

## EASTERN COASTAL REGION A PROMINENT PART OF THE CURRENT BUDGET'S NUCLEAR AND MARINE ROADMAP

Eastern Coastal Region figured as a prominent part of the current Budget's Nuclear and Marine roadmap, with the State of Odisha getting one of the four Rare Earth Corridors announced across the country, while the enabling provisions for deep sea fishing are also going to be a game-changer.

The discussion covered implementation of the Deep Ocean Mission and enabling policy support for deep sea fishing within India's Exclusive Economic Zone, creating new economic avenues for coastal communities in Odisha. Provisions relating to fisheries and regulatory reforms were also part of the deliberations.

On critical and rare earth minerals, both sides reviewed the potential of developing a rare earth corridor in the eastern region. Expansion of nuclear mineral exploration beyond traditionally concentrated southern states was discussed in this context, opening fresh opportunities for Odisha.

A proposal for establishing a Bio-E3 Cell in Odisha was also taken up. Plans for setting up a new Department of Biotechnology (DBT) centre in the state were discussed, with the Odisha government facilitating land for the same.

<https://www.pib.gov.in/PressReleasePage.aspx?PRID=2226067&reg=3&lang=1>

## CHIDAMBARANAR PORT AUTHORITY, TUTICORIN SECURES PLATINUM RATING FOR SUSTAINABLE, ECO-FRIENDLY BUILDINGS & ENERGY EFFICIENCY CERTIFICATION

V.O. Chidambaranar Port Authority has become India's first Major Port to receive the prestigious IGBC Platinum Rating, the highest certification awarded by the Indian Green Building Council.

The Administration Building follows the Port Authority's Green Policy and waste management plan to support sustainability. It is equipped with rooftop solar panels and a high Solar Reflectance Index (SRI) reflective roof coating, which helps reduce the Urban Heat Island effect and improve energy efficiency. Resource efficiency has been strengthened through IoT-enabled water meters, Indoor Air Quality (IAQ) monitoring systems, rainwater harvesting, and water-saving plumbing fixtures, resulting in a 37% reduction in potable water usage. All wastewater is treated in an on-site Sewage Treatment Plant (STP) and fully reused.

In a significant step towards decarbonization, the Administration Building operates on 100% renewable energy, with 89% of electricity generated on-site through solar power and the remaining 11% sourced from off-site renewable energy sources of the port.

Occupant health, safety, and inclusivity have also been prioritized. The building has a No Smoking Policy, uses eco-friendly housekeeping chemicals, and is equipped with non-slippery ramps, differently-abled-friendly (DAP) toilets, electric wheelchairs, and lifts with Braille and audio assistance, ensuring easy access for senior citizens and differently-abled. To strengthen sustainability practices, VOC Port has seven IGBC Accredited Professionals overseeing effective implementation and continual improvement. The campus boasts over 70% green cover, supported by extensive tree plantation.

In addition, V.O. Chidambaranar Port has also been awarded with Shunya and Shunya Plus certifications by the Bureau of Energy Efficiency (BEE) under the Ministry of Power, Government of India. The Shunya Certification system is based on the principle that a building's total annual energy demand is fully met through on-site or off-site renewable energy sources. A Shunya building is a Net Zero Energy Building, meaning it produces as much green energy as it consumes annually, with an Energy Performance Index (EPI) between 0 and 10 kWh/m<sup>2</sup>/year, focusing on energy efficiency and balance.

A Shunya Plus building is a Net Positive Energy Building that generates more on-site renewable energy than it consumes, with an EPI of less than 0 kWh/m<sup>2</sup>/year, enabling surplus energy to be exported to the power grid. Under this certification, VOC Port's Hospital and CISF Barracks have been awarded with Shunya Plus certification and the Port's Administrative Building and Guest House have been awarded with Shunya certification.

<https://www.pib.gov.in/PressReleasePage.aspx?PRID=2226634&reg=3&lang=1>

## REFORMS IN MARITIME SECTOR DRIVE LANDMARK SHIPBUILDING PROJECT

India's ongoing maritime sector reforms are translating into concrete outcomes in shipbuilding and green shipping, with the signing of a contract between global shipping major CMA CGM and Cochin Shipyard Limited (CSL) for the construction of six 1,700 TEU LNG-fuelled feeder container vessels, signed at an event held in New Delhi.

The vessels will be constructed by Cochin Shipyard Limited in Kochi and will be registered under the Indian flag. The project adds to India's commercial shipbuilding order book and reflects increasing global engagement with Indian shipyards under the Government's policy framework for maritime sector development.

<https://www.pib.gov.in/PressReleasePage.aspx?PRID=2229873&reg=3&lang=1>

## MINISTRY OF PORTS, SHIPPING AND WATERWAYS, LAUNCHES OVER ₹1,500 CRORE PROJECTS AT VOC PORT, BOOSTING GREEN & DIGITAL MARITIME INFRASTRUCTURE

Ministry of Ports, Shipping and Waterways inaugurated and laid the foundation of projects worth more than ₹1,500 crore at V.O. Chidambaranar Port Authority (VOC Port), Tuticorin, marking a major expansion of infrastructure, renewable energy integration and digital modernisation at the port.

A key highlight of the event was the inauguration of the VOC Maritime Heritage Museum, an immersive institution dedicated to India's maritime legacy and the contribution of freedom fighter V.O. Chidambaranar. The museum conceived as a cultural and educational landmark for southern Tamil Nadu and is expected to promote tourism, community engagement and awareness of the Coromandel Coast's maritime history.

<https://www.pib.gov.in/PressReleasePage.aspx?PRID=2231843&reg=3&lang=1>

## IMO SHARPENS PLANS TO ACHIEVE ZERO PLASTIC POLLUTION FROM SHIPS BY 2030

The International Maritime Organization's Sub-Committee on Pollution Prevention and Response has agreed on a draft updated strategy and action plan to tackle plastic pollution from ships, including fishing vessels.

The updated Strategy and Action Plan will focus on:

- Reducing shipping's contribution to ocean plastic pollution;
- Improving effectiveness of port reception facilities and ship waste processing; and
- Strengthening international regulations and compliance.

Actions will also boost seafarer training, public awareness and regulatory knowledge, as well as strengthen technical cooperation and capacity-building for Member States.

<https://www.imo.org/en/mediacentre/pressbriefings/pages/imo-sharpens-plans-achieve-zero-plastic-pollution-from-ships-by-2030.aspx>

## IMO LAUNCHES GLOBAL CAMPAIGN TO PUT MARITIME "POLICY INTO PRACTICE"

The International Maritime Organization (IMO) has launched a two-year global initiative to promote the World Maritime Day theme for 2026-2027: 'From Policy to Practice: Powering Maritime Excellence'.

The campaign seeks to support Member States in deepening their understanding of IMO conventions and strengthening their ability to adopt and enforce them at home. The focus will be around nine pillars:



- *Capacity development and technical cooperation:* Boosting countries' capacity to apply IMO rules, through legislative support, enforcement frameworks and training.
- *Focus on SIDS and LDCs:* Tailored legal assistance and technical support for Small Island Developing States (SIDS) and Least Developing Countries (LDCs), recognising the unique challenges they face, while highlighting achievements.
- *Safety first through innovation:* Translating new safety standards on fuels, automation and digitalization into operational practice through updated training, oversight and risk management.
- *Regulatory readiness for decarbonization:* Equipping States to implement IMO Strategy on the Reduction of GHG Emissions safely, consistently and in line with operational realities.
- *Tackling fraudulent ship registration and maritime fraud:* Developing practical guidance and strengthening due diligence, transparency and data-sharing to prevent unlawful practices and misuse of national flags.
- *Audit driven improvement:* Using IMSAS audit findings as a basis to address legal and enforcement gaps, prioritizing reforms and enhancing oversight and continuous monitoring.
- *Facilitation, digitalization and resilience:* Embedding digital systems, including Maritime Single Windows, into daily port operations to boost efficiency and resilience.
- *Cybersecurity and maritime security:* Integrating cyber risk management into safety management systems, training and port operations to protect global shipping networks.
- *Ocean protection:* Implementing IMO environmental instruments (beyond those for GHG emissions), including on plastics, underwater radiated noise, invasive species and ship recycling, through national laws and day-to-day maritime operations.

<https://www.imo.org/en/mediacentre/pressbriefings/pages/imo-launches-global-campaign-policy-to-practice.aspx>

## MARITIME TERMINOLOGY

### ARRIVED SHIP

In a voyage charter party, the ship must have arrived before laytime can commence. Arrival may be determined by whether the charter party is a “berth” charter party (in which case the vessel can only tender notice once she is at berth) or a port charter party (in which case the vessel can tender notice once she is in port).

The following conditions are required for a vessel to be considered to be an “arrived” vessel:

1. The vessel must have arrived at the loading or discharging berth or port as stipulated in the charter; or so near thereto as she may safely get.
2. The vessel must be fully ready for cargo operations.
3. If and as required, Notice of Readiness (NOR) in writing, as prescribed, must have been tendered to shippers, charterers, merchants, agents or consignees as stipulated in the charter party. Unless otherwise stipulated, NOR may only be required at the first load discharge port.

### BALE

A measurement of the vessel’s carrying capacity, usually for breakbulk cargo, which takes into consideration the inability to load between the vessel’s stanchions or frames.

### BALTIC EXCHANGE

A London institution dedicated to the exchange of information regarding freight contracts and time charter party rates as well as freight futures of larger vessels as well as vessel and demolition values. The Baltic Exchange can trace its origins to the informal discussions between merchants and ship owners at the Virginia and Baltick Coffee House in the mid-1700s. In 1823 an admission procedure instituted, and formal rules for the exchange of information was adopted. In November 2016, the Singapore Exchange acquired the Baltic Exchange.

### BIMCO (THE BALTIC AND INTERNATIONAL MARITIME COUNCIL)

Originally founded as “the Baltic and White Sea Conference” in Copenhagen in 1905, BIMCO remains headquartered in Copenhagen and is an industry association primarily for shipowners although membership is also open to brokers and agents. BIMCO provides its members with industry information and has created many of the contractual forms utilized in shipping, including time and voyage charter parties.

### COMBINED OR MULTIMODAL TRANSPORT

Carriage of goods involving two modes of transport, such as ocean carriage and rail. A bill of lading may be

issued for combined or multimodal transport, and the Carrier under such bill may be responsible for the cargo until the cargo is discharged at the final destination specified under the bill of lading unless the Carrier is acting as agent only during any segment of the transport.

### DEADFREIGHT

Damages payable by a shipper or charterer of a ship for failing to load the amount of cargo stipulated in the contract. Deadfreight is typically payable at the full freight rate.

### GRAIN / GRAIN CAPACITY

Term referring to the cubic capacity of a ship’s holds available for the free-flowing bulk cargo, like grain. Grain Capacity is often expressed in cubic feet or meters.

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



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