



JAPAN P&I NEWS

To the Members

India—CCTV on board ships calling at Indian Ports

We have received information from India, James Mackintosh & Co. Pvt. Ltd., regarding the subject matter. For details, please find the attached file.

The Notice is published as a circular on 12 Feb 2025 by the Directorate General of Shipping (DGS). There are two key points to note:

1. The Closed Circuit Television (CCTV) will become mandatory for foreign flag vessels trading on Indian Coast under Specified Period license.
2. A 36-month period, starting from February 12, 2025, has been granted to implement this requirement.

The Special Period License (SPL) is a regulatory framework under which foreign-flagged vessels can operate in Indian coastal waters for a limited period, subject to compliance with specific Indian maritime safety and security regulations and this license is issued by the DGS. This means that ships may operate without CCTV onboard up till 2028 if they trade on the Indian Coast. The Circular does go on to say that all foreign flag vessels visiting Indian ports be duly cognizant of this criterion and may consider installation of CCTV.

We highlight some important details as under:

The circular applies to:

1. **Indian-Flagged Vessels:** Mandatory installation within 36 months from the date of the Notice which is 12 Feb 2028 the notice being dated 12 Feb 2025 or next renewal survey whichever occurs first.
2. **Foreign-Flagged Vessels operating under SPL:** Mandatory installation within 36 months from the date of the Notice which is 12 Feb 2028 the notice being dated 12 Feb 2025 or next renewal survey whichever occurs first.
3. **New constructions flagged under the Indian flag:** Mandatory installation prior to delivery.
4. **Foreign-Flagged Vessels visiting Indian Ports:** CCTV has not been made mandatory but recommended as a best practice (, in the draft notice it was mandatory).

The Notice also provides for recommended number of cameras based on the Gross Tonnage of the vessel. The circular recommends areas where the cameras need to be placed and the number of cameras and recommended functions.

The circular also has detailed advice on the recommended specifications and operation, control and monitoring, as well as training and maintenance of the CCTV systems on board. Amongst other things it is mandated that the recording is available for 14 days. Other than the DGS who are mandated to have access, the Owners and Managers can have access to the recordings for training purposes. No other party is allowed access to the recordings. Finally,

clause 16 states that malfunction of the CCTV will not be considered a deficiency during Flag State inspections in India.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Attachment: Merchant Shipping Notice No. 02 of 2025



भारत सरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING,
MUMBAI

File No.:25-63/12/2024-NT - DGS

Date -12.02.2025

Merchant Shipping Notice No. 02 of 2025

Sub.: Installation of Closed-Circuit Television (CCTV) Systems on Indian-Flagged Vessels and Foreign Flag Vessels visiting Indian Ports - reg.

To: All Owners, International Safety Management (ISM) Managers, Masters of Indian-Flagged Merchant Vessels, and Master of Foreign-Flagged Merchant Vessels visiting Indian Ports.

PURPOSE:

1. The Directorate General of Shipping (DGS), reaffirming its unwavering commitment to the welfare of seafarers and the enhancement of maritime safety and security undertook a comprehensive evaluation of innovative strategies to address critical challenges in the maritime domain. Key areas of focus included reduction of casualties and the improvement of response efficiency during Search and Rescue (SAR) operations. Additionally, measures were also strategized to address broader maritime security challenges, ensuring that these risks are mitigated.
2. Accordingly, the implementation of **Closed – Circuit Television (CCTV) systems** on Merchant Vessels was recognised as a highly effective measure to enhance onboard safety and security. These systems provide continuous monitoring and serve as a record in the event of any incident.

IMPLEMENTATION AND EXECUTION:

3. In view of the above, the following is being mandated for Indian Flag Merchant vessels and foreign flag vessel trading in Indian Coasts under Specific Period License (SPL). It is further recommended that Foreign Flag Vessels visiting Indian Port be duly cognizant of the mentioned criteria and may consider implementation of the same.
4. Vessel owners/ISM managers in coordination with the Master shall conduct a comprehensive assessment to identify and create a design plan for CCTV system basis vessel-specific vulnerabilities and optimal camera placement, including an assessment of potential areas crucial to safety and security, including the need to be intrinsically safe for tankers in Hazardous zones. The minimum coverage zones should be as recommended in the Notice while specific attention shall be given to high-risk areas such as shipside railings, common areas, and isolated spaces.

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5. The following table is a recommendation for the placement of the cameras on the vessel. It is not mandated that the cameras be installed exactly as specified, but adherence to these guidelines is encouraged to ensure comprehensive coverage of critical areas for enhanced safety and security.

Location	Recommended Minimum Number of Cameras	Recommended functions
Port and Starboard Main Deck	1 on each side	Zoom and Ingress Protection (IP) rating of IP66 or IP67 or IP68.
Forecastle, Mooring and stern areas	1 in each area	Zoom and Ingress Protection (IP) rating of IP66 or IP67 or IP68.
Navigation Bridge	1 in each area	Technology to analyse incidents (Optional)
Citadel	1 inside and one outside the area	CCTV Monitoring Station
Accommodation Exterior / Lifeboat decks	1 in each area (depending on size of vessel)	Zoom and (IP) Ingress Protection rating of IP66 or IP67 or IP68.

6. The recommended minimum number of cameras to be installed on the vessel is as stated below:

Type of vessels	Gross Tonnage	Recommended Number of Cameras	Timeframe for installation of CCTV Systems
Existing Indian flag vessels, foreign flag vessels trading in Indian Coasts under SPL and for vessels newly registered under the Indian Flag	>500 GT <3000 GT	4	For Existing Indian flag vessels, foreign flag vessels trading in Indian Coasts under SPL: 36 months from the date of the Notice, OR By next Renewal Survey, whichever occurs later For vessels newly registered under the Indian Flag 36 months from date of registration, OR By next Renewal Survey, whichever occurs later.
	>3000 GT <5000 GT	6	
	>5000 GT <10000 GT	8	
	>10000 GT	12	

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Type of vessels	Gross Tonnage	Recommended Number of Cameras	Timeframe for installation of CCTV Systems
New Constructed vessels to be flagged under Indian Flag	<500 GT	4	Prior to the delivery of the vessel.
	>500 GT <3000 GT	4	
	>3000 GT <5000 GT	6	
	>5000 GT <10000 GT	8	
	>10000 GT	12	

7. Foreign-flagged vessels calling Indian Ports are encouraged to adopt similar best practices with respect to CCTV systems as outlined in this Notice. Accordingly, owners and ISM Managers are advised to proactively implement this initiative on their vessels, in line with Sections 8.1 and 9 of the ISM Code. It is reiterated that the requirement for CCTV systems as specified is mandatory as per the given time frame for foreign-flagged vessels operating along the Indian coast under SPL.

8. The CCTV system shall be part of the vessels IT infrastructure and cyber risk management procedures. Installation of the CCTV's should be done in a professional manner, preferably by qualified shore technicians where the cables and installations does not jeopardize the fire integrity of the vessel (including being intrinsically safe where required) or disturb any critical processes or cause distractions when keeping a navigational watch or safe cargo watches.

9. The equipment should be capable of being isolated in those areas where such recording is not allowed as per local regulations or military sensitivities. Signages should be prominently displayed in common areas to clearly inform crew members and visitors about the presence of CCTV surveillance to avoid any potential legal concerns of privacy and data security. These signs serve to communicate the purpose of the cameras which is to maintain a secure and controlled environment.

10. The use of Artificial Intelligence (AI) or system-based software to enhance the functionality of CCTV systems is highly recommended as it can significantly improve onboard safety and security. These technologies can enable real-time monitoring, advanced anomaly detection, and automated alerts, ensuring quicker responses to potential incidents while reducing the reliance on manual surveillance.

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RECOMMENDED SPECIFICATIONS AND OPERATION OF CCTV SYSTEMS:

11. The Recommended Specifications of the CCTV Cameras and associated equipment are as specified:

- a) A minimum resolution of 1080p Full HD, a frame rate of at least 30 fps and a wide dynamic range (WDR) capability.
- b) Where long range detection is identified during the pre-survey, the cameras should have zoom facilities, like in areas of open decks or stern areas.
- c) On Open decks, the camera should be of IP rating of IP66 or IP67 or IP68 quality.
- d) To be preferably of a recognized marine standard and preferably type approved to ensure performance and vibration, humidity, temperature, corrosion resistance, internet protocol (IP) and Electromagnetic Compatibility (EMC) requirements are met.
- e) In machinery spaces, the cameras should be able to withstand higher temperatures and preferably have thermal detection.
- f) Comply with RO Standards or IEC 62676 for Video Surveillance Systems.

RECOMMENDED CONTROL AND MONITORING OF CCTV SYSTEMS:

12. The Recommended Control and Monitoring stations and the Transmission Capability of the CCTV Systems are as follows

- a) There should be at least one monitoring and control station on the Bridge or Engine room or Cargo Control Room and in the Citadel/Safe Muster Point onboard.
- b) The monitoring station should be able to control the view of the cameras and switch between cameras easily.
- c) The data from the CCTV should be capable of having a storage capacity of a minimum of 14 days.
- d) The monitoring of CCTV footage (online and offline) of the Indian Flag Merchant Vessels is restricted to the Directorate General of Shipping, Vessel, its ISM Managers or DPA or Owners thereof. It should not be entrusted to external agencies or coastal states/port authorities, except if authorized by this Directorate.
- e) The Vessel, its ISM Managers or DPA or Owners thereof may use this data for internal purposes related to training and operations assessments to ensure compliance with safety and security protocols.

RECOMMENDED TRAINING AND MAINTENANCE OF CCTV SYSTEMS:

13. The Recommended Training and Maintenance procedures for the CCTV Systems are as follows:

- a) The Master or safety officer and security officer onboard should be familiar with the monitoring and transmission of the CCTV systems on the vessels.
- b) Crew onboard should be trained to use the system when they join onboard and during Man overboard drills, SAR Drills and security drills.
- c) The DPA / ISM Manager should be trained to use the system when transmitted ashore and practised during the Ship-Shore drills.

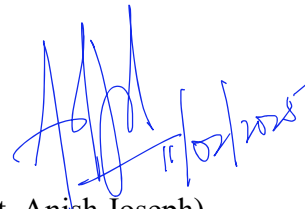
14. The CCTVs should be periodically inspected by the ship staff weekly and serviced annually onboard or by an authorised service centre. Records to be available for review during audits and inspections.



15. Vessels equipped with existing CCTV systems as of the date of issuance of the Notice will be deemed compliant with the prescribed requirements. However, it is recommended that these systems be evaluated to ensure they meet the intended standards of functionality and coverage outlined in the Notice.

16. Any malfunctions in the equipment, including cameras, will not be considered a deficiency during flag state inspections or port state control inspections. For Indian-flagged vessels calling at foreign ports, non-compliance with the Notice will not result in the issuance of a deficiency by the port state control authority.

This is issued with the approval of the competent authority.



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