

From: [Sunil](#)

Subject: Merchant Shipping (Regulation of Entry of Ships into Coastal Waters) Rules 2026

Date: 06 October 2026 07:33:29

Attachments:

We refer to your below email regarding the Merchant Shipping (Regulation of Entry of Ships into Coastal Waters) Rules, 2026 which is dated 16th Sep 2026 and have read through the same. The new rules supersede the previous, Merchant Shipping (Regulation of Entry of Ships into Ports, Anchorages and Offshore Facilities) Rules 2012. We are attaching both the Regulations i.e. 2026 and 2012 for your quick reference

We have through one of our colleagues have done a comparison between the 2012 and 2026 and attach the same by way of word file for your reference. We have included only those changes that are relevant to IG. The said notification also provides for enhanced criteria for non IG Insurers to be approved by DGMA.

We further advise that we had a very detailed discussion with our Agency Division as they are on the ground on this issue. We understand that the implementation of the rules is yet to start across the country. We were informed that the Director General of Maritime Administration (DGMA) / DG Shipping had expressed concerns regarding the time taken to engage salvors or oil pollution response companies following incidents such as collisions, oil pollution, or wreck removal. This concern was particularly highlighted in the recent case of MV TRUE MARINER / Collision with KMAX EMPEROR, where it was observed that considerable time could elapse before an appropriate salvor or oil pollution response company was engaged.

It was in light of these concerns that the following proviso has been included under section 6 which we quote

Quote

6. Requirements for ships other than Indian ships entering or operating in coastal waters.- (1) Every ship, other than an Indian ship, entering into, present in, or sailing out of any Indian port, or seeking port facilities, or transiting or operating within the coastal waters, shall—

- (a) maintain a valid insurance, as specified under rule 4;
- (b) maintain a valid certificate of class;
- (c) maintain a valid salvage contract and marine pollution response contract with a salvor entered**

into under the applicable rules made under the Act.

Unquote

We through our Agency Division, spoke with Capt Azad, the Nautical Advisor. During the phone conversation the Nautical Advisor informed our Agency Division that the DGMA is preparing a list of approved Salvors / OSRO (Oil Spill Response Organisation) and this is expected to come out in six months. The Ports will therefore not enforce the need for providing salvage and marine response contract atleast for the next 6 months.

Informatively, we are also involved with assisting non-IG Insurers to get approval from DGMA. During one of such approvals during the beginning of this year the DGMA was required that the Non-IG Insurers enter into a contract for Salvage / Oil pollution response company without which the approvals were not being granted. Looks like DGMA / Ministry of Shipping is pushing a similar thing for all P&I Insurers where they will need to have a contract in place with Salvage / Oil pollution response company (based on the list that will be provided by them in due course) so that when an emergency occurs the said Salvage company comes into the picture immediately.

In conclusion,

- The new rules covers compliances for all vessels (Indian / Foreign flag) coming into Indian waters / Ports.
- The new rule pertaining to contract for Salvage / Oil Pollution response will be given 6 months for implementation (as per telephonic discussion with the Nautical Advisor.

We trust the above is of assistance to you so that you could advise your Members.

Kind regards

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