intentional or voluntary act during the voyage to preserve the whole venture from a peril. General Average has been codified in the York Antwerp rules. Necessarily, all parties to the marine adventure pay a proportion of the amount of the loss according to the value of their interest.

HAGUE RULES

Also known as the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading, govern the carriage of goods by sea. They identify the minimum rights and responsibilities of carriers and owners of cargo. The rules were published in 1924 and given the force of law by many countries.

HAGUE-VISBY RULES

International rules governing the shipment of goods that amend and update the Hague Rules. These rules govern the rights and responsibilities of the carrier and shipper.

HAMBURG RULES

International rules governing the shipment of goods which may be incorporated into a contract for the carriage either by prior agreement of the parties or by operation of law. The rules were adopted by the United Nations Convention on the Carriage of goods by sea in 1978 as an attempt to equalize the rights of developing countries

HUSBANDRY AGENT

An agent for shipowners that is often tasked with general agency authority. The Husbandry Agent may attend matters concerning vessel crew, repairs, supplies, provisioning and classification society surveys

LAYTIME

Amount of time provided by the shipowner or carrier to the voyage charterer in which to load and/or discharge the cargo. This time is generally expressed in days, hours, or as a number of tons per day. The charter party typically contains a provision for the commencement of laytime. A provision may also be included for periods when laytime does not count, for instance during lousy weather, weekends or holidays.¹

1. <https://www.bbc-chartering.com/assets/downloads/guides/BBC-Shipping-Chartering-Guide.pdf>

ICSI BLOOD Bank Portal



The ICSI Blood Bank Portal has a huge database of blood donors with information on Blood Groups with their location

To find a donor near you or to register as a donor visit
<https://www.icsi.in/bloodbank/>

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