



Harit Sagar Samachar

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Welcome Note

Welcome to the Tenth issue of Harit Sagar Samachar.

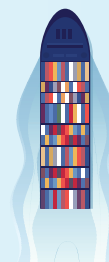
We are pleased to present the latest edition of **Harit Sagar Samachar**, your go-to source for innovation, updates, and best practices in sustainable maritime operations. This publication is designed to inform, inspire, and connect professionals dedicated to reducing the environmental footprint of ports and shipping activities.

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HAPPY
New year
2026

WISHING YOU ALL A VERY
PROSPEROUS, HEALTHY AND
SUCCESSFUL YEAR AHEAD



Green Future in Times of Grey

Introduction

In October 2025, International Maritime Organization (IMO) Member States met in London to decide on the IMO Net Zero Framework, which aimed to introduce fuel targets and a global carbon pricing mechanism to reduce greenhouse gas emissions from international shipping (International Maritime Organization [IMO], 2025). However, the meeting concluded without a final decision. During the vote, 57 Member States supported moving forward, while 49 opposed it and several others abstained, leading to an adjournment of the decision to 2026 (Hill Dickinson, 2025). The delay reflected strong disagreements among Member States, particularly over carbon pricing, cost-sharing arrangements, and potential impacts on developing economies (Lexology, 2025).

Convening the Dialogue

Against this backdrop, the National Centre of Excellence for Green Ports & Shipping

(NCoEGPS) organised a roundtable discussion on 19 December 2025. The dialogue brought together international and national stakeholders from government, industry, ports, shipping, energy, and research to examine how the sector should move forward amid regulatory uncertainty.

Opening Remarks

The discussion opened with remarks by Dr Vibha Dhawan, Director General, TERI, who framed the issue in both global and national terms at a time when key regulatory decisions at the IMO remain pending. International shipping contributes around 3 per cent of global greenhouse gas emissions (IMO, Fourth GHG Study, 2023) and continues to rely on highly polluting fuels. Under the IMO Revised GHG Strategy adopted in 2023, international shipping has committed to reaching net-zero emissions by or around 2050, with indicative checkpoints for 2030 and 2040 (IMO, 2023a). Delays in finalising the IMO Net Zero Framework have therefore created uncertainty around timelines and implementation.

Despite this uncertainty, investment and planning decisions in shipping, ports, and fuels cannot be postponed. The delay does not signal inaction rather, it increases the need to plan under uncertainty, especially as regional and national measures may advance ahead of global rules. Lessons from aviation were highlighted. In sustainable aviation fuels, blending mandates apply even when domestic production is limited, leading to reliance on imports (ICAO, 2022). A similar situation may emerge in shipping if countries do not prepare early for fuel supply, infrastructure, and compliance systems.

Keynote Addresses

In his keynote, Opesh Sharma, Ministry of Ports, Shipping and Waterways (MoPSW), noted that although adoption of the IMO Net Zero Framework has been delayed, full regulatory clarity is now expected around early 2028. The overall direction, however, remains unchanged. The IMO's 2023 Revised GHG Strategy still commits international shipping to net-zero emissions by or around 2050, making



the current period one for preparation, not delay.

India's engagement at the IMO was highlighted, including support at MEPC 83 in April 2025 for a greenhouse-gas fuel-intensity-based mechanism. Early participation was seen as essential for shaping implementation rules and compliance flexibility. Domestically, the Directorate General of Shipping has issued guidance to help shipowners, ports, and training institutions prepare for emerging requirements. India's green maritime vision was described as extending beyond carbon reduction to include environmental protection and ecosystem health.

Indian ports handle nearly 95 per cent of India's trade by volume and managed around 1,600 million tonnes of cargo in FY 2024–25. Initiatives highlighted included increasing renewable energy use at ports to around 25 per cent, phased rollout of onshore power supply, the Green Tug Transition Programme targeting alternative-fuel tugs by 2040, and implementation of the Harit Sagar Green Port Guidelines. Decisions taken in the next two to three years were described as crucial for competitiveness in the 2030s.

Another keynote by Dr Sanjeet Kanungo described the current phase as a "paradox of delay." While adoption of the framework may slip to 2026–2028, the transition itself is accelerating, driven increasingly by markets rather

than regulation (IMO, 2023; Reuters, 2025). Ships on order now feature alternative-fuel capability, and nearly half of newbuilds are fuel-ready. Alternative fuel demand could reach 50 million tonnes, while the EU Emissions Trading System already covers about 70 per cent of global shipping routes (Clarksons Research, 2024; European Commission, 2024). Countries including the UK, Singapore, Japan, and Brazil are advancing national carbon frameworks.

The delay was attributed to unresolved equity and cost-sharing issues, not weakened ambition (Reuters, 2025). The next 18 months were identified as critical for building fuel supply options, strengthening skills, and improving readiness. Five fuel pathways—LNG, methanol, advanced biofuels, ammonia, and hydrogen—were highlighted, with diversification seen as essential. Even with delayed regulation, zero-emission fuels could reach 35–45 per cent market share by 2040.

Formalising Collaboration

TERI and the Tolani Maritime Institute signed a Memorandum of Understanding to collaborate on maritime research, sustainability, and capacity building. The MoU reflected recognition that technology and policy must be supported by skilled human resources and applied research.

Opening Presentation

Christian Føhrby gave an opening presentation highlighting that Net Zero Framework has strong global support and is delayed, not cancelled. It is designed to raise fossil fuel costs and improve competitiveness of green fuels through emissions-intensity targets and carbon pricing. While green fuels are expensive today, costs are expected to fall with scale, potentially becoming competitive by around 2040. The framework could also generate over USD 10 billion annually through an IMO Net Zero Fund to support early movers and a fair transition.

Roundtable Deliberations

The roundtable clarified why international shipping emissions are addressed at the IMO, as they lie outside national emissions frameworks and NDCs. Participants agreed the delay should not slow progress. Market signals, cargo-owner demand, and financial pressure are already driving change. India's HVAC sector was cited as an example of industry moving faster than regulation.

Safety, interim approvals, and pilot projects for fuels such as methanol, ammonia, and hydrogen were emphasised. Innovation is moving faster than regulation, requiring early coordination among flag states, ports, and classification societies. Denmark's public-



private “learning by doing” approach and India’s National Action Plan to the IMO were highlighted.

Geopolitical pressures were acknowledged, with a likely near-term hybrid scenario where technical guidelines are used before formal adoption. National investments show bottom-up momentum, including Norway’s ammonia bunkering plans, state-backed investment in China, and activity at Indian ports such as Mundra, alongside developments in Australia, Japan, South Korea, Singapore, Brazil, and Chile.

Concerns were raised about fragmented regulation increasing costs and risk, particularly for retrofitting. At the same time, the delay offers space to address equity and strengthen preparedness. India’s green corridor studies, alignment with the National Green Hydrogen Mission, and work on a National Green Shipping Policy were noted. Energy efficiency remains the first step, with fuel choices needing to be route- and fleet-specific. Before 2030, priorities include pilot projects, training, approval capacity, and clearer policy signals.

Conclusion and Closing Remarks

In closing, Commodore Debesh Lahiri Advisor, NCOeGPS noted that the sector stands at a crossroads shaped by policy, technology, finance, infrastructure, and

skills. While geopolitics influenced recent IMO outcomes, climate imperatives are likely to prevail. The greatest uncertainty lies in fuel choice, as vessel decisions lock in pathways for decades and retrofitting is rarely viable. A multi-fuel future shaped by geography and trade patterns is therefore likely. With shipbuilding capacity constrained until at least 2027, industry action, regional measures, and de facto guidelines are already pushing the transition forward.

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Green Initiatives

National Initiatives

Kandla Port signs MoU with Green-Kutch NextGen to promote green hydrogen ecosystem

The Deendayal Port Authority (DPA), Kandla signed an MoU with Green-Kutch NextGen Pvt. Ltd. during the Vibrant Gujarat Regional Conference to establish a 'Kutch Green Hydrogen Park'. The collaboration aims to develop plug-and-play infrastructure for green hydrogen at the port, boost MSME participation, create jobs and accelerate decarbonisation in port operations — positioning the port as a green energy hub aligned with India's National Green Hydrogen Mission goals. [Read more...](#)

Centre rolls out ₹44,700-crore push to scale up India's shipbuilding industry

The Centre has notified detailed operational guidelines for two major shipbuilding initiatives involving a combined outlay of ₹44,700 crore, marking a significant step toward strengthening India's domestic shipbuilding ecosystem and enhancing its global competitiveness. The first initiative, the Shipbuilding Financial Assistance Scheme (SBFAS), carries a total allocation of ₹24,736 crore

and is aimed at supporting shipyards through direct financial incentives. [Read more...](#)

Modernisation of inland water transport facilities in the north-eastern states

Comprehensive development of National Waterway (NW)-2 (Brahmaputra River) has been undertaken at a cost of Rs. 498 crore during the period 2020-21 to 2024-25. Major projects include construction of the Bogibeel and Jogighopa terminals, tourist jetties at Bogibeel and Pandu, regular fairway development works, and installation of navigational aids for smooth shipping and navigation. Further, construction of a ship repair facility at Pandu and an elevated road connecting National Highway 27 with Pandu Port and the ship repair facility has also been taken up at a cost of Rs. 419 crore. [Read more...](#)

India's First Indigenous Hydrogen Fuel Cell Passenger Vessel Begins Commercial Service in Varanasi; Shri Sarbananda Sonowal Flags Off Maiden Run Maiden

India marked a major step in its green maritime push as Union Minister for Ports, Shipping and Waterways (MoPSW) Shri Sarbananda Sonowal flagged off the commercial operation of the country's first fully indigenous hydrogen fuel cell

passenger vessel at Namo Ghat here today. The vessel is the first in India to demonstrate hydrogen fuel cell propulsion in a maritime setting and features fully indigenous technology. It operates on a Low Temperature Proton Exchange Membrane fuel cell system that converts stored hydrogen into electricity, releasing only water as a byproduct. [Read more...](#)

Gujarat Leads India's Smart Blue Harbours Revolution With AI, 5G Push

Gujarat is spearheading a new era of "smart blue harbours" built on artificial intelligence (AI), 5G connectivity and sustainable infrastructure — an approach set to redefine India's maritime economy and strengthen the state's position as a global coastal powerhouse, officials said on Monday. [Read more...](#)

Development Of Mega Ports Clusters

Maritime India Vision 2030 envisions Chennai-Kamarajar-Cuddalore cluster to become a Mega Port in the eastern coast by 2047. This cluster is targeted to achieve a cargo handling capacity of over 300 million tonnes per annum by the year 2047. Under the Port Modernization pillar of Sagarmala Programme, a total of 234 projects at cost of Rs. 2,89,427Cr. have been undertaken for implementation and out of 234 projects, 106



projects worth Rs. 32,675Cr. have been completed and 56 projects worth Rs. 74,743 Cr. are under implementation.

[Read more...](#)

India, Russia sign pacts on Polar waters maritime push

India and Russia signed key

maritime and transport MoUs to strengthen the International North-South Transport corridor, Vladivostok-Chennai (Eastern Maritime) corridor and the Northern Sea route, including training of specialists for ships operating in polar waters. In

a substantial move towards maritime cooperation, the two parties have also talked about enhancing relations in the shipbuilding sector.

[Read more...](#)

International Initiatives

Clarksons Research releases 2025 Green Technology Tracker

The report shows alternative fuel orders stabilizing at 47% of shipyard orderbook tonnage (down from 50% in 2024). It details orders for LNG-capable (256 vessels), methanol (66), ammonia (5), LPG (21), and hydrogen (9) ships, plus 171 vessels with batteries. Notably, LNG remains the dominant fuel, accounting for 80% of alternative fuel tonnage. The tracker also reveals that LNG bunkering is now available at 222 ports, with shore power at 285 ports, while only 48 ports offer or plan methanol bunkering. [Read more...](#)

Norway commits over \$120 million to zero-emission shipping and ammonia bunkering

Norway has unveiled a fresh round of funding worth more than \$120 million to accelerate the adoption of zero-emission fuels in maritime transport, reinforcing its ambition to lead the global shift toward

low-carbon shipping. The grants are being channelled through Enova, a state-owned enterprise under the Ministry of Climate and Environment, which supports technologies that reduce greenhouse gas emissions while building new industrial value chains.

[Read more...](#)

New Initiative Promotes US Biofuels for Maritime Market

The American Biofuels Maritime Initiative (ABMI), a unified group of bioenergy stakeholders co-chaired by the Renewable Fuels Association and the American Biogas Council (ABC), announced its official launch today. The new group plans to work with President Trump's Administration and Congress to establish strong policies that accelerate the use of American-made energy and biofuels in the global maritime sector – thereby establishing U.S. dominance in the future of international maritime shipping. [Read more...](#)

Capital Clean Energy Carriers seals \$770m LNG newbuild deal in South Korea

Capital Clean Energy Carriers (CCEC) has expanded its long-

term LNG strategy with an order for three next-generation LNG carriers at HD Hyundai Samho Heavy Industries in South Korea, committing nearly \$770 million to the project. The Nasdaq-listed shipowner has reserved three construction slots at the yard, with deliveries scheduled to begin in the third quarter of 2028. The remaining two vessels are set to follow in the first quarter of 2029. [Read more...](#)

GHG-SMART project builds capacity for shipping decarbonization in SIDS

Maritime decarbonization in Small Island Developing States (SIDS) and Least Developed Countries (LDCs) gained new momentum with the conclusion of the 2025 annual training cycle of GHG-SMART programme. A total of 23 maritime professionals from 13 SIDS and LDCs completed a year-long capacity-building programme combining online and in-person training, engagement webinars, and theoretical assignments. The programme covered regulatory, policy, technological, and financial aspects of shipping decarbonization. [Read more...](#)



Two international treaties to protect the ocean reach 100 accessions

Key IMO instruments that protect the marine environment – the Ballast Water Management Convention and the Anti-Fouling Systems Convention - have recently achieved the milestone of 100 ratifications. The Solomon Islands became the 100th State Party to the International Convention for the Control and Management

of Ships' Ballast Water and Sediments (BWM Convention) when it deposited its instrument of accession on 27 November, in the margins of the 34th session of the IMO Assembly. [Read more...](#)

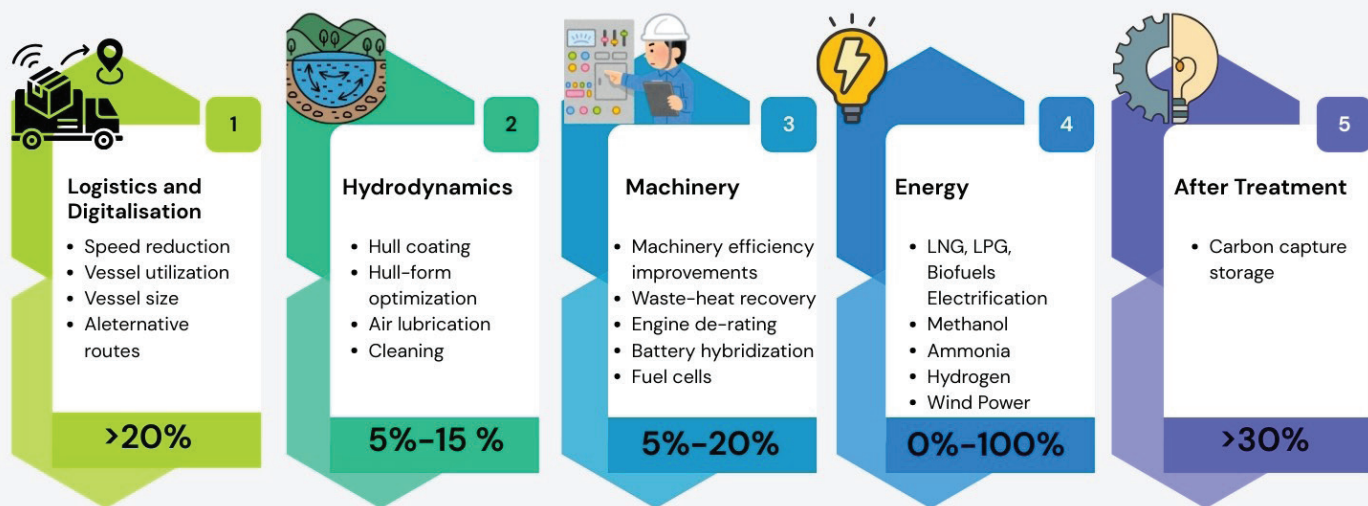
Solomon Islands launches national plan for greener shipping

GreenVoyage2050 is a technical cooperation programme initiated by IMO to assist developing countries in reducing greenhouse

gas (GHG) emissions from shipping. Now in its second phase (2024–2030), GreenVoyage2050 supports developing countries in designing and implementing national GHG-reduction strategies and piloting low-carbon technologies, with funding from several donor governments including Denmark, Finland, France, Germany, the Netherlands and Norway. [Read more...](#)

Infographic Section

GHG emission reduction potential of technologies that can contribute to shipping decarbonization



Source: DNV, 2023

Actual emission reductions vary by vessel type, operating conditions, fuel production pathway, and how technologies are combined.





News Highlights

MoPSW reviews progress of Green Hydrogen hub development at major ports

January 8th, 2026 | Source: India Shipping News

Ministry of Ports, Shipping and Waterways (MoPSW), chaired a high-level review meeting to assess the development of Green Hydrogen hubs at major ports across the country. The discussions focused on the current status of green hydrogen initiatives being undertaken at ports, including land identification, renewable power sourcing, water availability, and integration with existing port infrastructure. Port-wise progress on pilot projects and planned hydrogen production capacities was reviewed in detail. [Read more...](#)

China's green shipping could thrive with global emissions deal

January 8th, 2026 | Source: Dialogue Earth

As the International Maritime Organization (IMO) moves toward finalizing its "Net-zero Framework"—a global plan to reduce greenhouse gas emissions from shipping—China stands at a strategic crossroads. While the framework introduces strict "greenhouse gas fuel intensity" standards and a penalty-and-reward mechanism (potentially costing non-compliant ships

up to \$380 per tonne of CO₂), the article argues that these regulations represent a major economic opportunity for China rather than just a burden. [Read more...](#)

ONGC forays into ethane shipping with JV partner Mitsui O.S.K. Lines, Japan

January 6th, 2026 | Source: Business Standard

Oil & Natural Gas Corp (ONGC) signed Joint Venture Agreements and Capital Contribution Agreements with M/s Mitsui O.S.K. Lines (MOL), Japan, to subscribe equity shares in two joint venture entities, namely Bharat Ethane One IFSC and Bharat Ethane Two IFSC, registered in Gift City, Gandhinagar. [Read more...](#)

India Turns to Green Ports to Drive Sustainable Maritime Expansion

December 29th, 2025 | Source: Maritime Gateway

India's push to emerge as a major maritime power is increasingly being shaped by sustainability, as the country aligns rapid port-led growth with environmental responsibility. Along its 7,500-kilometer coastline, ports that once served as modest trade gateways have evolved into critical engines of economic activity, supporting manufacturing, exports and India's deeper integration

with global supply chains, according to an India Narrative report. Ports account for nearly 95 percent of India's external trade by volume, underlining their central role in the economy. [Read more...](#)

Spain & Denmark Leading the Way on Green Shipping Fuels — Study

December 22nd, 2025 | Source: Clean Technica

Spain, Denmark, Norway, and France are at the forefront of green e-fuel production for shipping, according to a new T&E analysis. However, regulatory uncertainty is hindering project advancement beyond planning stages. T&E recommends the EU adopt stricter green fuel requirements for the shipping sector, which could generate jobs and enhance energy security in Europe. Norway leads in marine e-fuel supplies, followed by Spain, Finland, and Denmark, with the Kassø project being Europe's first operational marine e-fuel initiative. [Read more...](#)

Centre to establish Bureau of Port Security to strengthen maritime safety framework

December 20th, 2025 | Source: Maritime Gateway

The government has decided to set up a dedicated statutory authority, the Bureau of Port Security (BoPS), to



strengthen security oversight at Indian ports and enhance the protection of vessels and maritime infrastructure. The decision was taken at a high-level meeting chaired by Union Home Minister Amit Shah, which was attended by Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal and Civil Aviation Minister Ram Mohan Naidu. [Read more...](#)

India, Netherlands sign MoU to collaborate on National Maritime Heritage Complex (NMHC) at Lothal in Gujarat

December 21st, 2025 | Source: ANI News

India and the Netherlands have signed a Memorandum of Understanding (MoU) to enhance cooperation on maritime heritage, focusing on the National Maritime Heritage Complex (NMHC) in Lothal, Gujarat. Key aspects of the agreement include sharing knowledge, expertise, and best practices in maritime museum design, facilitating joint exhibitions and research, and initiating cultural exchange programs. The NMHC aims to highlight India's 4,500-year maritime legacy while improving educational access, tourism, and visitor experiences for students and underprivileged communities. [Read more...](#)

Union Govt Clears ₹887 Cr Plan for World-Class Mumbai Marina, Aims to Boost Coastal Shipping & Maritime Tourism

December 18th, 2025 | Source: PIB

The Union Government has approved plans to develop a world-class marina in Mumbai Harbour at an estimated cost of ₹887 crore, a move expected to give a significant push to coastal shipping, maritime tourism and waterfront-led urban development in the country's financial capital. The project will be implemented through a hybrid development model, under which the Mumbai Port Authority will invest about ₹470 crore to construct the core marina infrastructure on an EPC basis, while a private operator will develop onshore facilities with an estimated investment of ₹417 crore. [Read more...](#)

India charts green maritime transition with ports, shipping reforms and global partnerships

December 16th, 2025 | Source: DD News

India is accelerating a comprehensive transition towards a green and sustainable maritime ecosystem, aligning the rapid expansion of its ports

and shipping sector with climate commitments, energy-transition goals, and international maritime standards, according to officials. Ports handle nearly 95% of India's external trade by volume and have expanded significantly over the past decade. India's major ports managed 855 million tonnes of cargo in FY 2024-25, up from 581 million tonnes in FY 2014-15, marking a decadal growth of 47.16 per cent. [Read more...](#)

Strategic partnerships and investments in India's Maritime Sector

December 10th, 2025 | Source: Indian Infrastructure

India is transforming its maritime sector through collaborations, with a focus on modernising ports, expanding shipping and inland waterways, and improving skill development. India's ports now rank among the most efficient in the developing world, supporting a dynamic ecosystem for trade, logistics, coastal and industrial connectivity. [Read more...](#)



Green Corner

Ship Recycling at a Glance

- Global ship recycling peaked at 14.7 million LDT, declining to ~3.8 million LDT by 2023.
- India accounts for approximately 30% of global ship recycling, handling nearly one-third of scrapped tonnage worldwide.
- Bangladesh leads the sector (38% share, 55 yards, 3–4 million MT LDT capacity), followed by
 - » India (30%, 153 yards, 4.5 MT LDT capacity),
 - » Pakistan (17.2%, 25 yards, 1.5–2.0 MT LDT), and
 - » Turkey (6.3%, 22 yards, ~1.2 MT LDT).
- Around 15,000 ships (12.5% of the global fleet) are expected to be available for recycling in the next decade.
- Alang-sosiya alone has a capacity of 4.5 million LDT across 153 plots, contributing over 98% of India's ship recycling.
- India's recycling activity peaked in 2012, processing 3.85 MT LDT from 415 ships.
- In FY23, only 1.14 MT of steel was recovered from 131 ships, falling to below 1 MT in FY24.
- 75% of steel recovered at Alang is upcycled into value-added steel products; only 25% (0.3 MT) goes to induction furnaces.
- Alang's ship recycling sector contributes near about 0.5% to India's total steel production.
- By 2040, India's ship recycling industry could reduce steel sector CO₂ emissions by 19.8 MT annually. [Read More...](#)



DID YOU KNOW?

Recycling ship steel can cut CO₂ emissions by up to 80% compared to the use of new materials, while using roughly 40% less water and energy. [Read More...](#)





Upcoming Events

International Conference on Green Hydrogen and Energy Technology ICGHET 2026

08th-10th January 2026

Tamil Nadu, India | [Read more...](#)

Decarbonisation of Shipping & Marine Ports

12th-16th January 2026

Kuala Lumpur, Malaysia | [Read more...](#)

Maritime INDIA @ Net Zero 2026

14th-15th January 2026

India Habitat Centre, New Delhi, India | [Read more...](#)

Maritime Decarbonization Conference, Americas 2026

22nd-23rd January 2026

Houston, Texas | [Read more...](#)

The 26th DNV Nordic Universities Workshop

29th-30th January 2026

Tromsø, Norway | [Read more...](#)

Maritime Policies & Guidelines

- **The Indian Ports Bill, 2025**

The Indian Ports Bill, 2025 replaces the 1908 Act to modernize port governance, strengthen regulation, environmental compliance, and operations. It grants statutory status to State Maritime Boards for non-major ports and creates the Maritime State Development Council for tariff transparency, data systems, and national port planning. Ports must comply with international conventions (MARPOL, Ballast Water), prepare pollution and disaster management plans, and undergo central audits. States are to set up Dispute Resolution Committees, while port officers gain inspection and penalty powers. Though offences are partly decriminalized with monetary penalties, gaps remain regarding appeal mechanisms, safeguards on inspections, and clarity on 'mega port' classification. [Read More...](#)

- **International Convention for the Control and Management of Ships' Ballast Water and Sediments**

The Ballast Water Management (BWM) Convention, adopted in 2004 and in force since 2017, addresses the growing environmental risk caused by the spread of invasive aquatic species through ships' ballast water. The Convention requires all ships in international trade to manage ballast water responsibly through a ship-specific management plan, record-keeping and certification. While mid-ocean ballast water exchange was allowed as an initial measure, the long-term solution focuses on installing approved onboard treatment systems. Governments, ports and ship operators share responsibility for implementation, supported by inspections, technical cooperation and common international standards, making the Convention a key tool for protecting marine biodiversity. [Read More...](#)

DID YOU KNOW?

International shipping emissions are expected to represent 90% to 130% of 2008 emission levels by 2050. [Read More...](#)



Latest Announcements

- **Centre unveils ₹4,531-crore market access scheme to help exporters**

The scheme is the first segment to be implemented under the broader ₹25,060-crore export promotion mission approved by the Cabinet in November. [Read more...](#)

- **India's First Maritime NBFC, SMFCL Begins Lending, Sanctions ₹4,300 Crs**

India's first maritime focussed Non-Banking Financial Company (NBFC), commenced its lending operations, marking a major milestone in the evolution of India's maritime finance ecosystem. About ₹4,000 crore has been earmarked for a Greenfield Port Project, reinforcing the Centre's push for port-led development. [Read more...](#)

- **Chennai Port Authority floats tender for 2 MW rooftop solar project**

The project will be implemented on a RESCO (Renewable Energy Service Company) model, with solar panels to be installed on the rooftops of four EXIM godowns located inside the Chennai Port area. [Read more...](#)

Visit the NCoEGPS Portal at <https://green-port-shipping.org> to explore resources on green ports and sustainable shipping. You can also access back issues of Harit Sagar Samachar directly at <https://green-port-shipping.org/NCoEGPSPublication>



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Be a participant in the Next Issue of

Harit Sagar Samachar

Send in your:

- Short articles • Case studies • Opinions
- Photos & infographics

On themes such as Port decarbonization strategies; Green shipping corridors; Alternative fuels (LNG, hydrogen, etc.); Digital tools for sustainability; and Gender leadership in green shipping

Submit by: January 31, 2026

Send to: ncoegps@green-port-shipping.org/reetas@teri.res.in

Together Towards a Greener Future

For feedback and contributions email us at: ncoegps@green-port-shipping.org