



भारतसरकार/ GOVERNMENT OF INDIA  
पत्तन, पोतपरिवहनऔरजलमार्गमंत्रालय  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
नौवहनमहानिदेशालय, मुंबई  
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 22-38/25/2022-PER-DGS

Dated: 13.12.2022

**DGS Order No. 21 of 2022**

**Subject: Strategic Development Cell (SDC) in the Directorate General of Shipping – reg.**

1. Whereas the Maritime Vision 2030 has been developed with the objective of propelling India to the forefront of the Global Maritime Sector, which details the blueprint to achieve the same through specific thrust on technology and innovation, strengthened policy and institutional framework to support all stakeholders, enhanced India's Global stature and Maritime Co-operation and leading the World to a Safe and Sustainable Maritime Sector.
2. Whereas the maritime industry across the globe is in a transformation era with growing environmental requirements on one side and increasing digitalization efforts on the other end. Due to the unique international nature of the industry, both these initiatives in maritime sector are spearheaded by its global regulator, the International Maritime Organization (IMO) through suitable regulatory frameworks developed by the organization from time to time. The IMO GHG Emission control strategies led by the Marine Environment Protection Committee (MEPC) and the Maritime Autonomous Surface Ships (MASS) regulatory frameworks being developed by the Maritime Safety Committee (MSC) are considered to be the game changers for the industry for several decades to come.
3. Whereas when a capital intensive industry like shipping goes through a disruptive environment, the Maritime Administrations is expected to take the lead to provide necessary strategic guidance to the industry, particularly ensuring that such regulatory developments are complimenting the long-term national interests of the country.
4. Noting the above, the Director General of Shipping (DGS) hereby orders creation of a dedicated Strategic Development Cell (SDC) in the Directorate to monitor, coordinate and effectuate such contemporaneous needs of the industry in a proactive manner. The SDC will primarily focus on the timely



development of administrative and regulatory initiatives from the Directorate that inform, shape and support the strategic decisions confronting the industry, particularly when the environment is characterized by a high level of volatility and complexity as of today.

5. Considering the current requirements, the SDC will comprise of three separate sub-cells with related functional scopes as below:-

(i) **Green Shipping:** To coordinate all Green Shipping related activities at the Directorate to help the maritime industry in eliminating GHG emissions in line with India's NDC to UNFCCC for coastal shipping and IMO Strategy for International Shipping, ensuring sustainability of India's Blue Economy.

(ii) **Digitalization:** To keep track of the global digitalisation trends in shipping, including MASS and develop strategies to capitalise on India's strengths in the field, through timely policy initiatives, co-ordination of sector-wise efforts and building stakeholder awareness. The Cell will also help to identify & develop appropriate database and its analysis to objectively aid policy initiatives from the maritime administration.

(iii) **IMO Matters:** To ensure effective participation of India in all related Committees, Sub-committees, Working Groups and Correspondence Groups and to encourage submission of papers, suitably reflecting India's concerns and interests in the respective areas.

6. A detailed note on the structure and profile, deliverables, targets and monitoring mechanism of the SDC is provided in the Appendix to this order.



(Amitabh Kumar)

Director General of Shipping &  
Additional Secretary to the Govt. of India

To,  
All stakeholders through DGS Website.



## **Appendix to the DGS Order No.21 of 2022**

### **Background**

- (i) The Maritime Vision 2030 details the blueprint to propel India to the forefront of the global maritime sector, through specific thrust on technology and innovation, policy and institutional framework to support all stakeholders, and enhanced global maritime co-operation. The Maritime Vision 2030 also have specific goals related to India's involvement and influence at the IMO, bridging the gap between the functioning of the Indian Maritime Administration and the priorities of the IMO through enhanced involvement at all Committees and Sub-Committees of IMO and by making sure that India's stake-holders interest are well represented at the IMO.
- (ii) Decarbonisation and sustainable shipping being at the forefront of IMO strategic direction, the continuing debates at the MEPC of IMO are all focussed to achieve zero carbon shipping as early as possible. However, decarbonisation is a complex process and requires coordinated effort of various agencies and organization, to create, timely and cost-effective enabling conditions for such a transitions. For the Indian fleet in particular, comprising of different ship types and sizes, one fit solution may neither be feasible nor cost effective, but, require continual research and brain storming between various stakeholders to identify suitable solutions taking into account the latest research and developments.
- (iii) One of the sectors currently under discussions in the global maritime world is the Digitalisation in Shipping, including the Maritime Autonomous Surface Ships (MASS). All these initiatives will be requiring reliable database and its timely analysis not only for undertaking policy decisions by the Directorate but also for making informed submission papers at the IMO, so that future regulatory developments from the Organization take cognizance of related national concerns.
- (iv) The Blue Economy Working Group on "Bridging the gap between the functioning of Indian Maritime Administration and the priorities of International Maritime -Organization (IMO)" had identified the need for creation of a Green Shipping and an IMO Cell at Directorate.



## **2. Strategic Development Cell (SDC):**

It is against the above background that the creation of a Strategic Development Cell (SDC), comprising of three interdependent Sub-cells as below, has been envisaged:-

- (iv) **Green Shipping Cell:** To coordinate all Green Shipping related activities at the Directorate to help the maritime industry in eliminating GHG emissions in line with India's NDC to UNFCCC for coastal shipping and IMO Strategy for International Shipping, ensuring sustainability of India's Blue Economy.
- (v) **Digitalization Cell:** To keep track of the global digitalisation trends in shipping, including MASS and develop strategies to capitalise on India's strengths in the field, through timely policy initiatives, co-ordination of sector-wise efforts and building stakeholder awareness. The Cell will also help to identify & develop appropriate database and its analysis to objectively aid policy initiatives from the maritime administration.
- (vi) **IMO Cell:** To ensure effective participation of India in all related Committees, Sub-committees, Working Groups and Correspondence Groups and to encourage submission of papers, suitably reflecting India's concerns and interests in the respective areas.

## **3. Structure of the SDC:**

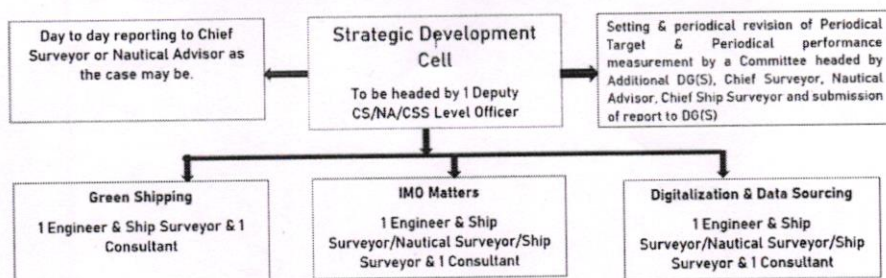
A Director level officer shall be heading the department, with the support of existing officers of the DGS/MMD. Three other officer (E&SS, NS, SS as the case may be) will be under respective Technical wings largely undertaking the coordination functions between the cell and respective Wings.

It shall also include initially three Consultants or experts from industry with Marine Engineering / Naval Architecture/ IMO matters background having sufficient exposure to related fields. In addition, two Secretarial assistants having good skill in drafting and data base software handling can be hired on contract basis.

The cell shall be given objective work to be completed within a given time frame and performance assessed periodically. Based on this assessment and achievement of objectives, the necessary structural and work profile changes shall be undertaken.



The preliminary structure of Strategic Development Department (SDD) shall be:



#### 4. Work Profile of Each Cell:

The Cell will primarily focus on the timely development of administrative and regulatory initiatives from the Directorate that inform, shape and support the strategic decisions confronting the industry, particularly when the environment is characterized by a high level of volatility, complexity, and ambiguity, as of today. Each cell shall be assigned objectives based on following strategic directions:

#### 5. Green Shipping Cell:

##### Strategic Direction:

To help the maritime industry in eliminating GHG emissions in line with India's NDC to UNFCCC for coastal shipping and IMO Strategy for International Shipping and ensuring sustainability of India's Blue Economy. This is to be done through:

- (i) Accelerating the deployment of scalable low-carbon technologies across the maritime ecosystem by validating technical and commercial feasibility.
- (ii) Lowering the adoption barriers for low-/zero-carbon fuels and technologies by closing the gaps in infrastructure, safety, operations and financing.
- (iii) Developing Blue Economy goals for Indian shipping such as removal of use of plastics, reduced waste generation on ships, availability of port reception facilities, similar area risk assessment for BWTS exemption etc.

The above to be achieved through:

- (i) Identifying the inefficiencies in operations (Ports, shipping companies, Charterers etc.) and developing solutions to remove inefficient operations.
- (ii) Conducting studies through Research, pilot projects, collaboration with stakeholders to identify cost-effective decarbonisation solutions for each ship type (coastal) & identifying barriers such as technical, infrastructure (fuel availability and bunkering, technology availability etc.) and financial and suggest mechanisms to overcome such barriers through policy changes, incentives and investment in infrastructure.
- (iii) Providing necessary technical and regulatory assistance to ports and other stakeholders for shore power supply and JIT of ships.



- (iv) Monitoring data from Swacch Sagar and preparing monthly reports. Identify areas of non-implementation and ensure complete implementation.
- (v) Identify data to be sourced from various stakeholders for Blue Economy indicators.
- (vi) Identify ports, alternate fuels and ship types within Indian and between India and foreign port for development of Green Corridors.

## **6. Digitalization and Data Sourcing Cell:**

### **Strategic Direction**

Enable India to capitalise on India's strengths in the field of digitalisation, through timely policy initiatives, co-ordination of sector-wise efforts and building stakeholder awareness. This is to be done by:

- (i) Keeping track of the global digitalisation trends in shipping, including MASS and develop suitable strategies accordingly.
- (ii) identifying & developing sources for data collection required to meet the objectives of Directorate, MMD, IMO Cell and Green Shipping cells
- (iii) Monitoring and preparing reports based on such data sources;
- (iv) Ensuring that all stakeholders are adequately trained to use various digitized services being offered by Directorate;
- (v) Confirming that India's submission at IMO GISIS is up-to date and complete &
- (vi) Creating of research database related to new technologies and developments.

The above to be achieved through:

- (i) Identify various digitalization trends in global maritime industry and take lead in familiarizing Indian industry and help the DGS in developing appropriate policy initiatives in the area.
- (ii) Identify areas to create data collection for making submissions at IMO and policy decisions related to Green Shipping, Blue Economy and Safety of Indian Shipping and Coast. Inputs can come from IMO cell, Directorate, MMD & Green Shipping Cell.
- (iii) Research and create database related to alternative fuels, and other technologies for Green Shipping, Blue Economy and IMO submissions.
- (iv) Continually assess E-governance system, EXIT Exam system, Swacch Sagar and other digitized services such as e-certification for being user friendly and changes required.



- (v) Training various stake holders in usage of new and existing e-gov system for various purposes such as online seminars.
- (vi) Develop indicators to capture performance of all stakeholders such as ships, ISM Companies, MTI, RPSL, Port Reception Facility Providers etc.
- (vii) Continually monitor performance and prepare monthly, three-monthly, 6-monthly and yearly reports.

## **7. International Maritime Organization (IMO)Cell:**

### Strategic Direction:

Increase India's involvement and influence at the IMO, bridging the gap between the functioning of the Indian Maritime Administration and the priorities of the IMO through enhanced involvement at all Committees and Sub-Committees of IMO and by making sure that India's stake-holders interest are well represented at the IMO.

This is to be done by

- (i) Adequate representation at all meetings with planned preparations;
- (ii) Submission of adequate number of papers in each committee and sub-committee;
- (iii) Representation by manpower trained in IMO rules and regulations and historical developments at that committee or sub-committee
- (iv) Strategies to achieve key positions in various IMO Committees and Sub-Committees.
- (v) Submission of adequate number of research & data oriented papers and
- (vi) Maximum co-sponsorship of such papers by like-minded member states.

The above to be achieved through:

- (i) Adequate and more importantly suitable representation from all stakeholders.
- (i) Identifying experts for various shadow committees and sub-committees of IMO to develop India's stand and prepare paper submissions. **Establish '12 shadow and base-shadow committees with relevant industry members and experts in line with IMO committee structure with competent and relevant stakeholders, from industry, knowledge cluster, Ministry, DGS hqs, MMDs, IRS etc.**
- (ii) Holding regular shadow committee meetings and preparation of stand on various issues well in advance.

- (iii) Identifying continually discussed issues at IMO and prepare India's stand on such issues well in advance. Identify issues for paper submissions, preparation of papers and ensuring co-sponsorship. Identify like-minded member states on each issue and discussion and submission of joint papers. Coordinate with Ministries for India's stand on critical issues needing other Ministries feedback
- (iv) Prepare tailor-made training courses for Officials and stakeholders attending IMO meetings.
- (v) Identify individuals to take up various roles at IMO and develop them through training, involvement and visibility at IMO for taking up various positions and pitch through MEA once opportunity arises.  
Continually monitor India's performance at each committee and sub-committee and suggest improvement.
- (vi) **Follow-ups on previous IMO meetings action points.**

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