Board Order

HOKMB-TVM/1133/2025-C1 (Devp) 27-04-2026

Sub : Azhikkal Port – Leasing out of Staff Quarters Building

A petition has been received from the occupants of the Staff Quarters under Azhikkal Port Office highlighting issues such as seepage, leakage, and potential electrical hazards due to dampness in the building. It has also been reported that no maintenance works have been carried out in the building for the past several years.

On examination of the matter, it is noted that undertaking maintenance works using General Fund (GF) will result in significant expenditure.

In this context, it is proposed to explore the possibility of leasing out the Staff Quarters building for a period of 10–15 years, instead of incurring substantial maintenance expenditure. It is also proposed that one room in the building may be retained and maintained as a Port Guest House.

Further, the existing occupants of the Staff Quarters may be instructed to vacate the building, subject to approval of the Board.

The same was put up for discussion of the 44th Board Meeting of Kerala Maritime Board held on 18th April, 2026.

<u>After deliberation, the Board :</u>

1. **Resolved to approve the proposal for leasing out the Staff Quarters building at Azhikkal Port for a period of 10–15 years. The Board also approved retaining one room as a Port Guest House and directing the existing occupants to vacate the building, following due procedure.**
2. **Resolved further to assess the practical difficulties, if any, in vacating the existing occupants, who are staff of the Kerala Maritime Board.**

Member Secretary
Chief Executive Officer

Digitally signed by
SHINE A HAQ
Date: 27-04-2026
12:18:06

Board Order

HOKMB-TVM/389/2025-C1 (Devp) 06-05-2026

Sub : Re-Tender_Development of Riverside Recreation, and Entertainment Zone, Thalangara, Kasaragod, Kerala

The 41st Board Meeting held on 22nd October 2025 has approved the development of the proposed development site at Thalangara, Kasaragod which spans approximately 9 acres.

An initial Request for Proposal (RFP) was released on 11 September 2025, followed by a pre-bid meeting on 13 October 2025 which was attended by two prospective bidders. Only one tender was received by the due date of submission on 27 October 2025. Based on the feedback received from field-level officials, industry representatives, and the deliberations during the pre-bid meeting, and in view of the fact that only a single tender was received, it has been decided to re-tender the project with suitable modifications. These changes are aimed at encouraging wider participation and fostering stronger competition in the project.

The revised RFP was issued on 16 January 2026, followed by a pre-bid meeting on 21 January 2026 with participation from three prospective bidders. However, the sole bid received by the submission deadline was invalid.

Considering the site's significant revenue potential, the project was re-tendered on 24 February 2026. The Licence Fee of INR 7,25,000 (Rupees Seven Lakh Twenty-Five Thousand only), the minimum guaranteed revenue share of INR 25,00,000 (Rupees Twenty-Five Lakh only) and the indicative development options (tourism and hospitality facilities, commercial and entertainment infrastructure, and waterfront and water-sport activities) remain unchanged. To broaden outreach, newspaper advertisements, social media campaigns along with targeted email outreach activities were undertaken. A Prebid meeting was held on 05 March 2026 which was attended by a prospective bidder.

Requests for extension of due date of submission has been received from Mr. Shaiju Jose, representing Energeniq Innovative Pvt. Ltd. on 21st March 2026 and from Mr. Purushothaman representing Kannathinmada Vivekananda trust on 23rd March 2026. Since the chances of competitive bids are not encouraging, and also because of the Model Code of Conduct being underway till 06.05.2026, hence further tender related processes can only be conducted after the MCC. Therefore, the due date of submission has been extended for a duration of 15 days to ensure maximum participation in the tender process. The updated due date of submission was on 16th April 2026.

<u>After deliberations, the Board</u>

1. **Resolved to ratify the action taken by the CEO, Kerala Maritime Board, in re-inviting the RFP for the Development of Riverside Recreation and Entertainment Zone at Thalangara, Kasaragod, Kerala, and in extending the due date of submission**

Member Secretary
Chief Executive Officer

Digitally signed by
Shine A Haq
Date: 06-05-2026
15:50:46

Board Order

HOKMB-TVM/642/2025-C1 (Devp) 06-05-2026

Sub : Re-Tender_Integrated Development of Coastal Assets at Thalassery, Kannur, Kerala

The 43^{rd} Board Meeting held on 12March 2025 has approved thePPP development of the project site located in Thalassery, Kannur, spanning approximately 1.40 Acres. The site includes a 157-metre-long Sea Pier, a Port Office Building, Port Quarters, an Old Cargo Shed, and a Pier Cargo Shed.

The Request for Proposal (RFP) was issued on 16 January 2026, followed by a pre-bid meeting on 03 February 2026, which saw participation from two prospective bidders. However, by the submission deadline of 03 March 2026, only one proposal was received. To encourage wider participation and strengthen competition, a re-tender was issued on 06 March 2026. The Licence Fee of INR 25,00,000 (Rupees Twenty-Five Lakh only), the minimum guaranteed revenue share of INR 75,00,000 (Rupees Seventy-Five Lakh only) and the illustrative areas of potential development (Tourism & Hospitality, Recreational Marine Activities, Retail, Trade and Commerce, Logistics Infrastructure and Port led industries) remain unchanged from the previous tender. Though a pre-bid meeting was scheduled on 17 March 2026 no one participated in the meeting.

A request for extension of due date of submission has been received from Mr. Sharique Prandial representing SP Enterprises. Since the chances of competitive bids are not encouraging, and also because of the Model Code of Contact being underway till 06-05-2026, hence further tender related processes may only be conducted after the MCC. Therefore, the due date of submission has been extended for a duration of 15 days to ensure maximum participation in the tender process. The updated due date of submission is on 18 April 2026.

The same was put up for discussion of the 44^{th} Board Meeting of Kerala Maritime Board held on 18^{th} April, 2026.

<u>After deliberations, the Board:</u>

1. **Resolved to ratify the action taken by the CEO, Kerala Maritime Board, in re-inviting the RFP for the Integrated Development of Coastal Assets at Thalassery, Kannur, Kerala, and in extending the due date of submission.**

Member Secretary

Chief Executive Officer

Digitally signed by
Shine A Haq
Date: 06-05-2026
15:46:56

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NO TO DRUGS

BOARD ORDER

File Nos. **HOKMB-TVM/28/2026-E2** **17-05-2026**

Sub: Proposal for the categorization and exemption of motorized Vessels used exclusively for Agricultural Purposes from the ambit of IV Act and Rules.

The Inland Vessels Act, 2021 defines mechanised vessels as all inland vessels propelled by mechanical means. Various rules have also been framed under the Act covering aspects such as registration, survey, insurance, manning, and related compliance requirements. Being a pan-India legislation on a Concurrent List subject, its implementation has created several practical issues across states, and many of them have taken up these concerns with the Inland Waterways Authority of India (IWAI), the competent authority under the Act.

The concerns raised from our side were mainly focused on the operational difficulties faced by small mechanised vessels used for tourism purposes, such as houseboats and shikkara boats. After detailed deliberations and continuous engagement, the Ministry of Shipping has taken note of these issues. As a result, provisions for categorising certain vessels as “Inland Vessels (Special Category)” have been framed and submitted to the Union Law Ministry for notification. Once the notification is issued, most of the regulatory difficulties faced by this sector are expected to be resolved.

Another significant issue noticed by the officials of the Board relates to small vessels fitted with outboard engines and used primarily for agricultural purposes. A large number of such vessels operate in the inland waters of the State. Strict enforcement of the provisions of the Act and the Rules relating to registration, survey, and manning for these vessels may lead to large-scale protests and could adversely affect agricultural activities in the State.

It is understood that in the fisheries sector, vessels fitted with outboard engines are categorised as motorised vessels and they have to be exempted from stringent registration conditions. On similar lines, it is proposed that vessels used for agricultural purposes, whether fitted with inboard or outboard engines, may be grouped under a separate category and exempted from the rigorous requirements of the Inland Vessels Act and Rules. At present, such vessels are being registered by the Irrigation Department, and this existing practice may be allowed to continue.

This peculiar situation, along with the decision of the Board, may be communicated to the IWAI, with a request to consider suitable modifications in the Rules so as to formally accommodate and regularise this practice.

The matter was presented before 44th Board meeting for deliberation and consideration vide Agenda Nos. 8.

The Board, after detailed discussions:

1. Resolved to examine and assess the purpose for which these vessels are used and if it is exclusively used for agricultural and fishing purposes, they would be exempted from registration and survey under the Inland Vessels Act and Rules.
2. Resolved further to classify such vessels separately from mechanised vessels and keep them outside the purview of Kerala Maritime Board registration, allowing registration to continue under the Irrigation Department.
3. Resolved further to inform the Inland Waterways Authority of India (IWAI) regarding the peculiar situation and request suitable amendments in the Act/Rules to regularize the same.

Member Secretary

Digitally signed by
Shine A Haq
Date: 17-05-2026
12:45:10

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A STATUTORY BOARD OF GOVT. OF KERALA
NO TO DRUGS

Board Order

HOKMB-TVM/361/2026-E1 **25-04-2026**

Subject: Commencement of Crew Canal Cruise Boats (Crew-CCB) Course - Ratification of Actions Taken by the Chief Executive Officer

Pursuant to the legislation of IV Act-2021, the small scale mechanised vessels in the State, especially, the houseboat and shikkara industry reported a critical shortage of trained manpower. The IV Act and rules made there under was made with the objective of regulating the operation of large scale vessels that are plying in bog rivers. The standard 3-month IV rating course as entry course to obtain license was identified as a barrier for small vessel operators due to its duration and high cost.

This issue was taken up with the Union Government and IWAI, along with other states through various forums. In response to this, the Union Government introduced the draft Inland Vessel Special Category (Pleasure Craft and Canal Cruise Boats) Rules, 2026. This allows vessels under 30 meters in length with a passenger capacity of 50 or fewer to be classified as "Special Category Vessels," qualifying them for streamlined training requirements. The provisions in the draft rules interalia includes vesting of powers with the State Government to decide on the crew licensing part in such vessels.

The KIV Rules-2010 has already provisions for such crew licensing like Lascar, Serang etc. However subsequent to the passing of IV Act-2021, the Board has stopped training and issue of new licenses under KIV Rules. This has created a serious issue in the small scale vessel sector, especially Shikkara, HouseBoat sector which constitute 95% and is the back bone of tourism industry in Kerala. It is understood through the inspections that many of the vessels are plying with un licensed crews.

To overcome this issue, it was decided to restart the crew training for such vessels in line with the provisions in the draft rules notified by the Union Government invoking Section 114 of the IV Act. Since the provisions of KIV Rules are not repugnant with the provisions of IV Act, the training courses as mandated under the KIV Rules-2010 can be continued. But this license should be restricted to operating the vessels that are defined as Canal Cruise Vessels & Special Crafts under the Inland Vessels (Canal Cruise & Special Craft Vessels) Rules.

A committee was constituted on September 3, 2025, finalized the framework for the Crew-CCB course. The approved parameters are as follows:

- Course Name: Knowledge of Safety Equipment and Emergency Procedures.
- Total Duration: 15 days (13 days of Basic Safety & Security + 2 days of specialized Safety & Emergency procedures).
- Curriculum: To be provided in the vernacular language to ensure better accessibility for local candidates.
- Fee Structure: Fixed at 11,000 (inclusive of GST and lunch) for the inaugural batch.
- Application Fee: ₹100.
- Medical Requirements: Submission of a medical certificate as per Form 1 is mandatory.

The Chief Executive Officer (CEO) has taken proactive measures to launch the training program:

- Commencement: The first batch of training was started at the Alappuzha campus on March 16, 2026 and completed the courses.
- Expansion: A second batch will be considered at KMI, Kodungallur, and KMI Kollam and some hired buildings in Poovar and Kasargode
- Certification: Upon successful completion, candidates will be issued a completion certificate and a formal license in Form A once the rules are notified by the Central Government, valid for both Crew-CCB and Pleasure Craft.
- Recognition: The Kerala Public Service Commission (KPSC) and other relevant departments will be formally notified of these courses to ensure their recognition for employment.

The Board invokes Section 114 of the IV Act, 2021, to continue issuing licenses under KIV Rules until the Special Category Rules are officially notified. While Chapter VI of the Act deals with general manning, Section 42(2) and (3) empower the State Government to identify special category vessels based on Central Government criteria, providing the legal basis for this short-term course.

The above matter was placed as Agenda item No.9 before the 44th Kerala Maritime Board meeting for ratification. After the detailed discussion and deliberation, the Board:

Resolved to ratify the actions taken by the Chief Executive Officer in commencing the Crew Canal Cruise Boats (Crew-CCB) training course and implementing the associated framework to address the manpower shortage in the sector.

Chief Executive Officer & Member Secretary

Digitally signed by
SHINE A HAQ
Date: 25-04-2026
15:47:14

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No : HOKMB-TVM/1462/2024-C2 (Devp) Date : 08-05-2026

BOARD ORDER

SUB : Ratification of action taken for sale of 22 abandoned containers of M/s Great Sea Vembanad at Beypore Port and decision regarding claim of Shipping Corporation of India

Twenty-two (22) empty containers discharged from the vessel M/s Great Sea Vembanad were lying at Beypore Port wharf since 15.06.2016. Despite repeated requests, neither M/s Great Sea Shipping nor M/s Jayaram & Sons, Kochi, the companies involved in the shipping operations, remitted the ground rent and port charges due to the Board up to 31.12.2021.

Since the containers were the properties of the Shipping Corporation of India (SCI), they were also addressed to effect payment with no result. Instead, the parties requested waiver of the charges, which was not acceptable to the Board.

In view of the continued non-payment and absence of cooperation, the Chief Executive Officer directed the Port Officer, Kozhikode to initiate appropriate action. Final notices were issued vide Notice No. A2/2671/2020 dated 23.02.2024 to M/s Great Sea Shipping and M/s Jayaram & Sons. However, no response was received. Considering the prolonged storage of containers since 2016 and the accumulation of substantial port due and the Deteriorated condition of the container and the Lack of response from concerned parties, the containers were sold in accordance with the applicable legal provisions to recover the dues payable to the Kerala Maritime Board.

The Shipping Corporation of India was informed in advance regarding the proposed sale. The sale proceeds realized were, however, insufficient to fully settle the outstanding dues payable to the Board.

Present Issue:

Subsequent to the sale, the Manager, SCI requested that the sale proceeds be remitted to the account of the Shipping Corporation of India as the containers were owned by them. To this demand the CEO informed that there exists no direct contractual agreement between the Board and SCI in this matter and hence the claim of SCI over the sale proceeds is not legally tenable. The Board retains the right to recover its statutory dues and hence the action of the Board perfectly in order.

Along with that it was also informed that the board will extend full support if the SCI prefers legal action against the companies to realise their dues.

In between, the Port Officer, Kozhikkode has send notice to the Shipping Corporation of India to realise the balance port dues from them.

However now the Shipping Corporation of India informed that they are ready to withdraw the claim on sale proceeds and the matter with them may be treated as closed.

Since it is legally not possible to realise the port dues from them, the CEO agreed to the proposal and the Port Officer has been directed to drop all action against the Shipping Corporation of India to realise the port dues. However the action against the companies shall be continued even though the chances to get the port dues from them are very remote as these companies are not responsive and seems to be on dormant stage.

The matter was placed before the 44th meeting of Kerala Maritime board (KMB) (14 th Meeting of the Reconstituted Board) held on 18th April, 2026 vide Agenda no 10 for discussion. The Board after discussion unanimously,

Resolved to,

1	Ratify the action taken by the Chief Executive Officer and Port Officer, Kozhikode in the selling the 22 abandoned containers at Beypore Port.
2	Revoke the claim made aganist the Shipping Corporation of India for recovery of balance dues, in view of the absence of privity of contract.
3	Direct the Port Officer, Kozhikode to continue legal recovery proceedings against M/s Great Sea Shipping and M/s Jayaram & Sons, Kochi for recovery of the balance dues.

Yours faithfully,

Shine A Haq
Chief Executive Officer

Digitally signed by
SHINE A HAQ
Date: 08-05-2026
12:34:56

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Board Order as per the Decision No. 11 of 44th Kerala Maritime Board Meeting

No : HOKMB-TVM/539/2025-C1 (Devp) Date: 08-05-2026

Sub: Leasing out the Godown facility at Kovalam-Vizhinjam Port at Thiruvananthapuram - Requesting Approval Reg.

The Kerala Maritime Board (KMB) possesses substantial assets, including non-major ports, buildings, land, and godowns, many of which hold significant revenue-generating potential. However, several of these assets remain underutilized or unutilised. To ensure their timely and productive utilization, KMB intends to adopt various development models aimed at fostering economic growth, generating employment, and enhancing revenue through taxes and other income streams. The non-major port viz Kovalam-Vizhinjam has all the requisite facilities for various port related operations and there is a good demand for sparing these facilities from various sources. As per the section 22 of the Kerala Maritime Board Act 2017, the Board has the discretion to lease out its property up to a period of thirty years and waterfront facilities upto five years. Accordingly, the Kerala Maritime Board proposes to develop the Godown Facility at Kovalam- Vizhinjam Port in Thiruvananthapuram by offering the facility on lease basis for an initial period of three years which may be extendable by two more additional years based on mutual agreement between the Lessee and the Kerala Maritime Board. Any further extension may be provided only up on prior consent from the Government of Kerala.

The property identified for lease is located in close proximity to the Vizhinjam International Sea Port, India's first deep-water container transhipment port. The Kovalam-Vizhinjam Port, an ISPS Level 1 port, is situated 16 km south of Thiruvananthapuram district and lies just a 10 nm diversion from the international east-west shipping route. The project site is well connected by road and rail, and with the advent of the Vizhinjam International Sea Port, supporting infrastructure development is progressing at an accelerated pace.

The proposed project is to be developed under a lease model, wherein the minimum lease amount will be determined by the Kerala Maritime Board (KMB) in accordance with the rates prescribed by the Government vide G.O.(Rt) No. 28/2019/Fin dated 08.03.2019. Prospective bidders will be invited to submit competitive bids by quoting a monthly lease amount,above the reserved monthly lease rent of INR 1,00,000/- (Rupees One Lakh only) exclusive of GST, which shall serve as the bid parameter. The quoted lease amount will be subject to an annual escalation of 5%.For using the project facilities other than the Godown facility at the Port, the Selected Bidder shall pay the applicable charges as per the rates published by the Government of Kerala/Kerala Maritime Board. The project is expected to ensure both steady returns and enhanced financial benefits for the Kerala Maritime Board and the State. In accordance with these circumstances, approval for floating a tender is required for the proposed development. Based on the above key parameters, a draft tender document has been prepared and appended for consideration

The same was put up for discussion in the 44th Board meeting of Kerala Maritime Board held on 18th April, 2026 vides Agenda no: 11 Point for decision:

The Board after detailed discussion,

1. **Resolved to approve the proposal for leasing out the godown facility at Kovalam-Vizhinjam Port, Thiruvananthapuram for an initial period of three (3) years, extendable by two (2) additional years based on mutual agreement, and any further extension subject to prior approval of the Government.**
2. **Resolved to approve the floating of the tender based on the draft tender document, with monthly lease amount as the bid parameter, subject to an annual increment of 5%**
3. **Resolved further that any extension beyond the initial period of three (3) years shall be considered only after taking into account the proposal of the Indian Navy for utilisation of the berth facilities, as referred to in Agenda Item No.22**

Shine A Haq
Member Secretary/
Chief Executive Officer

Digitally signed by
SHINE A HAQ
Date: 08-05-2026
12:45:46

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A STATUTORY BOARD OF GOVT. OF KERALA

NO TO DRUGS

Board Order
as per the Decision No. 12 of 44th Kerala Maritime Board Meetings

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No: HOKMB-TVM/496/2024-D1 (Tech) Date: 04-05-2026

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Subject: Disposal of MT Chaliyar Tug lying at Beypore Port

As per Board Order No. HOKMB-TVM/26/2024-E1 dated 02/02/2024 (30 th Board Meeting), it was resolved to transfer MT Chaliyar Tug which is lying idle at Beypore port, to Munambam, Kochi for utilizing the tug for practical training of the Kerala Maritime Academy, Kodungallur. So it was decided to repair the Chaliyar tug for utilising the same for training programmes of the Kerala Maritime Institute.

Accordingly, prepared a PRICE estimate for carrying out dry dock repairs of MT Chaliyar before transferring to Kerala Maritime Institute, Kodungallur, and submitted the same in the working group for according the administrative sanction. As per the order no. G.O.(Rt)No.66/2025/F&P dated 28/01/2025, an administrative sanction of Rs. 54,20,000/- was received from the Govt.

Subsequently, the Technical Committee, which met on 16/05/2025, recommended conducting a feasibility study prior to granting technical sanction. This tug was commissioned in 1997 and has completed 28 years. Hence, the Technical committee recommended performing the repair works only after considering the feasibility study. On the basis of the above, as per proceedings no. HOKMB-TVM/496/2024-D1 (Tech) dated 10/12/2025 of the Chief Executive Officer, a committee was constituted to take further action on the estimate submitted for the Dry Dock Repair work of the tug and to examine whether the services of a full-time tug is required at the Kodungallur Maritime Institute for the DG-approved courses currently being planned to be started.

The above committee convened its meeting on 27/12/2025. The committee noticed that the syllabus of the GP Rating Course under the Inland Vessels Act, 2021, mentions only ship/vessel visits, stating that operational vessel knowledge is required for the GP Rating Course under the Inland Vessels Act, 2021. 'Operational handling of a boat' is mentioned in the IWAI syllabus. The knowledge required for this can be acquired through site visits on the vessels of the board & KSINC or by hiring a boat. Also, the computer-aided simulator is not mentioned in the syllabus for the GP Rating course under the Inland Vessel Act 2021.

The committee came to the following conclusions:

1. Since the tug is 28 years old, modern technological equipment is not available on the tug, and since there is a possibility of new repair work arising during the dry dock repair work of the tug exceeding the estimated cost, dry dock repair and handing it over to the Kerala Maritime Institute, Kodungallur, will cause financial loss to the board.
2. Further, the tug is fuel-consuming; therefore, the committee recommended that further steps be taken to condemn this tug.
3. The committee recommended setting up a study demonstration (Engine Room &

Deck separately) at the institute using the necessary equipment once this tug is condemned based on the proposal of the Principal, KMI, Kodungallur.

In the above circumstances, The service of the MT Chaliyar Tug at Beypore port is of no use either in the non-major ports or in the KMI, Kodungallur.

The above matter has placed on the 44th Kerala Maritime Board Meeting as decision no.12 for necessary decision.

The Board considered the proposal regarding the disposal of the MT Chaliyar Tug lying idle at Beypore Port.

It was noted that an administrative sanction of ₹ 54,20,000/- had been obtained for carrying out dry dock repairs to utilize the tug for training at Kerala Maritime Institute (KMI), Kodungallur. However, based on the recommendation of the Technical Committee and the findings of the subsequently constituted committee, the vessel, being 28 years old, lacks modern equipment and may incur substantial additional expenditure during repairs, making it economically unviable. The committee also observed that the training requirements of KMI can be met through alternative methods without the need for a dedicated tug.

After detailed deliberation***, the board resolved to approve the recommendation to condemn the MT Chaliyar Tug at Beypore Port, considering its age, uneconomical repair cost, and lack of operational necessity, and to move the government for cancellation of the administrative sanction, specifying reasons.***

Shine A Haq
Chief Executive Officer/ Member Secretary

Digitally signed by
SHINE A HAQ
Date: 04-05-2026
15:29:32

Board Order

HOKMB-TVM/1194/2024-C1 (Devp) 28-04-2026

Sub : Formal Sanction from Government to go ahead with the utilization of idling assets of Kerala Maritime Board and the proposal for the act amendment

The Kerala Maritime Board has been formed vide KMB Act-2017 and as per the Section 16 of the Act, all the assets of erstwhile port department have been vested with the Board.

As per Section 8 of the Act (as amended)

"The Government may, by its own motion or the Board, may with the previous approval of the Government direct that such of the powers and duties conferred or imposed upon the Board by or under this Act as may be specified in such direction, may also be exercised or performed by the CEO subject to the conditions and restrictions as may be specified in such direction".

As per Section 22 of the Act:

With respect to the making of contract by the board for the purposes of this Act, the following shall apply

"no contract for the acquisition of sale of immovable property of for the lease or license of any such property for a term of exceeding thirty years, shall be made unless it is previously approved by the Government, on such terms and conditions as it may think fit."

Section 37 (d) authorizes the Board to *frame regulations for the fixation of scale of rates for any other use of any land, building, works, vessels or appliances belonging to or provided by the Board the use of property belonging to the Board*

Section 107 (i) of the Act which states the Power to make regulations, the board is authorized to make regulations, with previous approval of the government:

"For the safe, efficient and convenient use, management and control of the docks, wharves, quays, jetties, buildings and other works constructed or acquired by or vested in, the Board, or of any land or foreshore acquired by, or vested in, the Board, under this Act"

The budget speech of 2025-26 (para 439) declared that the all the idling assets, including land and buildings, under the Ports of Kerala will be developed on PPP model.

The Board has already initiated steps to develop its idling assets on PPP model for the benefit of the State. Nine projects have completed the tender process and have been submitted to the Government for approval. Out of these, sanction has been accorded for five projects, while four are pending approval. The Board has also identified some more projects and is also planning to float tenders for additional projects.

It may be noted that although the draft PPP Policy and draft regulations for utilization of Board assets have been prepared, these are yet to receive Government approval.

While Sections 8, 37(d), and 107(i) empower the Board to manage and utilize its assets with Government approval, the Act does not explicitly provide for private participation.

Therefore, a general authorization or policy direction from the Government, in line with the Budget announcement, would enable the Board to proceed with PPP-based development of idling assets for maritime-related sectors such as maritime industry, tourism, logistics, education, and other suitable commercial ventures without awaiting prior approval for each projects

Such authorization may include a condition that the RFP documents and concessionaire agreements, particularly for projects exceeding 30 years, shall be approved by the Government prior to tendering. This would reduce procedural delays, avoid repetitive file routing, and provide clarity on legal and administrative aspects of PPP implementation.

Additionally, a suitable amendment to the KMB Act explicitly enabling the Board to undertake development of its assets on its own or through PPP or lease models would help remove ambiguity and prevent varied interpretations of the existing provisions.

The same was put up for discussion of the 44th Board Meeting of Kerala Maritime Board held on 18th April, 2026.

After deliberations, the Board:

1. **Resolved to request the Government to issue a formal order authorizing the Kerala Maritime Board to undertake development of its idling assets, either directly or through PPP/lease models, for suitable commercial purposes, subject to prior Government approval of RFP documents and concessionaire agreements for projects exceeding 30 years.**
2. **Resolved to request the Government to prescribe an approval hierarchy for various categories of projects.**
3. **Resolved to submit a proposal to the Government for suitable amendments to**

the KMB Act, 2017, to explicitly empower the Board to develop its assets through PPP or lease models.

Member Secretary

Chief Executive Officer

Digitally signed by
Shine A Haq
Date: 28-04-2026
16:10:33

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NO TO DRUGS

Board Order

HOKMB-TVM/242/2024-C3 (Devp) 15-05-2026

Sub: Payment of demand note raised by Kerala State Pollution Control Board - for the project 'Capital Dredging at Beypore Port' -reg

Kerala Maritime Board has proposed the development of Beypore Port to accommodate cruise ships and cargo vessels under the Sagarmala Programme. In order to facilitate the berthing of larger vessels, it is necessary to deepen the basin and the navigation channel.

The proposed dredging activities require an Environmental Impact Assessment (EIA) study and obtaining of Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) clearances from the Ministry of Environment, Forest and Climate Change. The EIA/EC study has been entrusted to CSIR–National Institute for Interdisciplinary Science and Technology (CSIR–NIIST).

Upon compliance of the requisite formalities by CSIR–NIIST, the Ministry of Environment, Forest and Climate Change has issued Grant of Terms of Reference.

Subsequently, the Kerala State Pollution Control Board has issued a demand note for an amount of **₹54,77,500/-** (Rupees Fifty Four Lakh Seventy Seven Thousand Five Hundred only) towards expenses related to site inspection and uploading of comments on the PARIVESH Portal. As informed by CSIR–NIIST, the site visit and submission of comments by the Kerala State Pollution Control Board are mandatory for processing the EIA/EC study for dredging and disposal of dredged material at Beypore Port.

Hence, sanction may be accorded to draw an amount of ₹54,77,500/- (Rupees Fifty Four Lakh Seventy Seven Thousand Five Hundred only) from the General Fund towards the above payment, anticipating that the amount can be recouped from the Plan Fund. The Pollution Control Board has been requested to review their amount, considering that the Kerala Maritime Board is a statutory board under the Government of Kerala. If favourably responsed, the payable amount may be reduced; otherwise, the full amount stated above will have to be released.

As the amount exceeds the financial powers delegated to the CEO, approval was sought to release ₹54,77,500/- or for the reduced amount determined by the Pollution Control Board, from the General Fund to avoid delays in further procedures for obtaining EIA clearance for the Beypore dredging project.

The matter was placed before before the 44th Board Meeting of Kerala Maritime Board held on 18th April 2026 vide Agenda no: 14. The Board discussed the matter and resolved to:

Grant permission to CEO for granting the payment of Rs. 54,77,500/- or for the reduced amount demanded by the Pollution Control Board, from the General Fund, in order to avoid delays in the further proceedures for obtaining EIA clearence for the the Beypoe Dredging Project.

Chief Executive Officer/
Member Secretary

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Shine A Haq
Date: 15-05-2026
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NO TO DRUGS

Board Order

HOKMB-TVM/317/2026-E1 **25-04-2026**

Subject: - Approval for executing an agreement with Coimbatore Maritime College (CMC), Kochi, for swimming pool facilities for GPR trainees of Kerala Maritime Institute, Kodungallur

The Government of Kerala established Maritime Institute with an aim to impart high-quality education and training to the students in Maritime studies. In order to achieve this objective, various trainings are being conducted at Kerala Maritime Institutes at Kodungallur and Neendakara.

The Maritime Institute under Kerala Maritime Board is responsible for conducting various Courses like Serang, IV Master, IV Driver and Engineer for the candidates intend to join as crew in IV sector throughout India. The syllabus and the training materials are specified by Inland Waterways Authority of India (IWAI). The courses offered by the institutes shall be in accordance with Inland Vessels Manning Rule 2025. The Kerala Maritime Institute at Kodungallur and Neendakara are the most prestigious Marine Institutes under the Kerala State Maritime Board.

As a part of Maritime Training, Swimming and Fire Fighting, Practical classes are included in the new training programme to IV crew candidates which is in line with STCW rules. As of now there is no such facilities like swimming pool, Fire mock etc. within the campus to impart practical training to students. A huge amount of Capital expenditure is required to be invested for establishing fire mock facilities and swimming pool facilities for imparting practical training to candidates who are undergoing training in the institutes for various IV related courses. However, in due course, Government has to be requested to provide funds for setting up these facilities. Till that time, tie up arrangements have to be made for these facilities with outside agencies.

Every Inland Vessel navigation training institute established by the Central Government or State Government shall have to comply with the requirements of Schedule I (Standards for approval of training institutes) by 31st December 2026.

In the 42nd Kerala Maritime Board meeting, the board has resolved to approve the tie-up arrangement with M/s Coimbatore Maritime College, Kochi, at a cost of Rs.750 per candidate for conducting basic firefighting practical training and authorised the signing of an agreement between Kerala Maritime Institute and M/s CMC, Kochi.

Now swimming pool facilities are also to be arranged through tie-ups with external agencies. As part of commencing DG-approved courses, a tie-up for swimming pool facilities has already been made with Kerala Police Academy, Thrissur, at a rate of Rs. 500/- per head.

The Kerala Police Academy is located 50 km away from Kodungallur. Conducting both training modules, viz. firefighting and swimming, in a single day at these separate locations is neither feasible nor cost-effective. Therefore, CMC was requested to provide its best quote for swimming pool facilities per trainee, and a quotation of Rs. 800/-(inclusive of GST) per trainee has been received.

By partnering with CMC, Kochi, both training sessions can be completed in a single trip at one location, saving time and avoiding transportation cost to Kerala Police Academy. Since CMC is a DG Shipping approved institution, it can provide continuous training for students until KMI develops its own in-house facilities.

Under the above circumstances, the Board was requested to approve the tie-up for swimming facilities with CMC at a cost of Rs. 800/- (inclusive of GST) per candidate. The above matter was placed as Agenda item No.15 before the 44th Kerala Maritime Board meeting for approval. After the detailed discussion and deliberation, the Board:

1. ***Resolved to approve the tie-up with M/s CMC, Kochi (DG Shipping-approved institute), at the rate of Rs.800/- (inclusive of GST) per candidate and the signing of an agreement between Kerala Maritime Institute and M/s CMC, Kochi.***
2. ***Resolved further to approve all the expenditure already incurred in connection with imparting practical training in swimming to the GPR trainees who were trained in KMI, Kodungallur.***

Chief Executive Officer & Member Secretary

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Date: 25-04-2026
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A STATUTORY BOARD OF GOVT. OF KERALA

NO TO DRUGS

HOKMB-TVM/68/2024-C3 (Devp) **15-05-2026**

Board Order

Sub : Azhikkal and Kasarkode Sand Purification Plants – Fixation of Selling Price of Purified Sand by Govt. and Key Decisions from related Meetings

In the 43rd Board Meeting, it was decided to submit a revised proposal to the Government for fixing the rate of purified sand to be sold from the Azhikkal and Kasarkode plants at the rate specified in the RFP for Azhikkal plant, i.e., ₹2,000/- plus GST and royalty. The proposal was submitted to government, and the Government accepted the same, issuing orders vide G.O.(Rt) No. 243/2026/F&P dated 13.03.2026.

All necessary Environmental and CRZ clearances are obtained from the Ministry of Environment, Forest and Climate Change for a period of five years, as per their letter dated 26.01.2026. Following the approval of the rate by the Government, further steps for commissioning Plant were undertaken expeditiously. On 06.03.2026 Chairman visited all kadavus along with the KMB team and the Plant authorities. And a meeting was convened on the same day, chaired by the Chairperson, KMB, with the participation of plant owners and officials from the Revenue, Geology, Industries, LSGD, Harbour Engineering, State Water Transport Departments and Pollution Control Board to discuss plant operations. During the meeting, detailed discussions were held on the terms and conditions for the proper execution of the project. Several key decisions were taken, and proceedings were issued for their implementation. The important decisions taken in the meeting were summarized to the Board as below:

1. The storage locations for dumping dredged material at each kadavu were finalized.

2. It was decided to install CCTV cameras and secure the gates with locks at each kadavus and plant for effective surveillance, with CCTV access to be provided to KMB officials also.

3. Each Panchayat shall take steps to register manual dredging labourers from within its jurisdiction on a priority basis. Upon completion of local registrations, employment opportunities may be extended to labourers from other Panchayats.

4. All boats used for dredging shall be registered with the Kerala Maritime Board and painted in a uniform colour scheme: red with three yellow stripes of 15 inches wide on each side and a yellow line of 10 inches wide at the ends on both sides. A period of up to three months from the commencement of plant operations may be granted for its compliance.

5. After completion of the initial phase of boat registration, further registrations shall be considered only after mutual consultation between the Panchayat and plant authorities. Unauthorized boats shall not be used for sand mining. Any violations shall invite strict legal action by the Azhikkal Port Office and the respective Panchayat, with the assistance of the Police and other departments.

6. The plant authorities shall obtain all necessary clearances from the Pollution Control Board prior to commissioning.

7. The GST bill for dredged material for each week (Monday to Sunday) shall be prepared by the Senior Port Conservator, Azhikkal, and submitted to the bank maintaining the escrow account, with a copy to the Concessionaire by email, on the following Monday (or the next working day if Monday is a holiday). The Concessionaire shall verify the bill and, if found correct, instruct the bank to transfer the amount to KMB. Any discrepancies shall be reported to the Senior Port Conservator and adjusted in the subsequent billing cycle.

8. As per the agreement, the escrow account was to be opened within 30 days from the effective date of the agreement. However, since the Concessionaire has not opened the account, an advance amount of ₹25,00,000/- towards the sale value of sand has been remitted by Demand Draft and the same has been credited to the General Fund of the Kerala Maritime Board. In the event of plant shutdown, this amount shall be refunded to the Concessionaire without interest, subject to settlement of all dues payable to the Board. Any balance amount shall be adjusted accordingly.

9. The date of the environmental clearance letter, i.e., 26.01.2026, shall be treated as the commencement date of the contract period.

Board was also informed that the minutes of the meeting have been circulated to all participants and the plant operations and sale of sand are expected to commence shortly upon completion of construction of the plant.

The selling price of purified sand from the proposed Kasarkode plant has also been fixed by Government as per the GO read above. KMB is going ahead with issue of tender for selection of a plant operator in Kasargode and soon after the MCC is over.

All the above matters were brought to the notice of the 44th Board Meeting of Kerala Maritime Board held on 18th April 2026 vide Agenda no: 17. The Board noted all the above actions taken in connection with the setting up of the Azhikkal sand Purification Plant.

Member Secretary
Chief Executive Officer

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Shine A Haq
Date: 15-05-2026
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NO TO DRUGS

BOARD ORDER

No. HOKMB-TVM/56/2026-E2 **12-05-2026**

The Kerala Maritime Board is the designated authority for the registration of vessels engaged in adventure sports activities at coastal locations falling outside declared inland water limits, including passenger launches, parasailing boats, and jet skis operating up to 3 Nautical Miles (NM). While DG Shipping has stipulated that such vessels must be registered under the Inland Vessels (IV) Act, the existing circulars are silent regarding specific manning requirements.

Consequently, proposals were submitted to the Board to establish appropriate manning standards based on vessel length, tonnage, and operating range.

The Board, after detailed deliberation during its recent meeting, has resolved to approve the following manning requirements for inland vessels engaged in water/adventure sports activities in the State of Kerala:

- ***Category 1: Vessels with a length of 10 metres and below, carrying up to 12 passengers, and less than 2 NT, permitted to operate within 1 NM from the baseline, shall be manned in accordance with the draft IV Special Category (Pleasure and Canal Cruise Rules), 2025.***
- ***Category 2: Vessels above 10 metres in length, carrying up to 12 passengers, and less than 2 NT, permitted to operate within 1 NM from the baseline, shall be manned with IV personnel as per the IV Manning Rules, 2025.***
- ***Category 3: Vessels carrying up to 12 passengers, above 2 NT but less than 15 NT, permitted to operate up to 3 NM from the baseline, shall be manned with IV personnel as per the IV Manning Rules, 2025.***

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Date: 12-05-2026
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Chief Executive Officer/ Member Secretary

Board Order

No. HOKMB-TVM/918/2025-C4 Date: 29-04-2026

Sub: Vision 2031 – State Level Seminar of Ports Department – Total Expenses incurred for the programme.

As per G.O.(Ms) No. 6/2025/I&PRD dated 29.08.2025, Government have decided that all Departments shall conduct seminars on Vision–2031 for formulating policy documents relating to the developmental activities of the respective departments for the ensuing five-year period, i.e., from 2026 to 2031. The Order also specifies the districts identified for conducting these seminars.

Accordingly, the seminar pertaining to the Ports Department was assigned to Kannur District, and the Chief Executive Officer, Kerala Maritime Board, was nominated as the Nodal Officer for coordinating with the various stakeholders.

The Government instructed that the seminar expenses would be defrayed from the General Fund of the Kerala Maritime Board. The estimated cost for the pandal, food, decorations, and other miscellaneous event-related items was ₹4.75 lakh. This matter was presented at the 41st Board Meeting and approval was obtained for going ahed with the programme.

The programme was conducted very successfully attracting a crowd of around 500 participants. The programme consisted of various presentations from KMB, VISL, Malabar International Port and SEZ Ltd. etc. and panel discussions.

The Port Officer in Charge, Azhikkal has submitted final bills amounting to ₹7,18,349/- towards the actual expenditure incurred for conducting the programme. After detailed scrutiny, a total of ₹6,56,129/- has been sanctioned to the Port Officer in Charge, Azhikkal, inclusive of the advance of ₹30,000/- already drawn for the programme. Additionally, an amount of ₹1,16,107/- was sanctioned from the Head Office towards various event related expenses. A payment of ₹50,250/- for the installation of two arches in port road entrance and in the port gate entrance is kept in abeyance. Initially the Kannur– Kasaragod Boat Owners Association was agreed to sponsor the installation of these two arches. But later they withdrew from the sponsorship. However, a letter has been issued to the Port Officer for directing the association to settle the claim. But no response has been received till now. Therefore, the total expense for the program comes to ₹8,22,486/-.

In view of the above, the matter is reported before the 44th Board Meeting, after deliberation, ***the Board Resolved to approve the total expenses of ₹8,22,486/- towards conducting the "VISION-2031" State Level Seminar and ratified the action taken by the Chief Executive Officer in sanctioning the amount of ₹7,72,236/-.***

Member Secretary/ Chief Executive Officer

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13:55:56

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NO TO DRUGS

Board Order

HOKMB-TVM/361/2026-E1 **25-04-2026**

Subject: - Revision of fees fixed for various courses under IV Manning Rules and other training programmes under the draft Inland Vessels (Special Category - Canal Cruise & Pleasure Craft) Rules

The Board has already commenced the General Purpose Rating Courses and Conversion Courses under the Inland Vessels (Manning) Rules, 2022, as well as training programmes under the draft Inland Vessels (Special Category Canal Cruise & Pleasure Craft) Rules. The Basic Safety Training (BST) Course is mandatory for all these programmes.

The Board had initially fixed the course fee at Rs. 12,000 plus 18% GST for training programmes under the Inland Vessels (Manning) Rules, and 11,000 (inclusive of GST) for courses under the Inland Vessels (Special Category Canal Cruise) Rules.

The fee of 11,000 (inclusive of GST) for the IV (SC-CC) Rules was fixed for the introductory batch, with a provision to review the same after assessing the actual expenditure. The first batch under the Inland Vessels (Special Category Canal Cruise Vessels) Rules has now been completed, and applications have been received from more than 100 candidates for subsequent batches. Upon review, it is observed that the current fee structure is insufficient to meet the expenditure, and the course is not financially viable.

Further, upon revisiting the fee structure, it is noted that the BST course fee under the Inland Vessels (Manning) Rules is 12,000 plus GST (14,160), whereas the fee for the Inland Vessels (Special Category Canal Cruise) course which includes the BST component is only 11,000 (inclusive of GST). This has resulted in a clear difference in the fee structure for different training programmes under IV Manning Rules and under IV special category Rules despite the contents and the duration are more or less same.

Since the fee for the Inland Vessels (Special Category Canal Cruise) course was fixed only for the introductory batch, an urgent revision has become necessary. Accordingly, the Chief Executive Officer has instructed the Principal of the Institute to revise the fee structure for candidates applying from 11.04.2026 as follows:

- The fee for the training course under the Inland Vessels (Special Category Canal Cruise) Rules (Three-day classroom course BST) is revised to 13000 plus GST (from 11,000 inclusive of GST).
- The fee for the BST course under the Inland Vessels (Manning) Rules is revised to 11,000 plus GST (from 12,000 plus GST).

The above matter was placed as Agenda item No.20 before the 44th Kerala Maritime Board meeting for ratification. After the detailed discussion and deliberation, the Board:

Resolved to ratify the action taken by the Chief Executive Officer in revising the fee structure for BST courses under the Inland Vessels (Manning) Rules, 2022 and training courses under the Inland Vessels (Special Category Canal Cruise Vessels) Rules, as detailed above.

Chief Executive Officer & Member Secretary

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SHINE A HAQ
Date: 25-04-2026
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No.:HOKMB-TVM/349/2026-F 30-04-2026

Board Order as per Decision No. 21 of 44th Kerala Maritime Board meeting

Sub: KMB- Two recent Ship accidents occurred in the Kerala Coast - Role of Kerala Maritime Board and further action in this regard.

Two major shipping accidents occurred recently off the Kerala coast involving two foreign cargo vessels. The details are as follows:

Name of vessel	Date of occurrence	Owner of the ship	Status	Remarks
MSC ELSA-3	25/05/2025	Mediterranean Shipping Company.	Vessel along with the containers sunk	The vessel sank and debris remain underwater
Wanhai Shipping Lines-503	09/06/2025	Wan Hai Line (Singapore) Pte Ltd.	Fire broke out in containers	vessel was towed away from Indian waters

The vessel MSC ELSA-3 was en route to Kochi from Vizhinjam International Seaport, and the vessel Wanhai Shipping Lines-503 was proceeding from Colombo to Singapore when the accidents occurred. Both incidents took place within India's territorial waters and within the Exclusive Economic Zone (EEZ) of the State. In the first incident the vessel sank along with containers and in the second incident involving the fire, the vessel was towed away from Indian waters, and no further direct action is presently required from the State Government, except for pursuing compensation for any environmental damage caused.

The Director General of Shipping coordinated activities to mitigate the effects of the accidents, including environmental impact and the livelihood concerns of local fisherfolk. The State Disaster Management Department, Environment Department, and the Kerala Maritime Board (KMB) closely monitored the situation.

As per global practice, the Protection and Indemnity (P&I) Club-an international body comprising ship owners- acts as the insurer for such vessels. Accordingly, all mitigation efforts, including environmental remediation and compensation payments, fall under the responsibility of the Club. The Director General of Shipping convened regular stakeholder meetings to address and mitigate the impact on the marine ecosystem.

The State Government, through the Environment Department, has filed an admiralty suit claiming compensation from the shipping company, which is currently pending before the Hon'ble Court. Public Interest Litigations (WP(PIL) Nos. 50, 60, and 70 of 2025) have also been filed before the Hon'ble High Court seeking compensation and removal of debris from the sea. These cases are pending, and the Court has directed respondents to file counter affidavits. Although the Kerala Maritime Board is not a party to the PILs and is not directly involved in rescue or damage control operations, it has actively facilitated such efforts undertaken by the State Disaster Management Department and the agents appointed by the shipping company. These activities are ongoing.

The company has removed oil from the vessel under the supervision of the Director General of Shipping. Some debris, including container parts and goods, has been recovered, brought ashore, and stored at Kollam Port upon payment of lease rent.

However, it is understood that no concrete steps have yet been taken by the Director General of Shipping to remove the submerged debris. This poses a potential hazard to navigation, especially for fishing vessels, as there is a risk of debris resurfacing over time.

With regard to environmental concerns, the Environment Department appears to be the primary agency responsible for coordination with the Union Government.

It is understood that in the case of MSC ELSA-3, the Indian Coast Guard (DHQ No. 4, Kochi) has requested the Director General of Shipping to instruct the ship owner or salvors to recover hazardous cargo containers and possibly the vessel itself, especially considering the approaching monsoon season (mid-May 2026).

The Merchant Shipping Act-2025 does not impose direct responsibility on the Kerala Maritime Board unless specific directions are issued by the Union Government under Section 311. However, as the authority governing non-major ports in the State, the Board cannot remain a passive observer, as it may be called upon to respond to queries from the Hon'ble Court and other stakeholders.

The matter was placed before **the 44th Meeting of Kerala Maritime Board (KMB)** held on 18th April, 2026 vide **Agenda no 21** to deliberate on appropriate course of action to be taken by the Kerala Maritime Board in coordination with the State Government, within the framework of existing legal provisions and to consider formally addressing the Director of Shipping through State Government, to seek an update of mitigation measures undertaken and to obtain guidance on future actions, particularly with regard to removal of submerged debris.

The Board after deliberation,

Resolved to formally address the Director General of Shipping, through the appropriate higher authorities of the Government of Kerala at various levels, to initiate action for the recovery of the submerged containers through the shipping companies from the sunken ships, in order to prevent any environmental damage, especially in view of the approaching South West Monsoon.

Member Secretary
Chief Executive Officer

Digitally signed by
SHINE A HAQ
Date: 30-04-2026
13:52:50

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NO TO DRUGS

No : HOKMB-TVM/434/2026-C5 Date : 25-04-2026

Board Order

Subject : Kerala Maritime Board – Allocation of berth and land for the Indian Navy- letter received from the Headquarters, Southern Naval Command- Reg.

Commodore, Chief Staff Officer (Operations), Kochi vide his letter has requested for the allocation of 500m berth (alongside depth 15m) along with 20m wide loading ramp and allocation of approx. 40 acres of land, including 10 acres in close vicinity of the port for logistics support and balance for administrative and accommodation purposes with sea frontage within Vizhinjam Deepwater Port.

The area does not fall under the port limits of Kovalam-Vizhinjam port and matter has already been discussed at Government level.

The matter was placed before the 44th Board Meeting of the Kerala Maritime Board held on 18th April 2026.

The matter was discussed in detail. The Board noted that only limited land is available with the Kerala Maritime Board in the said area, which was informed to the Naval Officer-in-Charge, who attended the meeting as a Board Member.

The Board, after discussion, has resolved to continue further discussions on the matter and, considering that it may take a couple of years to reach a final decision, resolved to proceed with the current proposal of leasing out the godowns and other facilities at Vizhinjam-Kovalam Port.

Sd/-
Shine A Haq
CHIEF EXECUTIVE OFFICER

Digitally signed by
SHINE A HAQ
Date: 25-04-2026
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