



STATISTICS OF INDIA'S SHIP BUILDING AND SHIP REPAIRING INDUSTRY

2022-23



**Government of India
Ministry of Ports, Shipping and Waterways
Transport Research Wing
New Delhi**

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PREFACE

“Statistics of India’s Ship Building and Ship Repairing Industry 2022-23” is an Annual Publication brought out by Transport Research Wing (TRW) of the Ministry of Ports, Shipping & Waterways (MoPSW). The current issue brings out information on the status & challenges faced by the Indian Ship Building and Ship Repairing Industry and related sectors.

The present Volume consists of six Chapters, which provide information on latest developments in Ship Building & Ship Repairing, Employment, Financial position of India’s Ship Building and Ship Repair industry etc. It also contains a Chapter pertaining to Shipbuilding from a global perspective. Features such as ship order book position in terms of export orders and domestic orders respectively and data pertaining to permanent and contractual labour employed in domestic ship building industry have also been included.

Information in the Publication is sourced from Public and Private Sector’s Ship Building and Ship Repairing companies. I hope this publication will serve as a useful tool for policy making in order to promote Domestic Ship Building and Ship Repairing Industry. The report will also prove to be useful for research purposes and will provide a snapshot of the sector. This will also facilitate achieving targets outlined in Maritime India Vision 2030 and Amrit Kaal Vision 2047 of the Ministry.

I wish to record my deep appreciation and thanks for the cooperation, support and hard work put in by the entire TRW Team in bringing out this publication. Suggestions from the readers/users of the report are welcome in order to further improve the quality and coverage.


(T.K. Ramachandran)

New Delhi
February, 2024

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ABBREVIATIONS USED

LST (T)	-	Landing Ship Tank (Large)
OSV	-	Offshore Supply vessels
PCV	-	Passenger Cargo vessels
DSV	-	Diving Support vessels
HSD	-	High Speed Diesel (Tanker)
FRP	-	Fiberglass Reinforced Plastic
SDBS	-	Seaward Defence Boats
FPVs	-	Fast Patrol vessels
MPV	-	Multi Purpose Vessels
AHTS	-	Anchor Handling Tug Supply Vessels
PCVs	-	Pollution Control vessels
OPVs	-	Offshore Patrol vessels
I V Barges	-	Inland Vessel Barges
KODS	-	Khidderpore Outer Dock Sill
GRP	-	Glass-reinforced Plastic
CGT	-	Compensated Gross Tonnage
GT	-	Gross Tonnage
DWT	-	Dead Weight Tonnage
APV	-	Advanced Patrol vessels
MPOV	-	Multi-purpose Offshore Vessels
PSV	-	Platform Support Vessel
MPSV/ MSV	-	Multi-purpose Support Vessel
GTRV	-	Geo-technical Research Vessel
GTV	-	Geo Technical Vessel
WSV	-	Well Stimulation Vessel
AE	-	Abhishek Engineers
ACRL	-	A.C. Roy & Comp. Ltd.
AHWBB	-	A.H. Wadia Boat Builders
BBPL	-	Bristol Boats Pvt. Ltd.
CSL	-	Cochin Shipyard Limited
C&CL	-	Chowgule & Co Ltd
CLSL	-	Chowgule Lavgan Shipcare Ltd
CSPL	-	Chidambaram Shipcare Pvt. Ltd
DSEL	-	Dempo Shipbuilding & Engineering Pvt. Ltd.
ELPL	-	Equiptrans Logistics Pvt. Ltd.

FSL	-	Ferromar Shipping Pvt. Ltd.
GRSE	-	Garden Reach Ship-Builders & Engineers Ltd.
GSL	-	Goa Shipyard Ltd.
GSM	-	M/s Glory Shipmanagement Pvt. Ltd.
HSL	-	Hindustan Shipyard Ltd.
HSSA	-	High Seas Shipping Associates
HDPEL	-	Hooghly Dock & Port Engineers Ltd.
HEW	-	Homa Enigneering Works
ISR	-	Island Ship Repairers
JITF	-	JITF Shipyard Ltd.
KSINC	-	Kerala Shipping and Inland Navigation Corp. Ltd.
L & T	-	Larsen & Tourbo Shipbuilding Ltd
MDSL	-	Mazagaon Dock Shipbuilders Ltd
MIPL	-	Modest Infrastructure Pvt. Ltd.
MDD	-	Mandovi Dry Docks
MFPL	-	Marine Frontiers Pvt. Ltd.
MMRPL	-	Marks Marine Radio Pvt. Ltd.
NNSE	-	N N Shipbuilders and Engineers Pvt. Ltd
PSPL	-	Patra Shipping Pvt. Ltd.
RSRE	-	Roshini Ship Repairs and Engineers
SBSL	-	Sea Blue Shipyard Ltd.
SWL	-	Shalimar Works Ltd.
SSPL	-	Shoft Shipyard Pvt. Ltd.
TDPL	-	Timblo Drydocks Pvt. Ltd.
UCSL	-	Udupi Cochin Shipyard Ltd
TWL	-	Titagarh Wagons Ltd.
VMS	-	Vijai Marine Shipyard
WCSL	-	West Coast Shipyard Ltd.
WSPL	-	Waterways Shipyard Pvt. Ltd.
YMSL	-	Yeoman Marine Service Ltd
NIL	-	NIL
-	-	No information by the source
N.A	-	Not Applicable/ Not available
(P)	-	Provisional

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AN OVERVIEW

India has a coastline of 7,517 Kms. with 12 Major ports and 217 notified other than Major Ports facilitating sea-borne trade. Coastal and overseas cargo movement is effected through ocean-going vessels. In addition, small ships/crafts also ply on inland waterways and canals. According to DG Shipping as on 31st March 2023, Indian shipping tonnage was 13.66 million Gross Tonnage (GT) with 1521 ships. During the 2021-22 FY Indian owned ships/vessels carried 5.42% of India's overseas trade. With India's emergence as a major economic power greater integration in terms of international trade with the rest of the world would require addition of huge shipping tonnage.

2. With the opening up of Indian economy, there has been a steady increase in handling of cargo traffic at Indian Ports. India's share in global exports has increased from 0.8% in 2003 to 1.9% in 2022 (Source: World Trade Statistical Review, 2023). To sustain the momentum of foreign trade and improve competitiveness, the country would need adequate and efficient infrastructure in terms of ports, ships and maritime services.

3. At the time of independence, there were about a dozen shipyards around Kolkata and Mumbai, which rose to around 45 shipyards in the late seventies. For preparing this report information is received from 35 Ship Building companies/ Ship Repairing companies, out of which 7 Ship Building companies/ Ship Repairing companies are in the public sector and the rest are in the private sector. From the data compiled it is observed that the demand for ships, semi-submersibles and port auxiliary vessels, new ship building as well as ship-repair activities are projected to grow in view of rising cargo traffic from/to India in coming years.

4. 'Make in India' has been initiated to promote growth of manufacturing sector in the country as it has higher employment multiplier effects compared to service and agriculture sectors. An impetus on shipbuilding and ship repair industry in India is needed under the Make in India Initiative because of the following reasons:

(a) The shipbuilding industry has the same impact as infrastructure sectors due to higher multiplier effects on investment and turnover and high employment potential.

(b) The shipbuilding industry is a strategically important industry. To ensure safety of our vast coastline, naval requirement of sophisticated and modern vessels is growing rapidly.

5. The Indian Ship-Building Industry can broadly be categorized into following three categories:

- (i) Large ocean-going vessels catering to overseas as well as coastal trade;
- (ii) Medium size specialized vessels like Port Crafts, Fishing Trawlers, Offshore vessels, Inland and other smaller crafts and;
- (iii) Defence /Naval crafts and Coast Guard Vessels etc.

6. There are 46 dry-docks for repairing ships in India both in public and private sector as per data reported. Also there are 9 dry docks operated by 5 major ports. The major ports which have no dry-dock facilities are Mormugao Port, JNPT, New Mangalore, Chennai, Kamrajar, V.O. Chidambarnar and Haldia Dock Complex of Kolkata Port.

7. MAJOR SHIPYARDS AND R&D FACILITIES IN THE PUBLIC SECTOR

There are total of seven Public Sector Ship building and ship repairing companies presently function in the country.

UNDER THE MINISTRY OF PORTS SHIPPING AND WATERWAYS (MoPSW) :

- Cochin Shipyard Limited, Kochi
- Hooghly Cochin Shipyard Limited

UNDER MINISTRY OF DEFENCE:

- Hindustan Shipyard Limited, Visakhapatnam
- Mazagon Dock Limited, Mumbai
- Garden Reach Ship-builders and Engineers Limited, Kolkata*.

(*Rajabagan Dockyard Limited, under Central Inland Water Transport Corporation, Kolkata merged with Garden Reach Shipbuilders and Engineers Ltd. Kolkata w.e.f. 1st July 2006.)

- Goa Shipyard Limited, Goa

UNDER THE CONTROL OF STATE GOVERNMENT:

- Shalimar Works Limited, Kolkata, West Bengal,

8. SHIP-BUILDING INDUSTRY IN INDIA

8.1. SHIP-BUILDING CAPACITY : The reported public and private sector company wise DWT capacity is as given: Cochin Shipyard Ltd possess the maximum ship building capacity (110 thousand DWT) followed by Hindustan Shipyard Ltd. (80 thousand DWT), Shoft Shipyard Pvt. Ltd. (10 thousand DWT), San Marine, Mandovi Drydocks Ltd. (MDD), Chowgule & Co. Ltd. (C&CL) and Waterways Shipyard Pvt. Ltd. (WSPL) (8 thousand DWT) each, Yeoman Marine Service Ltd. (5 thousand DWT), Goa Shipyard Ltd. (4.5 thousand DWT) and Hooghly Cochin Shipyard Ltd. (3.5 thousand DWT) at the end of year 2022-23.

8.2. SHIP-BUILDING ORDER BOOK : At the end of 2022-23 amongst reporting companies, the companies had an order book of 433 ships with gross DWT 249.94 thousand tonnes. During the period the public sector companies had orders of 125 ships of 134.55 thousand DWT. In private sector companies the order book had 308 ships of total 115.39 thousand DWT. During the period public sector and private sector accounted for a share of 53.8% (134.55 thousand DWT) and 46.2% (115.39 thousand DWT) respectively in the total tonnage (249.94 thousand DWT).

8.3 SHIPS DELIVERED : At the end of 2022-23 amongst reporting companies, both the public and private sector companies delivered 206 ships with 32.53 thousand DWT. Public sector companies delivered 27 ships with 3.13 thousand DWT and private sector companies delivered 179 ships with 29.40 thousand DWT.

9. SHIP-REPAIRING INDUSTRY IN INDIA

9.1 SHIP-REPAIRING CAPACITY : Amongst reporting public and private sector companies, Cochin Shipyard Ltd had the highest capacity for ship repairing (125 thousand DWT) followed by Hindustan Shipyard Ltd. (80 thousand DWT), Waterways Shipyard Pvt. Ltd. (8.00 thousand DWT), San Marine (7.80 thousand DWT), Modest Infrastructure Pvt. Ltd. (6 thousand DWT), Mandovi Drydocks (5 thousand DWT) and Goa Shipyard Ltd. (4.5 thousand DWT) at the end of year 2022-23.

9.2 SHIPS REPAIRED : During the year 2022-23 amongst reporting public and private sector companies, total number of ships repaired were 439 out of which 259 ships were repaired by private sector companies and 180 ships were repaired by public sector companies.

10. EMPLOYMENT IN SHIP-BUILDING AND SHIP-REPAIRING INDUSTRY IN INDIA

At the end of 2022-23 amongst reporting public and private sector companies, the total numbers of employees employed were 17,844 which included 3853 officers. Under Public Sector companies there were 13,354 employees including 2721 officers consisting 20.4% officers of the total number of employees. Under private sector companies there were 4490 employees including 1132 officers consisting 25.2% officers of the total number of employees.

11. FINANCIAL PERFORMANCE OF THE CENTRAL GOVERNMENT OWNED SHIP-BUILDING AND SHIP-REPAIRING COMPANIES

With the implementation of the policies for Ease of Doing Business and self dependence in Defence sector, the financial performance of the Central Government owned Ship-Building and Ship-Repairing companies (mentioned above in point 7) improved substantially. The total income earned of these companies increased from ₹12,596/- crore during 2019-20 to ₹ 15,872/- crore during 2022-23 showing an increase of 26.0% in the said period. Amongst the reporting private sector companies, the income earned by Chowgule & Co. Pvt. Ltd, Chowgule Lavgan Shipcare Ltd, Mandovi Drydocks, San Marine and Shoft Shipyard Pvt. Ltd consist of 57.6% share in the income earned by reporting private sector companies.

SUGGESTIONS TO PROMOTE DOMESTIC SHIPBUILDING & REPAIR

(i) Shipbuilding Financial Assistance Policy: In order to encourage domestic shipbuilding and to provide a level playing field vis a vis foreign shipyards, the Union Cabinet approved the Shipbuilding Financial Assistance Policy for Indian Shipyards on December 09, 2015 for 10 years for shipbuilding contracts secured between 01.04.2016 and 31.03.2026. Financial assistance is granted to Indian Shipyards equal to 20% of the lower of “Contract Price” or the

“Fair Price” or “actual payments received”, whichever is least, for a period of at least 10 years commencing 2016-17. This rate of 20% will be reduced by 3% every three years. Budget of ₹ 4,000 crore has been approved by the Government of India. The Directorate General of Shipping (DG(S)) is the implementing authority for release of Shipbuilding Financial Assistance Policy. The applications for release of financial assistance are processed through an online portal in order to expedite the process of release of financial assistance to Indian shipyards. The amount of financial assistance released so far is as under:

Year	Amount of financial assistance released
2018-19	₹29.02 Cr
2019-20	₹26.97 Cr
2020-21	₹58 Cr
2021-22	₹65 Cr
2022-23	₹58 Cr

(ii) RoFR for Indian built ships through amendments to guidelines for chartering of vessels done through tender process for all types of requirement:

The criteria for granting the Right of First Refusal (RoFR) in chartering of vessels through tender process has been revised, for promoting tonnage under Indian flag and ship-building in India, so as to make India a Atma-nirbhar/self-reliant Bharat, in terms of tonnage and ship-building in India. The following is the revised hierarchy of RoFR:

- (1) Indian built, Indian flagged (Indian owned);
- (2) Foreign built, Indian flagged (Indian owned);
- (3) Indian built, foreign flagged (foreign owned).

(iii) Standard Operating Procedures (SOP) for procurement/charter of Tugs: In order to promote small and medium shipyards, this Ministry has issued Standard Operating Procedures pertaining to Procurement/Chartering of Port Crafts by the Major Ports vide OM dated 15.09.2020. As per the SOP, Tugs required for services of all Major Ports shall be built in Indian Shipyards as per standardized designs published by the IPA. The Approved Standardized Tug Design & Specifications (ASTDS) have been published. The SOP also mandates the long term charter agreement (7 Years+) for tugs and pilot boats at major ports.

(iv) Right of First Refusal (RoFR) to Indian shipyards while procuring or repairing vessels: For acquisition of any type of vessel/ repair of vessel by Government Department/

Agencies including Public Sector Undertakings (PSUs) through global tendering process, RoFR is offered to Indian shipyards.

(v) Infrastructure status to Indian shipyards: Government of India vide Gazette Notification No. 112 dated April 13, 2016 has provided infrastructure status to Shipyards. The “Shipyards” have been defined therein as a floating or land-based facility having requisite facilities for carrying on shipbuilding/repair/breaking activities. Infrastructure status would enable Indian shipyards to avail cheaper long-term source of capital and would enable the shipyards to reduce their cost disadvantage and invest in capacity expansion thereby giving a boost to the Indian shipbuilding industry

(vi) Development of Ship Repair Clusters in India: Hon’ble Prime Minister as part of the Maritime India Vision has made announcement w.r.t Development of Ship Repair Clusters in India. CSL is working on the project.

India's Ship-Building and Ship-Repairing Industry at a Glance

Ship-Building Capacity		
S.No.	Name of Company*	Capacity (in thousand DWT)
1	Cochin Shipyard Ltd	110.0
2	Hindustan Shipyard Ltd.	80.0
3	Shoft Shipyard Ltd.	10.0
4	Chowgule & Co. Pvt. Ltd.	8.0
5	Sea Blue Shipyard Ltd.	8.0
Ship-Repairing Capacity		
S.No.	Name of Company*	Capacity (in thousand DWT)
1	Cochin Shipyard Ltd	125.0
2	Hindustan Shipyard Ltd.	80.0
3	Waterways Shipyard Pvt. Ltd.	8.0
4	San Marine	7.8
5	Modest Infrastructure Pvt. Ltd.	6.0

* Top 5 Reporting companies

Year	Ship-Building Order Book	Ships Build and Delivered	No. of Employees	Income earned by Central Government Public Sector companies (in ₹ crore)
2019-20	249	78	13381	12595.59
2020-21	280	69	17131	10455.96
2021-22	338	113	16254	13142.52
2022-23	433	206	17844	15872.01

CHAPTER-1

**STATISTICS ON INDIAN SHIP-
BUILDING INDUSTRY**

INDIA'S SHIPBUILDING INDUSTRY

SHIPBUILDING CAPACITY:

1.1 Ship building capacity of a unit is defined in terms of the maximum carrying capacity of the ship that can be built by a shipyard measured in terms of Dead Weight Tonnage (DWT) which is the number of tonnes (one tonne = 2240 pounds) of stores, fuel and cargo that a ship can carry.

1.2 Amongst public sector companies, Cochin Shipyard Ltd. (CSL) possess the maximum ship building capacity (110 thousand DWT) followed by Hindustan Shipyard Ltd. (HSL) (80 thousand DWT), Goa Shipyard Ltd. (GSL) (4.5 thousand DWT) and Hooghly Cochin Shipyard Ltd. (HCSL) (3.5 thousand DWT). Amongst the reporting private sector companies, Shoft Shipyard Pvt. Ltd. (SSPL) possess the maximum ship building capacity (10 thousand DWT) followed by San Marine, Mandovi Drydocks Ltd. (MDD), Chowgule & Co. Ltd. (C&CL) and Waterways Shipyard Pvt. Ltd. (WSPL) (8 thousand DWT) each and Yeoman Marine Service Ltd. (YMSL) (5 thousand DWT) (Table 1.3 (page 11-12)).

Charts 1.1 and 1.2 (below) presents, the ship building capacity (in terms of their DWT) of some of these shipbuilding companies in public & private sector respectively as on 31st March 2023. Table 1.2 (page 10) provides the information on company wise shipbuilding capacity from the year 2019-20 to 2022-23 (both in public & private sector).

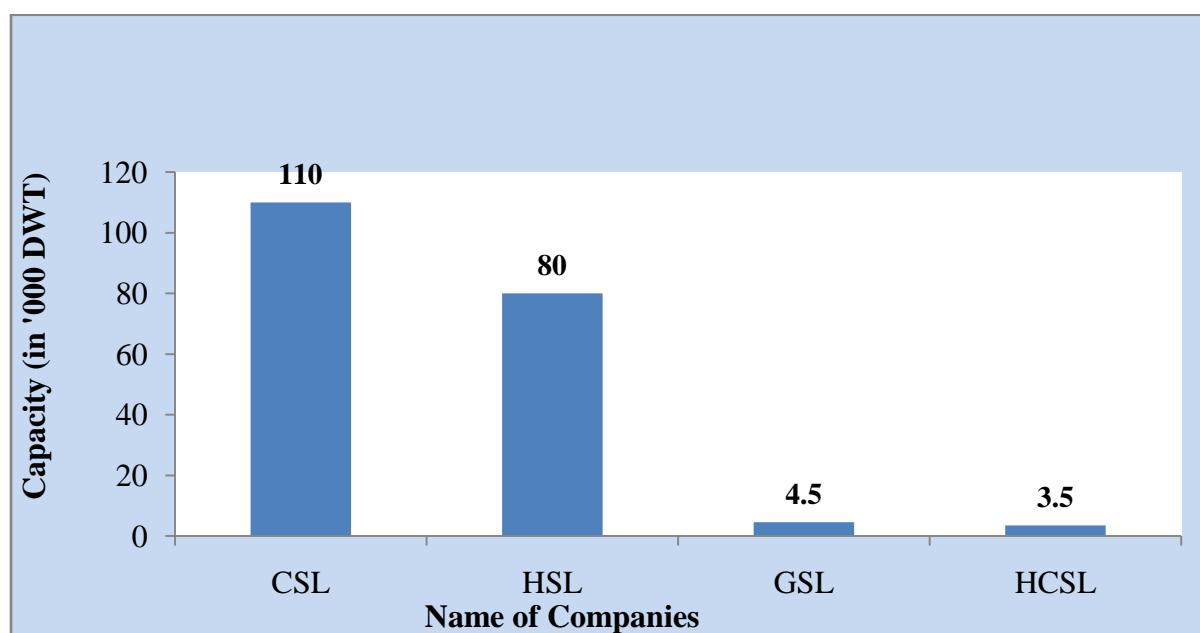


Chart 1.1: Ship Building Capacity of Public Sector Companies: 2023

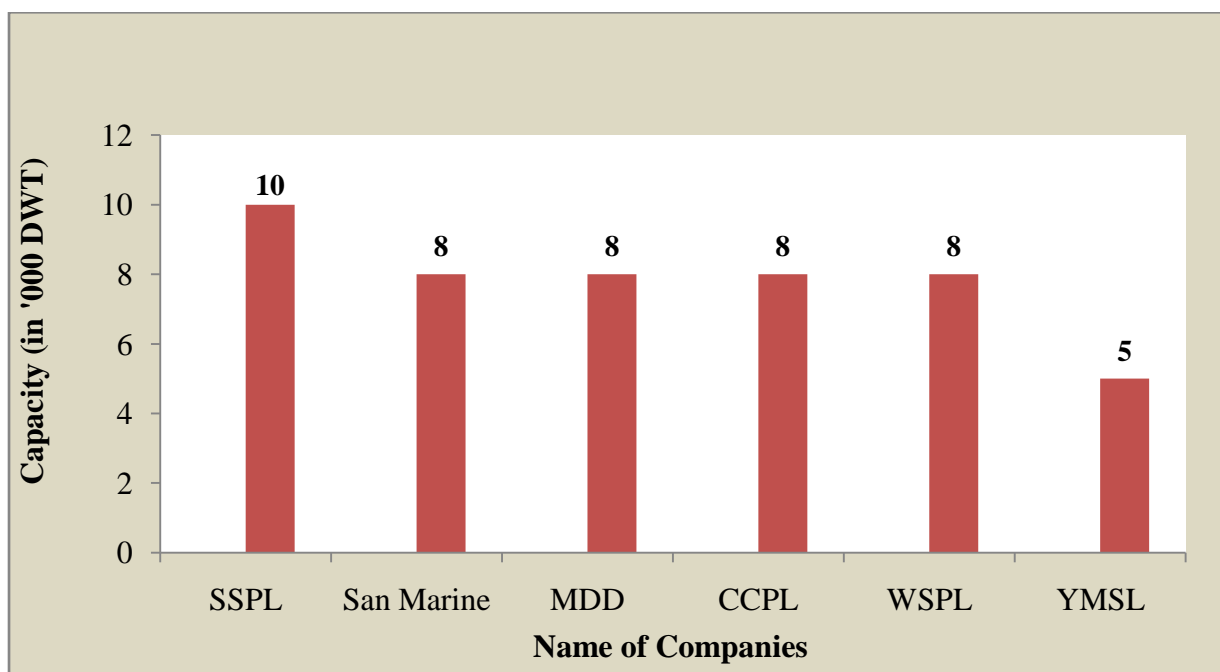


Chart 1.2: Ship Building Capacity of Private Sector Companies: 2023

SHIPS ON ORDER

1.3 Indian ship-building companies at the end of 2022-23 had orders of 433 ships with gross DWT 249.94 thousand tonnes. As on 31st March, 2023 the public sector shipyards had orders of 125 ships of 134.55 thousand DWT. Out of these, 19 ships with total capacity of 78.44 thousand DWT were export orders and remaining 106 ships with total capacity of 56.11 thousand DWT were domestic orders. Amongst reporting companies, in terms of numbers, Cochin Shipyard Ltd. (44) had the highest number of ships on order followed by Goa Shipyard Ltd (36), Garden Reach Ship-Building & Engineers Ltd. (27), Mazagaon Dock Shipbuilders Ltd. (8), Shalimar Works Ltd.(5) and Hindustan Shipyard Ltd. (3). Order book in terms of DWT was highest for Cochin Shipyard Ltd with 100.21 thousand DWT, followed by Hindustan Shipyard Ltd. 15.91 thousand DWT and Garden Reach Ship-Building & Engineers Ltd. with 11.24 thousand DWT (Table 1.3 (page 11-12) & 1.4 (page 14)).

1.4 Sembmarine Kakinada Ltd. has not furnished any information since 2016-17, hence deleted from the list.

1.5 In private sector category as on 31st March, 2023, the shipyards had orders for 308 ships of total 115.39 thousand DWT. Out of these, 16 ships with total capacity of 68.32 thousand DWT were export orders and remaining 292 ships with total capacity of 47.06 thousand DWT were domestic orders. Amongst the reporting ship building companies in the private sector, A.H Wadia Boat Builders (86) had the highest number of ships on order followed by AC Roy & Co. Ltd. (47) with a total capacity of 1.25 thousand DWT, Chowgule & Co. Ltd. (31) with a total capacity of 65.70 thousand DWT and Sea Blue Shipyard Ltd. (19) with a total capacity of 6.52 thousand DWT in 2022-23.

Amongst reporting companies, in terms of tonnage order book, the public sector and private sector accounted for a share of 53.8% (134.55 thousand DWT) and 46.2% (115.39 thousand DWT) respectively in the total tonnage (249.94 thousand DWT) of order book during 2022-23. Table 1.3 (a) (page 13) contains Total Ship Order Book of Vessels by Domestic Order and by Export Order as on 31st March 2023.

COMPOSITION OF ORDER BOOK POSITION:

1.6 In the current order book, out of total 433 ships, 125 are with public sector yards and 308 are with private sector yards amounting to 134.55 thousand DWT and 115.39 thousand DWT respectively. **Table 1 (a)** below gives the Order Book with Indian Shipyards as on 31st March, 2023. The details are given in Table 1.3. (page 11-12) Table 1.4 (page 14) provides the information on company wise number of ships on order from the year 2019-20 to 2022-23 in public and private sector.

Table- 1 (a): Current Order Book By Types of Vessels as on 31st March, 2023
(‘000 DWT)

Type Yards	Vessel	Tankers	Dry Cargo	Bulk Cargo	Passengers	Others	Total
	No.						
Public Sector	No.	3	0	12	19	91	125
	DWT	0.86	0	73.62	9.14	50.93	134.55
Private Sector	No.	4	19	1	13	271	308
	DWT	3.70	72.91	3.50	2.32	32.96	115.39
Total	No.	7	19	13	32	362	433
	DWT	4.55	72.91	77.12	11.46	83.89	249.94

SHIPS DELIVERED

1.7 During the year 2022-23, among public sector companies, Cochin Shipyard Ltd. delivered highest tonnage with 2.88 thousand DWT consisting of 14 ships followed by Hooghly Cochin Shipyard Ltd. 0.17 thousand DWT (2 Ships), Garden Reach Shipbuilders and Engineers Ltd 0.06 thousand DWT (1 Ships) and Goa Shipyard Ltd at 0.03 thousand DWT (1 Ship). Amongst reporting companies in the private sector, the highest tonnage was delivered by Mandovi Drydocks 13.4 thousand DWT (14 ships) followed by Sea Blue Shipyard Ltd. 5.4 thousand DWT (17 ships) and San Marine 3.66 thousand DWT (10 ships).

Amongst reporting companies, in terms of tonnage delivered, the private sector and public sector accounted for a share of 90.4% (29.40 thousand DWT) and 9.6% (3.13 thousand DWT) respectively in the total tonnage (32.53 thousand DWT) delivered during 2022-23. Company wise number of ships delivered along with the size from financial year 2019-20 to 2022-23 in both public and private sector are given in the Table 1.5 (page 15-17).

1.8 Company wise number of ships on order and delivered from 2019-20 to 2022-23 is given in Table 1.6 (page 18) and number of ships by keel laid, launched and ships under construction from financial year 2019-20 to 2022-23 are given in Table no 1.7 (page 19-20).

1.9 **Table 1 (b)** depicts the size and number of ships delivered by both public and private ship yards in India during 2021-22 and 2022-23.

Table No. 1 (b) : Size and Number of Ships Delivered

Name of Companies	Ships Delivered			
	2021-22		2022-23	
	No.	DWT('000)	No.	DWT('000)
(1)	(2)	(3)	(4)	(5)
A. PUBLIC SECTOR (Total)	22	37.92	27	3.13
1. Cochin Shipyard Ltd.	12	36.47	14	2.88
2. Garden Reach Ship- Builders & Engineers	0	0	1	0.06
3. Goa Shipyard Ltd.	3	0.94	1	0.03
4. Hindustan Shipyard Ltd.	4	0.51	3	
5. Hooghly Cochin Shipyard Ltd \$			2	0.17
6. Mazagaon Dock Shipbuilders Ltd.	2		2	
7. Shalimar Works Ltd.	1	0.01	4	

	Ships Delivered			
	2020-21		2021-22	
	No.	DWT('000)	No.	DWT('000)
B. PRIVATE SECTOR (Total)	91	71.75	179	29.40
8. Abhishek Engineers	Carry out maintenance work of own vessels			
9. A.C. Roy & Comp. Ltd.	0	0	8	0.76
10. A.H. Wadia Boat Builders	18	0	86	0
11. Bristol Boats Pvt. Ltd.	11	0.001	3	2.05
12. Chidambaram ShipcarePvt. Ltd	N.A	N.A	N.A	N.A
13. Chowgule & Co. Ltd.	3	8.44	6	2.50
14. Chowgule Lavgan Shipcare Ltd	N.A	N.A	N.A	N.A
15. DempoShipbuilding & Engineering Ltd.	0	0	0	0
16. Equiptrans Logistics Pvt. Ltd.**	N.A	N.A		
17. Ferromar Shipping Pvt. Ltd.	N.A	N.A	N.A	N.A
18. M/s Glory Shipmanagement Pvt. Ltd.	N.A	N.A	N.A	N.A
19. High Seas Shipping Associates	N.A	N.A	N.A	N.A
20. Homa Engineering Works	N.A	N.A	N.A	N.A
21. Island Ship Repairers**	N.A	N.A		
22. JITF Shipyard Ltd.	N.A	N.A	N.A	N.A
23. KSINC	N.A	N.A	N.A	N.A
24. Larsen & Toubro Ltd.	10		5	
25. Mandovi Dry Docks	5	4.60	14	13.4
26. Marine Care & Associates	N.A	N.A	N.A	N.A
27. Marine Frontiers Pvt. Ltd.**	0	0		
28. Modest Infrastructure Pvt. Ltd.	6	0.14	7	0.59
29. N.N. Shipbuilders &Engineers Ltd. ##	N.A	N.A		
30. Patra Shipping Pvt. Ltd.	1	0.02	3	N.A
31. Roshini Ship Repairs and Engineers	N.A	N.A	N.A	N.A
32. San Marine	7	10.29	10	3.63
33. Sea Blue Shipyard Ltd.	16	45.2	17	5.4
34. Sembmarine Kakinada Ltd. @				
35. Shoft Shipyard Pvt. Ltd.	8	0.20	5	0.30
36.Udupi Cochin Shipyard Ltd.	2	0	9	0.14
37. Timblo Drydocks Pvt. Ltd.##				
38. Titagarh Wagons Ltd.	0	0	2	0.53
39. Vijai Marne Shipyards			4	0.1
40. West Coast Shipyard Ltd.**				
41. Waterways Shipyard Pvt. Ltd.	4	2.9	0	0
42. Yeoman Marine Service Ltd			N.A	N.A
Grand Total (A + B)	113	109.67	206	32.53

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

Note: New companies (At S.No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

** No information is received for 2022-23.

\$ Hooghly Cochin Shipyard Ltd. earlier known as Hooghly Dock & Port Engineers Ltd

Shipyard/ Business closed

Table No. 1.1

Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2023)

S. No.	Name of the company	Type of vessel/ship	Max. Size/Capacity			
			Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT (in thousand)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
A.	<u>PUBLIC SECTOR</u>					
1	Cochin Shipyard Ltd.(CSL)	All types of ships including bulk carriers, oil tankers, passenger vessels, tugs, dredgers etc.	250.00	38.00	5.50	110.00
2	Garden Reach Shipbuilders & Engineers Ltd. (GRSE)	<p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Dry Dock – 1 (Old) of Main Unit (Dry Dock's Length:- 160 mts., Width:- 25 mts.& Draft:- 8 mts.above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Dry Dock – 2 (New) of Main Unit (Dry Dock's Length:- 180 mts., Width:- 29 mts.& Draft:12mts.which is 02 mts. below KODS* and 10 mts.above KODS*)</p> <p>03 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Dry Dock – 2 of RBD Unit (Dry Dock's Length:- 158mts., Width:- 18 mts.& Draft:- 8 mts. above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Building Berth (BB)/ Inclined Berth (IB) – 1 (Old) of Main Unit (BB/ IB – 1 (Old) Length:- 162mts., Width:- 25 mts. and Sill Height:- 0.9 mts. above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Building Berth (BB)/ Inclined Berth (IB) – 2 (New) of Main Unit (BB/ IB – 2 (New) Length:- 180 mts., Width:- 23 mts. and Sill Height 0.0 mts. above KODS*)</p> <p>02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Dry Dock – 1 of RBD Unit (Functional Length:179 mts., Breadth:12.34 mts. at Bottom and 27.20mts., at Top, Depth: 6.46 mts.,Dock bed: 2.38 mts. above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Finger Jetty – 1 of FOJ Unit (Finger Jetty's Length:- 184.5 mts., Width:- 11.5mts.& Draft:- 7.0mts.minimum above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Finger Jetty – 2 of FOJ Unit (Finger Jetty's Length:- 184.5 mts., Width:- 11.5 mts.& Draft:- 7.0 mts. minimum above KODS*)</p> <p>02 No. each of Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Naval Jetty of FOJ Unit (Naval Jetty's Length:- 229 mts., Width:- 10 mts.& Draft:- 8.0 mts. minimum above KODS*)</p> <p>01 Nos. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Wet Basin of Main Unit (Wet Basin's Length:- 109mts., Width:- 23mts.Draft:- 8.0 mts., with Sill Height:- 1.83 mts. above KODS*)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Western Jetty of Main Unit (Western Jetty's Length:- 100 mts. with Pontoon of Length:- 25 mts., Width:- 9 mts., and Height:- 4.5 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Canteen Jetty of Main Unit (Canteen Jetty's Length:- 100 mts., with Pontoon of Length:- 13.5 mts., Width:- 4.5 mts., and Height:- 1.0 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Hooghly Jetty of RBD Unit (Hooghly Jetty's Length:- 88 mts., with Pontoon of Length:- 25 mts., Width:- 9.0 mts., and Height:- 1.9 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Ganga Jetty of RBD Unit (Ganga Jetty's Length:- 75 mts., with Pontoon of Length:- 25 mts., Width:- 9.0 mts., and Height:- 1.9 mts.,)</p>	< 160	24.00	4.00	-
			< 180	< 29	4.00	-
			≤ 50	≤ 8	4.00	-
			< 160	24.00	4.00	-
			< 180	< 23	4.00	-
			≤ 50	≤ 8	4.00	-
			180.00	24.00	4.00	-
			180.00	24.00	4.00	-
			180.00	24.00	4.00	-
			80.00	11.00	4.00	-
			80.00	11.00	4.00	-
			80.00	11.00	4.00	-
			80.00	11.00	4.00	-
			135.00	25.00	5.50	4.50
3	Goa Shipyard Ltd.(GSL)	Frigates, Corvettes, Missile Crafts, Advance Offshore Patrol Vessels (AOPV), Fast Patrol Vessels (FPV), Fast Attack Crafts (XFAC), Pollution Control Vessels, Survey Vessels (HSV), Sail Training Ships (STS), Landing Crafts, Next Generation Offshore Patrol Vessels, Tugs, Dredgers, Launchers, Passenger Ferries, Fishing Vessels, Barges, Bulk Carriers, Pontoon, Floating Dock, MCMV, Fast Interceptor Boats and Autonomous Boats	135.00	25.00	5.50	4.50
4	Hindustan Shipyard Ltd.(HSL)	All types of ocean going vessels	195.00	38.00	17.00	80.00
5	Hooghly Cochin Shipyard Ltd. (HCSL)	Inland Water Coastal	80.00	14.00	2.50	3.00
		Defence	120.00	14.00	3.00	3.50
		Sea Going	110.00	14.00	3.00	3.00

Table No. 1.1 Cont...

Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2023)

S. No.	Name of the company	Type of vessel/ship	Max. Size/Capacity			
			Length	Width	Draft	DWT
			(Mts.)	(Mts.)	(Mts.)	(in thousand)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
6	Mazagaon Dock Shipbuilders Ltd.(MDSL)	Warships	200.0	18.00	5.50	-
		Merchant Ships	200.0	19.00	5.50	-
		Submarines	70.0	6.50	5.50	-
7	Shalimar Works Ltd.(SWL)	Barge/Ferry Craft	65.00	12.00	3.50	1.20
B.	<u>PRIVATE SECTOR</u>					
8	Abhishek Engineers	Carry out maintenance work of own vessels only				
9	A.C.Roy & Co. Ltd.(ACRL)	Launch	26.00	7.00	2.50	0.04
		Tug	20.00	6.00	2.50	0.03
		Barge	65.00	12.00	3.00	1.50
10	A.H. Wadia Boat Builders (AHWBB)	FRP Fishing Boat	12'- 00"	5'-00"	1'-03"	-
		FRP Fishing Boat	14'- 06"	3'-03"	1'-05"	-
		FRP Fishing Boat	15'- 00"	5'-00"	1'-06"	-
		FRP Fishing Boat (with 08 HP engine)	17'- 00"	4'-09"	2'-00"	-
		FRP Fishing Boat	18'- 03"	5'-03"	2'-00"	-
		FRP Rescue Boat (with 30 HP engine)	4.90	1.82	0.75	-
		Paddle Boat	-	-	-	-
		FRP Rescue Boat	5.48	2.13	0.76	-
		FRP Pilot/ Security Boat	18.00	4.50	0.25	-
11	Bristol Boats Pvt. Ltd.(BBPL)	FRP Petrol Crafts	20.00	5.00	4.00	0.05
		FRP Shipping Vessels	27 Ft.	3.60 Ft.	1.80 Ft.	0.001
		Others	12.00	4.00	3.50	0.015
12	Chidambaram Shipcare Pvt. Ltd. (CSPL)	Not a Ship Builder				
13	Chowgule & Co. Pvt. Ltd. (C&CL)	Dry Cargo Vessels, Tanker, Container Vessels.	120.00	20.00	4 to 6	8.00
		Defence Vessels	120.00	20.00	4 to 6	-
		Passenger Vessels	120.00	20.00	4 to 6	-
		Tugs, Fishing Trawlers, Launches	120.00	20.00	4 to 6	-
14	Chowgule Lavgan Shipcare Pvt. Ltd. (CLSPL)	Not a Ship Builder				
15	Dempo Shipbuilding & Engineering Pvt Ltd.(DSEL)	Barges - Sea Going, RSV, Containers, Tankers, MPV, Crane Barges, Passenger Ferries, Split Barges, Ro-Ro Vessels, Spud Pontoons, Jackup Barges	100.00	20.00	1.80	4.50
		Tugs - Sea Going, IV, RSV, Dredgers, AHTS	100.00	20.00	1.80	-
		Supply Vessels - Offshore, Pilot Launches, Mooring Launches, Harbour Crafts.	100.00	20.00	1.80	-
16	Equiptrans Logistics Pvt. Ltd.(ELPL)**					
17	Ferromar Shipping Pvt. Ltd. (FSL)	Inland Vessel	70.00	13.00	1.20	2.00
		Coastal Vessel	100.00	13.00	1.30	2.50
18	M/s Glory Shipmanagement Pvt. Ltd.(GSM)	Not a Ship Builder				
19	High Seas Shipping Associates (HSSA)	Not a Ship Builder				
20	Homa Engineering Works (HEW)	Not a Ship Builder				
21	M/s Island Ship Repairers (ISR)**					
22	JITF Shipyard Ltd (JITF)	Not a Ship Builder				
23	KSINC	Tug	17.5	8	1.8	-
		Ferry Boat	26.0	8	1.5	-
		Barge	38.0	10	2	-
24	L&T Shipbuilding Ltd.(L&T)	Any type of Commercial/ Defence Vessels upto a length of 200 Mtr & Beam 45 Mtr				
25	Mandovi Dry Docks (MDD)	Bulk Carrier	120.00	20.00	3.50	8.00
		Crane Barge	60.00	26.00	3.50	1.00
		50 Ton Bollard Pull TUG	33.00	10.00	3.50	0.24
26	Marine Care 'N' Associates (MCA)	Not a Ship Builder				

Table No. 1.1 Cont...

Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2023)

S. No.	Name of the company	Type of vessel/ship	Max. Size/Capacity			
			Length	Width	Draft	DWT
			(Mts.)	(Mts.)	(Mts.)	(in thousand)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
27	Marine Frontiers Pvt. Ltd. (MFPL)**					
28	Modest Infrastructure Pvt. Ltd. (MIPL)	Fuel Barge/Oil Tanker Multi Purpose Vessel Product Tanker Cement Carrier Ferry Craft Tug Offshore Survey Vessel Auxiliary Craft Dredger Offshore Dumb Barge Non Propelled Stowage Barge Slave Docking Pontoon Caisson Gate Berthing & Movement Pontoons for P-75 Submarines Berthing and Anchorage Pontoons and Gangways for IAC-1	58.00 72.00 60.00 78.00 72.00 33.00 59.20 80.00 27.00 72.00 40.00 78.00 30.40 17 (BP) 12 (MP) 40.00	11.00 13.00 12.00 13.50 12.80 11.50 15.00 13.00 12.00 20.00 18.00 15.00 9.15 4.5 (BP) 2.5 (MP) 9.00	3.00 2.50 3.20 3.00 2.80 4.10 2.50 2.80 2.50 3.50 2.50 2.15 7.60 1.2 (BP) 1.2 (MP) 1.30	0.50 0.80 1.00 2.20 200 men Bollard Pull- 65 T Nil Nil 1250 m3/hr 3.50 <1000T 1.66 0.45 0.029 (BP) 0.013 (MP) 0.96
29	N N Shipbuilders and Engineers Pvt. Ltd.(NNSE) ##					
30	Patra Shipping Pvt. Ltd (PSPL)	Cargo Cruise Ro Ro Ferry Jetty Barge	95.00 95.00 95.00	20.00 20.00 20.00	4.00 4.00 4.00	5.00 5.00 5.00
31	Roshini Ship Repairs and Engineers (RSRE)	Not a Ship Builder				
32	San Marine	Bulk Carriers Tugs/ Survey Boats/ Utility Vessels Dumb Barges	85.00 34.50 91.50	20.00 9.50 27.50	6.50 3.80 5.50	8.00 0.18 7.80
33	Sea Blue Shipyard Ltd. (SBSL)	Crane Barge Dredger Ammonia Barge Tug Passenger Vessel Dry Cargo Vessel Patrol Vessel	45.70 38.00 51.44 35.00 50.44 46.00 48.00	15.00 7.20 9.66 10.00 7.50 8.50 7.50	1.50 1.00 1.40 2.80 2.10 3.30 2.00	0.34 0.14 0.31 0.17 0.15 0.25 0.18
34	Sembmarine Kakinada Ltd @					
35	Shoft Shipyard Pvt. Ltd.(SSPL)	All types Cargo Vessels & Barges Tugs, Multi Utility Crafts & Work Boats OSVs & Accomodation Barges Dredgers of all types Passenger Vessels and Ferries Other Special purpose vessels Warships with moderate weapon outfit, Other Naval Auxiliary Vessels such as OPVs, FPVs, lbs, TLRVs, Survey Vessels etc.	150.00 60.00 120.00 120.00 120.00 150.00 150.00	34.00 15.00 34.00 34.00 24.00 34.00 20.00	4.50 4.50 4.50 4.50 4.50 4.50 4.50	10.00 N.A N.A N.A N.A N.A 1.20
36	Udupi Cochin Shipyard Ltd/ Tebma Shipyards Ltd. (TSL)	Bulk Carriers, Barges and Offshore Vessels Tugs Ferries Fishing Vessels	80.00 40.00 80.00 70.00	20.00 15.00 20.00 15.00	6.00 4.20 4.00 4.00	3.00 0.26 3.00 3.50
37	Timblo Drydocks Pvt. Ltd.(TDPL)##	Unit Closed for last 4 Years				
38	Titagarh Wagons Ltd. (TWL)	Fast Patrol vessel Passenger cum Cargo Ferry Diving Support Craft 25 T BP Tugs 100 PAX Ferry	50.30 69.50 30.00 29.50 23.00	7.50 13.50 13.00 9.00 6.00	2.10 3.00 2.50 2.50 1.10	0.05 0.47 0.04 0.07 0.01
39	Vijai Marine Shipyard (VMS)	Passanger Tankers Cargo	110.00 110.00 110.00	27.00 21.00 21.00	2.60 2.60 2.60	0.75 2.80 3.00
40	West Coast Shipyard Ltd. (WCSL)**					
41	Waterways Shipyard Pvt. Ltd.(WSPL)	All Types	130.00	30.00	3.00	8.00

Table No. 1.1 Cont...

Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2023)

S. No .	Name of the company	Type of vessel/ship	Max.Size/Capacity			
			Length	Width	Draft	DWT
			(Mts.)	(Mts.)	(Mts.)	(in thousand)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
42	Yeoman Marine Services Ltd.(YMSL)	Cargo Barge 2200 DWT	70.00	13.50	4.45	2.20
		Cargo Barge 3000 DWT	81.00	14.00	4.00	3.00
		Offshore Bollard Pull Tugs	36.00	10.00	2.00	0.50
		Offshore Bollard Pull Tugs	38.00	12.00	2.00	0.50
		Cargo Barge 5000 DWT	90.00	16.50	4.90	5.00

*Khidderpore Outer Dock Sill

** No information is received for 2022-23

Shipyard/ Business closed

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Note : New companies (At S. No. 14 & 42) has been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Table No. 1.2

**Ship Building Capacity - By Company-wise
(2019-20 to 2022-23)**

(DWT in thousand tons)					
S. No.	Name of The Company	2019-20	2020-21	2021-22	2022-23
(1)	(2)	(3)	(4)	(5)	(6)
	<u>A. PUBLIC SECTOR</u>				
1	Cochin Shipyard Ltd.	110.00	110.00	110.00	110.00
2	Garden Reach Shipbuilders & Engineers Ltd.	-	-	-	-
3	Goa Shipyard Ltd.	4.50	4.50	4.50	4.50
4	Hindustan Shipyard Ltd.	80.00	80.00	80.00	80.00
5	Hooghly Cochin Shipyard Ltd. \$	3.00	NIL		3.50
6	Mazagaon Dock Shipbuilders Ltd.	40.00	-	-	-
7	Shalimar Works Ltd.	1.20	1.20	1.20	1.20
	<u>B. PRIVATE SECTOR</u>				
8	Abhishek Engineers	Carry out maintenance work of own vessels only			
9	A.C.Roy & Co. Ltd.	1.50	1.50	1.50	1.50
10	A.H. Wadia Boats Builders		0.02	0.01	-
11	Bristol Boats Pvt. Ltd.	0.05	0.05	0.05	0.05
12	Chidambaram Shipcare Pvt. Ltd.	Not a Ship Builder			
13	Chowgule & Co. Pvt. Ltd.	12.00	8.00	8.00	8.00
14	Chowgule Lavgan Shipcare Pvt. Ltd				Not a Ship Builder
15	Dempo Shipbuilding and Engineering Pvt. Ltd.	4.50	4.50	4.50	4.50
16	Equiptrans Logistics Pvt. Ltd.**		8.00		
17	Ferromar Shipping Pvt. Ltd.	2.50	2.50	2.50	2.50
18	M/s Glory Shipmanagement Pvt. Ltd.		Not a Ship Builder		
19	High Seas Shipping Associates		Not a Ship Builder		
20	Homa Engineering Works		Not a Ship Builder		
21	M/s Island Ship Repairers**			Not a Ship Builder	
22	JITF Shipyard Ltd		Not a Ship Builder		
23	KSINC		0.30	0.30	-
24	L&T Shipbuilding Ltd.	*		*	*
25	Mandovi Dry Docks	5.10	8.00	8.00	8.00
26	Marine Care 'N' Associates		Not a Ship Builder		
27	Marine Frontiers Pvt. Ltd.**	0.12	0.12	0.12	
28	Modest Infrastructure Pvt. Ltd.	3.50	3.50	3.50	3.50
29	N N Shipbuilders And Engineers Pvt Ltd ##	N.A	2.00	0.10	
30	Patra Shipping Pvt Ltd			-	5.00
31	Roshini Ship Repairs and Engineers			Not a Ship Builder	
32	San Marine	8.22	8.22	8.00	8.00
33	Sea Blue Shipyard Ltd.	0.34	0.34	0.34	0.34
34	Sembmarine Kakinada Ltd @				
35	Shoft Shipyard Pvt. Ltd.	2.35	9.00	9.00	10.00
36	Udupi Cochin Shipyard Ltd.	5.00		3.50	3.50
37	Timblo Drydocks Pvt. Ltd.##	5.40			
38	Titagarh Wagons Ltd.	8.00	8.00	-	0.47
39	Vijai Marine Shipyards	2.90	2.90		3.00
40	West Coast Shipyard Ltd.**	2.20	N.A		
41	Waterways Shipyard Pvt. Ltd		8.00	8.00	8.00
42	Yeoman Marine Services Ltd.				5.00

* Any type of Commercial/ Defence Vessels upto a length of 200 mtr. and beam of 45 mtr.

@ Removed in view of Point 1.4 of Chapter 1 of the Publication Shipping.

** No information is received for 2022-23

Shipyard/ Business closed

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Table No. 1.3

Ship Order Book Position by Type of Vessels
(As on 31st March, 2023)

(DWT in thousand tons)

S. No.	Name of Company	Type of Ship on Domestic Order (A - For Sea Going Vessels)												Type of Ship on Domestic Order (B - For Other Crafts)												Total (A + B)	
		Tanker		Dry Cargo		Bulk Carriers		Passenger/Passenger-cum-Cargo Ships		Product Carriers		Others		Port Craft		Fishing Trawlers		Off-shore Sector		IWT		Others					
		No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26		
	A. Public Sector																										
1	Cochin Shipyard Ltd.	-	-	-	-	-	-	16	8.14	-	-	1	12.00	-	-	-	-	-	-	-	-	15	2.13	32	22.27		
2	Garden Reach Ship-builders and Engineers Ltd.	-	-	-	-	-	-	1	0.01	-	-	19	10.73	-	-	-	-	-	-	-	-	-	-	20	10.74		
3	Goa Shipyard Ltd.	NIL	NIL	NIL	NIL	2	0.280	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	3	0.08	31	2.41	36	2.77		
4	Hindustan Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	3	15.91	-	-	-	-	-	-	-	-	-	-	3	15.91		
5	Hooghly Cochin Shipyard Ltd. \$	-	-	-	-	-	-	-	-	-	-	1	2.20	-	-	-	-	-	-	-	-	1	0.85	2	3.05		
6	Mazagaon Dock Shipbuilders Ltd.	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	8	0.00		
7	Shalimar Works Ltd.	3	0.86	-	-	-	-	1	0.51	-	-	-	-	-	-	-	-	-	-	-	-	1	0.01	5	1.37		
	Total (A)	3	0.86	0	0.00	2	0.28	18	8.66	0	0.00	32	40.84	0	0.00	0	0.00	0	0.00	3	0.08	48	5.40	106	56.11		
	B. Private Sector																										
8	Abhishek Engineers	Carry out maintenance work of own vessels only																									
9	A.C.Roy & Co. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	1.25	-	-	47	1.25		
10	A.H. Wadia Boat Builders	-	-	-	-	-	-	5	-	-	-	81	-	-	-	-	-	-	-	-	-	-	-	86	0.00		
11	Bristol Boats Pvt. Ltd.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	0	0.00		
12	Chidambaram Shipcare Pvt. Ltd.																										
13	Chowgule & Co. Pvt. Ltd.#	-	-	-	-	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	2	-	19	0.00		
14	Chowgule Lavgan Shipcare Pvt. Ltd																										
15	Dempo Shipbuilding and Engineering Pvt. L	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	0	0.00		
16	Equiptrans Logistics Pvt. Ltd**																							0	0.00		
17	Ferromar Shipping Pvt. Ltd.	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	0	0.00		
18	M/s Glory Shipmanagement Pvt. Ltd.																										
19	High Seas Shipping Associates																										
20	Homa Engineering Works																										
21	M/s Island Ship Repairers**																										
22	JITF Shipyard Ltd																										
23	KSINC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1.35	-	-	3	1.35		
24	L&T Shipbuilding Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	12	0.00		
25	Mandovi Dry Docks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	14.32	13	14.32		
26	Marine Care 'N' Associates																										
27	Marine Frontiers Pvt. Ltd.**																							0	0.00		
28	Modest Infrastructure Pvt. Ltd.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	10	1.44	10	1.44		
29	N N Shipbuilders And Engineers Pvt Ltd ##																							0	0.00		
30	Patra Shipping Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	5	-	10	0.00		
31	Roshini Ship Repairs and Engineers																										
32	San Marine	2	1.20	-	-	-	-	-	-	-	-	9	3.50	-	-	-	-	-	-	-	-	-	-	11	4.70		
33	Sea Blue Shipyard Ltd	1	1.10	6	2.71	0	N.A	6	1.00	0	N.A	3	1.13	0	N.A	0	N.A	0	N.A	0	N.A	3	0.59	19	6.52		
34	Sembmarine Kakinada Ltd @																							0	0.00		
35	Shoft Shipyard Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	6	N.A	3	N.A	-	-	-	-	10	0.28	-	-	19	0.28		
36	Udupi Cochin Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	4	1.04	-	-	6	0.21	-	-	-	-	-	-	10	1.26		
37	Timblo Drydocks Pvt. Ltd. ##																							0	0.00		
38	Titagarh Wagons Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	6	0.40	-	-	6	0.25	5	0.07	-	-	17	0.72		
39	Vijai Marine Shipyards	1	1.40	1	4.50	1	3.50	-	-	-	-	1	0.91	-	-	-	-	-	-	-	-	5	0.46	9	10.77		
40	West Coast Shipyard Ltd.**																							0	0.00		
41	Waterways Shipyard Pvt. Ltd.	Nil	Nil	Nil	Nil	Nil	Nil	1	0.85	Nil	Nil	6	3.63	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	7	4.47			
42	Yeoman Marine Services Ltd.	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	0	0.00			
	Total (B)	4	3.70	7	7.21	1	3.50	12	1.85	0	0.00	127	10.21	9	0.40	6	0.21	6	0.25	70	2.95	50	16.80	292	47.06		
	Total (A + B)	7	4.55	7	7.21	3	3.78	30	10.51	0	0.00	159	51.05	9	0.40	6	0.21	6	0.25	73	3.02	98	22.20	398	103.17		

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

Chowgule & Co. Pvt. Ltd. Builds Mega Blocks; data shown in others.

** No information is received for 2022-23

Shipyard/ Business closed

Note : New companies (At S. No. 14 & 42) has been added from 2022-23; based on the list obtained from Indian Register of Shipping.

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Table No. 1.3 (a)

**Total Ship Order Book of Vessels by Domestic Order and
by Export Order (As on 31st March, 2023)**

(DWT in thousand tons)

S.No	Name of Company	Domestic Order		Export Order		Total Ship Order	
		No. of Ships	DWT	No. of Ships	DWT	No. of Ships (2+4)	DWT (3+5)
1	2	3	4	5	6	7	8
	A. Public Sector						
1	Cochin Shipyard Ltd.	32	22.27	12	77.94	44	100.21
2	Garden Reach Shipbuilders & Engineers Ltd.	20	10.74	7	0.50	27	11.24
3	Goa Shipyard Ltd.	36	2.77	0	0.00	36	2.77
4	Hindustan Shipyard Ltd.	3	15.91	0	0.00	3	15.91
5	Hooghly Cochin Shipyard Ltd.\$	2	3.05	0	0.00	2	3.05
6	Mazagaon Dock Shipbuilders Ltd.	8	0.00	0	0.00	8	0.00
7	Shalimar Works Ltd.	5	1.37	0	0.00	5	1.37
	Total (A)	106	56.11	19	78.44	125	134.55
	B. Private Sector						
8	Abhishek Engineers	0	0.00	0	0.00	0	0.00
9	A.C.Roy & Co. Ltd.	47	1.25	0	0.00	47	1.25
10	A.H. Wadia Boat Builders	86	0.00	0	0.00	86	0.00
11	Bristol Boats Pvt. Ltd.	0	0.00	0	0.00	0	0.00
12	Chidambaram Shipcare Pvt. Ltd.			Not a Ship Builder			
13	Chowgule & Co. Pvt. Ltd.#	19	0.00	12	65.70	31	65.70
14	Chowgule Lavgan Shipcare Pvt. Ltd			Not a Ship Builder			
15	Dempo Shipbuilding and Engineering Pvt. Ltd	0	0.00	0	0.00	0	0.00
16	Equiptrans Logistics Pvt. Ltd**						
17	Ferromar Shipping Pvt. Ltd.	0	0.00	0	0.00	0	0.00
18	M/s Glory Shipmanagement Pvt. Ltd.			Not a Ship Builder			
19	High Seas Shipping Associates			Not a Ship Builder			
20	Homa Engineering Works			Not a Ship Builder			
21	M/s Island Ship Repairers**						
22	JITF Shipyard Ltd			Not a Ship Builder			
23	KSINC	3	1.35	0	0.00	3	1.35
24	L&T Shipbuilding Ltd.	12	0.00	0	0.00	12	0.00
25	Mandovi Dry Docks	13	14.32	0	0.00	13	14.32
26	Marine Care 'N' Associates			Not a Ship Builder			
27	Marine Frontiers Pvt. Ltd.**						
28	Modest Infrastructure Pvt. Ltd.	10	1.44	0	0.00	10	1.44
29	N N Shipbuilders And Engineers Pvt Ltd ##						
30	Patra Shipping Pvt. Ltd.	10	0.00	0	0.00	10	0.00
31	Roshini Ship Repairs and Engineers			Not a Ship Builder			
32	San Marine	11	4.70	0	0.00	11	4.70
33	Sea Blue Shipyard Ltd	19	6.52	0	0.00	19	6.52
34	Sembmarine Kakinada Ltd @						
35	Shoft Shipyard Pvt. Ltd.	19	0.28	0	0.00	19	0.28
36	Udupi Cochin Shipyard Ltd.	10	1.26	0	0.00	10	1.26
37	Timblo Drydocks Pvt. Ltd. ##						
38	Titagarh Wagons Ltd.	17	0.72	1	0.47	18	1.19
39	Vijai Marine Shipyards	9	10.77	2	0.42	11	11.19
40	West Coast Shipyard Ltd.**						
41	Waterways Shipyard Pvt. Ltd.	7	4.47	1	1.73	8	6.21
42	Yeoman Marine Services Ltd.	0	0.00	0	0.00	0	0.00
	Total (B)	292	47.06	16	68.32	308	115.39
	Total (A + B)	398	103.17	35	146.77	433	249.94

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

** No information is received for 2022-23

Chowgule & Co. Pvt. Ltd. Builds Mega Blocks; data shown in others.

Shipyard/ Business closed

Note : New companies (At S. No.14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Table No. 1.4

**No. of Ships on Order - Company-wise
2020-2023**

S.No.	Name of the Company	As on 31st March			
		2020	2021	2022	2023
(1)	(2)	(3)	(4)	(5)	(6)
	A. PUBLIC SECTOR(Total)	128	125	130	125
1	Cochin Shipyard Ltd.	62	50	49	44
2	Garden Reach Ship-builders and Engineers Ltd.	18	17	23	27
3	Goa Shipyard Ltd.	12	25	34	36
4	Hindustan Shipyard Ltd.	10	9	6	3
5	Hooghly Cochin Shipyard Ltd. \$	0	0		2
6	Mazagaon Dock Shipbuilders Ltd.	14	14	9	8
7	Shalimar Works Ltd.	12	10	9	5
	B. PRIVATE SECTOR(Total)	121	155	208	308
8	Abhishek Engineers		8	Carry out maintenance work of own vessels only	
9	A.C.Roy & Co. Ltd.	26	36	36	47
10	A.H. Wadia Boat Builders		12	53	86
11	Bristol Boats Pvt. Ltd.	0	0	0	0
12	Chidambaram Shipcare Pvt. Ltd.		Not a Shp Builder		
13	Chowgule & Co. Pvt. Ltd.	22	14	16	31
14	Chowgule Lavgan Shipcare Pvt. Ltd		Not a Shp Builder		
15	Dempo Shipbuilding and Engineering Pvt. Ltd.	1	0	0	0
16	Equiptrans Logistics Pvt. Ltd**		0		
17	Ferromar Shipping Pvt. Ltd.	0	0	0	N.A
18	M/s Glory Shipmanagement Pvt. Ltd.		Not a Shp Builder		
19	High Seas Shipping Associates		Not a Shp Builder		
20	Homa Engineering Works		Not a Shp Builder		
21	M/s Island Ship Repairers**			N.A	
22	JITF Shipyard Ltd		Not a Shp Builder		
23	KSINC		N.A	N.A	3
24	L&T Shipbuilding Ltd.	2	0	0	12
25	Mandovi Dry Docks	11	6	10	13
26	Marine Care 'N' Associates		Not a Shp Builder		
27	Marine Frontiers Pvt. Ltd.**	1	0	0	
28	Modest Infrastructure Pvt. Ltd.	1	1	10	10
29	N N Shipbuilders And Engineers Pvt Ltd ##	2	0	0	
30	Patra Shipping Pvt. Ltd.			6	10
31	Roshini Ship Repairs and Engineers		Not a Shp Builder		
32	San Marine	5	14	6	11
33	Sea Blue Shipyard Ltd	14	18	16	19
34	Sembmarine Kakinada Ltd @	0			
35	Shoft Shipyard Pvt. Ltd.	27	26	24	19
36	Udupi Cochin Shipyard Ltd.	0	0	11	10
37	Timblo Drydocks Pvt. Ltd.##	0			
38	Titagarh Wagons Ltd.	N.A	12	18	18
39	Vijai Marine Shipyards	9	6		11
40	West Coast Shipyard Ltd.**	0	0		
41	Waterways Shipyard Pvt. Ltd.		2	2	8
42	Yeoman Marine Services Ltd.				N.A
	C. Total (A + B)	249	280	338	433

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

** No information is received for 2022-23

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Note : New companies (At S. No.14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Shipyard/ Business closed

Table No. 1.5

**Size and Number of Ships Delivered, Company-wise
(2019-20 to 2022-23)**

S.No	Name of the Company	Year	Ship Delivered		DWT(in thousand tons)	
			No.	DWT	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	A. PUBLIC SECTOR	2022-23	27	3.13		
		2021-22	22	37.92		
		2020-21	22	7.49		
		2019-20	27	2.54		
	Cochin Shipyard Ltd.	2022-23	14	2.88	1.09	0.05
		2021-22	12	36.47	8.00	0.05
		2020-21	13	2.29	0.08	0.05
		2019-20	16	1.03	0.05	0.05
	Garden Reach Ship-Builders and Engineers Ltd.	2022-23	1	0.06	0.06	0.06
		2021-22	0	0.00	0.00	0.00
		2020-21	3	0.33	0.22	0.06
		2019-20	4	0.85	0.52	0.06
	Goa Shipyard Ltd.	2022-23	1	0.03	0.03	0.03
		2021-22	3	0.94	0.46	0.01
		2020-21	2	0.92	0.46	0.46
		2019-20	1	0.46	0.46	0.46
	Hindustan Shipyard Ltd.	2022-23	3	-	-	-
		2021-22	4	0.51	0.13	0.13
		2020-21	1	3.35	3.35	3.347
		2019-20	5	0	0.07	0.07
	Hooghly Cochin Shipyard Ltd \$	2022-23	2	0.17	0.08	0.08
		2021-22				
		2020-21	0	0	0	0
		2019-20	N.A	N.A	N.A	N.A
	Mazagaon Dock Shipbuilders Ltd.	2022-23	2	-	-	-
		2021-22	2	N.A	N.A	N.A
		2020-21	1	N.A	N.A	N.A
		2019-20	1	N.A	N.A	N.A
	Shalimar Works Ltd.	2022-23	4	-	-	-
		2021-22	1	0.01	0.01	0.01
		2020-21	2	0.60	0.51	0.09
		2019-20	N.A	N.A	N.A	N.A
	B. PRIVATE SECTOR	2022-23	179	29.40		
		2021-22	91	71.75		
		2020-21	47	22.79		
		2019-20	51	28.72		
8	Abhishek Engineers	Carry out maintenance work of own vessels only				
9	A.C.Roy & Comp. Ltd.	2022-23	8	0.76	0.37	0.04
		2021-22	0	0.00	0.00	0.00
		2020-21	1	0.10	0.10	0.10
		2019-20	17	0.60	0.09	0.03
10	A.H. Wadia Boat Builders	2022-23	86	-	-	-
		2021-22	18	0.00	0.00	0.00
		2020-21	2	0.005	0.005	0.005
11	Bristol Boats Pvt. Ltd.	2022-23	3	2.05	0.70	0.65
		2021-22	11	0.001	0.000	0.000
		2020-21	8	0	0	0
		2019-20	2	0	0	0

Table No. 1.5

**Size and Number of Ships Delivered, Company-wise
(2019-20 to 2022-23)**

S.No	Name of the Company	Year	DWT(in thousand tons)			
			Ship Delivered		Size (DWT)	
			No.	DWT	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)	(7)
12	Chidambaram Shipcare Pvt. Ltd.		Not a Ship Builder			
		2022-23	6	2.50	2.50	2.50
		2021-22	3	8.44	4.22	4.22
13	Chowgule & Co. Pvt. Ltd.	2020-21	4	8	4	4
		2019-20	5	8	4	4
14	Chowgule Lavgan Shipcare Pvt. Ltd.		Not a Ship Builder			
		2022-23	NIL	NIL	NIL	NIL
		2021-22	0	0.0	0.0	0.0
15	Dempo Shipbuilding & Engineering Pvt. Ltd.	2020-21	1	0.7	0.7	0.7
		2019-20	0	0	0	0
16	Equiptrans Logistics Pvt. Ltd**	2020-21	N.A	N.A	N.A	N.A
		2022-23	N.A	N.A	N.A	N.A
		2021-22	N.A	N.A	N.A	N.A
17	Ferromar Shipping Pvt. Ltd.	2020-21	N.A	N.A	N.A	N.A
		2019-20	N.A	N.A	N.A	N.A
18	M/s Glory Shipmanagement Pvt. Ltd.		Not a Ship Builder			
19	High Seas Shipping Associates		Not a Ship Builder			
20	Homa Engineering Works		Not a Ship Builder			
21	M/s Island Ship Repairers**		Not a Ship Builder			
22	JITF Shipyard Ltd		Not a Ship Builder			
		2022-23	N.A	N.A	N.A	N.A
23	KSINC	2021-22	N.A	N.A	N.A	N.A
		2020-21	N.A	N.A	N.A	N.A
		2022-23	5	-	-	-
		2021-22	10	-	-	-
24	L&T Shipbuilding Ltd	2020-21	-	-	-	-
		2019-20	-	-	-	-
		2022-23	14	13.4	2.2	0.002
		2021-22	5	4.6	2.2	0.08
25	Mandovi Dry Docks	2020-21	7	5.57	3.2	0.0
		2019-20	7	9.72	5.1	0.04
26	Marine Care 'N' Associates		Not a Ship Builder			
		2022-23				
27	Marine Frontiers Pvt. Ltd.**	2021-22	0	0.00	0.0	0.00
		2020-21	0	0.00	0.0	0.00
		2019-20	0	0.00	0.0	0.00
		2022-23	7	0.59	0.45	0.01
28	Modest Infrastructure Pvt. Ltd.	2021-22	6	0.14	0.03	0.01
		2020-21	1	1.66	1.66	1.66
		2019-20	1	0	0	0
		2022-23				
29	N N Shipbuilders and Engineers Pvt Ltd ##	2021-22	N.A	N.A	N.A	N.A
		2020-21	N.A	N.A	N.A	N.A
		2019-20	N.A	N.A	N.A	N.A
		2022-23	3	-	-	-
30	Patra Shipping Pvt. Ltd.	2021-22	1	0.02	0.02	0.02
31	Roshini Ship Repairs and Engineers		Not a Ship Builder			
		2022-23	10	3.63	0.95	0.03
32	San Marine	2021-22	7	10.29	8.00	0.50
		2020-21	5	1.4	0.8	0.1
		2022-23	17	5.4	1.1	0.1
		2021-22	16	45.2	26.5	0.1
33	Sea Blue Shipyard Ltd.	2020-21	6	1.3	0.4	0.1
		2019-20	14	5.0	1.1	0.1
		2021-22				
34	Sembmarine Kakinada Ltd @	2021-22				
		2020-21				
		2019-20				

Table No. 1.5

**Size and Number of Ships Delivered, Company-wise
(2019-20 to 2022-23)**

DWT(in thousand tons)						
S.No	Name of the Company	Year	Ship Delivered		Size (DWT)	
			No.	DWT	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)	(7)
35	Shoft Shipyard Pvt. Ltd.	2022-23	5	0.30	0.150	0.150
		2021-22*	8	0.20	0.028	0.028
		2020-21	3	0.08	0.03	0.03
		2019-20	N.A	N.A	N.A	N.A
36	Udupi Cochin Shipyard Ltd.	2022-23	9	0.14	0.04	0.01
		2021-22	2	0	0	0
		2020-21				
		2019-20	0	0.00	0.00	0.00
37	Timblo Drydocks Pvt. Ltd. ##	2022-23				
		2021-22				
		2020-21	0	0.00	0.00	0
		2019-20	0	0.00	0.00	0
38	Titagarh Wagons Ltd.	2022-23	2	0.53	0.47	0.05
		2021-22	0	0.00	0.00	0.00
		2020-21	1	0.19	0.19	0.19
		2019-20	3	1.67	1.30	0.19
39	Vijai Marine Shipyards	2022-23	4	0.1	0.04	0.014
		2021-22				
		2020-21	7	0.9	0.7	0.4
		2019-20	2	2.9	2.5	0.2
40	West Coast Shipyard Ltd.**	2022-23				
		2021-22				
		2020-21	N.A	N.A	N.A	N.A
		2019-20	N.A	N.A	N.A	N.A
41	Waterways Shipyard Pvt. Ltd.	2022-23	All Ships are under Construction			
		2021-22	4	2.9	2.5	0.1
		2020-21	1	2.5	2.5	2.5
42	Yeoman Marine Services Ltd.	2022-23	-	-	-	-
		2021-22				
Grand Total (A + B)		2022-23	206	32.53		
		2021-22	113	109.67		
		2020-21	69	30.28		
		2019-20	78	31.26		

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

* Includes one Hull Structure

** No information is received for 2022-23

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Shipyard/ Business closed

Note: New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Table No. 1.6

No. of Ships on Order and No. of Ships Delivered -Company-wise (2019-20 to 2022-23)

S.No.	Name of The Company	No. of Ships On Order During the year				Ships Delivered During the year			
		2019-20	2020-21	2021-22	2022-23	2019-20	2020-21	2021-22	2022-23
1	2	3	4	5	6	7	8	9	10
	<u>A. PUBLIC SECTOR</u>	128	125	130	125	27	22	22	27
1	Cochin Shipyard Ltd.	62	50	49	44	16	13	12	14
2	Garden Reach Shipbuilders & Eng. Ltd	18	17	23	27	4	3	0	1
3	Goa Shipyard Ltd.	12	25	34	36	1	2	3	1
4	Hindustan Shipyard Ltd.	10	9	6	3	5	1	4	3
5	Hooghly Cochin Shipyard Ltd.	0	0		2	0	0		2
6	Mazagaon Dock Shipbuilders Ltd.	14	14	9	8	1	1	2	2
7	Shalimar Works Ltd.	12	10	9	5	0	2	1	4
	<u>B. PRIVATE SECTOR</u>	121	155	208	308	51	47	91	179
8	Abhishek Engineers		8			Carry out maintenance work of own vessels on			
9	A.C.Roy & Comp. Ltd.	26	36	36	47	17	1	0	8
10	A.H. Wadia Boat Builders		12	53	86		2	18	86
11	Bristol Boats Pvt. Ltd.	0	0	0	0	2	8	11	3
12	Chidambaram Shipcare Pvt. Ltd.					Not a Ship Builder			
13	Chowgule & Co. Pvt. Ltd.	22	14	16	31	5	4	3	6
14	Chowgule Lavgan Shipcare Pvt. Ltd					Not a Ship Builder			
15	Dempo Shipbuilding & Engineering Pvt. Ltd.	1	0	0	0	0	1	0	0
16	Equiptrans Logistics Pvt. Ltd**		N.A				N.A		
17	Ferromar Shipping Pvt. Ltd.	0	N.A	N.A	N.A	0	N.A	N.A	N.A
18	M/s Glory Shipmanagement Pvt. Ltd.					Not a Ship Builder			
19	High Seas Shipping Associates					Not a Ship Builder			
20	Homa Engineering Works					Not a Ship Builder			
21	M/s Island Ship Repairers**			N.A				N.A	
22	JITF Shipyard Ltd					Not a Ship Builder			
23	KSINC		N.A	N.A	3		N.A	N.A	N.A
24	L&T Shipbuilding Ltd	2		0	12	N.A		10	5
25	Mandovi Dry Docks	11	6	10	13	7	7	5	14
26	Marine Care 'N' Associates					Not a Ship Builder			
27	Marine Frontiers Pvt. Ltd.**	1	0	0		0	0	0	
28	Modest Infrastructure Pvt. Ltd.	1	1	10	10	1	1	6	7
29	N N Shipbuilders and Engineers Pvt Ltd ##	2	N.A	N.A		N.A	N.A	N.A	
30	Patra Shipping Pvt. Ltd			6	10			1	3
31	Roshini Ship Repairs and Engineers					Not a Ship Builder			
32	San Marine	5	14	6	11	N.A	5	7	10
33	Sea Blue Shipyard Ltd.	14	18	16	19	14	6	16	17
34	Sembmarine Kakinada Ltd. @	0				N.A			
35	Shoft Shipyard Pvt. Ltd.	27	26	24	19	-	3	8	5
36	Udupi Cochin Shipyard Ltd.	0		11	10	0		2	9
37	Timblo Drydocks Pvt. Ltd. ##	0				0			
38	Titagarh Wagons Ltd.	N.A	12	18	18	3	1	0	2
39	Vijai Marine Shipyards	9	6		11	2	7		4
40	West Coast Shipyard Ltd**	0	N.A			N.A	N.A		
41	Waterways Shipyard Pvt. Ltd.		2	2	8		1	4	0
42	Yeoman Marine Services Ltd.				N.A				N.A
	TOTAL(A+B)	249	280	338	433	78	69	113	206

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

** No information is received for 2022-23

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Shipyard/ Business closed

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Table No. 1.7

No. of Ships - By Keel Laid, Launched And Ships Under Construction, Company-wise (2019-20 to 2022-23)

Construction, Company-wise (2019-20 to 2022-23)						
S.No.	Name of The Company	Year	Keel-laid	No. of Ships Launched	Under Construction at Berth	Under Fitting at Jetty Quay
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	<u>A. PUBLIC SECTOR</u>					
1	Cochin Shipyard Ltd.	2022-23	7	7	-	18
		2021-22	1	3	0	9
		2020-21	6	2	NA	7
		2019-20	6	2	NA	14
2	Garden Reach Shipbuilding & Engineers Ltd.	2022-23	-	-	15	7
		2021-22	5	2	16	3
		2020-21	4	1	4	1
		2019-20	NA	NA	3	3
3	Goa Shipyard Ltd.	2022-23	18	13	5	1
		2021-22	6	0	16	2
		2020-21	3	NIL	15	3
		2019-20	NA	NA	2	3
4	Hindustan Shipyard Ltd.	2022-23	-	1	2	-
		2021-22	2	1	NIL	2
		2020-21	2	2	NIL	5
		2019-20	7	NA	NA	NA
5	Hooghly Cochin Shipyard Ltd.	2022-23	1	-	-	-
		2021-22				
		2020-21	0	0	0	0
		2019-20	0	0	0	0
6	Mazagaon Dock Shipbuilders Ltd.	2022-23	15	13	-	-
		2021-22	1	3	3	1
		2020-21	2	3	3	2
		2019-20	14	8	NA	NA
7	Shalimar Works Ltd.	2022-23	-	-	-	9
		2021-22	0	0	4	5
		2020-21	0	0	4	6
		2019-20	0	0	6	6
	<u>B. PRIVATE SECTOR</u>					
8	Abhishek Engineers	2022-23 2021-22 2020-21		Carry out maintenance work of own vessels only		
			1	NA	NA	NA
9	A. C. Roy & Comp. Ltd.	2022-23	19	-	-	28
		2021-22	0	36	NA	NA
		2020-21	10	26	NA	NA
		2019-20	25	1	NA	NA
10	A.H. Wadia Boat Builders	2022-23	4	-	-	-
		2021-22	NIL	NIL	NIL	NIL
		2020-21	5	2	1	0
11	Bristol Boats Pvt. Ltd.	2022-23	NIL	NIL	NIL	NIL
		2021-22	NA	NA	NA	NA
		2020-21	NA	NA	NA	NA
		2019-20	NA	NA	NA	NA
12	Chidambaram Shipcare Pvt. Ltd.	Not a Ship Builder				
13	Chowgule & Co. Pvt. Ltd.	2022-23	5	-	11	-
		2021-22	1	0	11	0
		2020-21	2	NA	5	NA
		2019-20#	4	NA	9	NA
14	Chowgule Lavgan Shipcare Pvt. Ltd	Not a Ship Builder				
15	Dempo Shipbuilding & Engineering Pvt. Ltd.	2022-23	-	-	1	-
		2021-22	NIL	NIL	NIL	NIL
		2020-21	NA	NA	NA	NA
		2019-20	NA	NA	NA	1
16	Equiptrans Logistics Pvt. Ltd**	2022-23				
		2021-22				
		2020-21	NA	NA	NA	NA
17	Ferromar Shipping Pvt. Ltd.	2022-23	NA	NA	NA	NA
		2021-22	NA	NA	NA	NA
		2020-21	NA	NA	NA	NA
		2019-20	NA	NA	NA	NA
18	M/s Glory Shipmanagement Pvt. Ltd.	Not a Ship Builder				
19	High Seas Shipping Associates	Not a Ship Builder				
20	Homa Engineering Works	Not a Ship Builder				
21	M/s Island Ship Repairers**					

Table No. 1.7(Contd...)

No. Of Ships - By Keel Laid, Launched And Ships Under Construction, Company-wise (2019-20 to 2022-23)

S.No.	Name of The Company	Year	Keel-laid	No. of Ships Launched	Under Construction at Berth	Under Fitting at Jetty Quay
(1)	(2)	(3)	(4)	(5)	(6)	(7)
22	JITF Shipyard Ltd	Not a Ship Builder				
23	KSINC	2022-23	1	1	1	1
		2021-22	0	0	1	1
		2020-21	0	1	1	0
24	L&T Shipbuilding Ltd.	2022-23	5	-	-	3
		2021-22	0	0	0	0
		2020-21				
		2019-20	NA	NA	NA	2
25	Mandovi Dry Docks	2022-23	2	0	6	2
		2021-22	0	0	3	4
		2020-21	0	0	6	0
		2019-20	9	6	3	NA
26	Marine Care 'N' Associates	Not a Ship Builder				
27	Marine Frontiers Pvt. Ltd.**	2022-23				
		2021-22	0	0	0	0
		2020-21	NA	NA	NA	NA
		2019-20	NA	NA	2	NA
28	Modest Infrastructure Pvt. Ltd.	2022-23	10	NIL	10	NIL
		2021-22	10	Nil	10	Nil
		2020-21	1	Nil	1	Nil
		2019-20	1	NA	1	NA
29	N N Shipbuilders and Engineers Pvt Ltd ##	2022-23				
		2021-22	2	0	0	0
		2020-21	2	0	2	0
		2019-20	NA	NA	2	NA
30	Patra Shipping Pvt. Ltd	2022-23	NA	NA	NA	NA
		2021-22	5	0	0	0
31	Roshini Ship Repairs and Engineers	Not a Ship Builder				
32	San Marine	2022-23	0	1	1	0
		2021-22	NA	NA	NA	NA
		2020-21	NA	NA	5	6
		2019-20	NA	NA	5	NA
33	Sea Blue Shipyard Ltd	2022-23	0	0	0	0
		2021-22	NA	NA	NA	NA
		2020-21	NA	NA	NA	NA
		2019-20	NA	NA	NA	NA
34	Sembmarine Kakinada Ltd. @	2022-23				
		2021-22				
		2020-21				
		2019-20				
35	Shoft Shipyard Pvt. Ltd.	2022-23	13	0	3	0
		2021-22	13	0	3	3
		2020-21	24	5	23	23
		2019-20	27	7	7	7
36	Udupi Cochin Shipyard Ltd.	2022-23	0	0	8	0
		2021-22	12	3	9	0
		2020-21				
		2019-20	NA	NA	NA	NA
37	Timblo Drydocks Pvt. Ltd. ##	2022-23				
		2021-22				
		2020-21	0	0	0	0
		2019-20	0	0	0	0
38	Titagarh Wagons Ltd.	2022-23	6	6	12	6
		2021-22	1	NA	7	NA
		2020-21	NA	NA	NA	NA
		2019-20	NA	NA	NA	NA
39	Vijai Marine Shipyards	2022-23	0	0	6	5
		2021-22				
		2020-21	NA	1	3	2
		2019-20	NA	NA	2	7
40	West Coast Shipyard Ltd.**	2022-23				
		2021-22				
		2020-21	NA	NA	NA	NA
		2019-20	NA	NA	NA	NA
41	Waterways Shipyard Pvt. Ltd.	2022-23	-	-	8	-
		2021-22	1	0	1	0
		2020-21	NA	NA	2	NA
42	Yeoman Marine Services Ltd.	2022-23	NA	NA	NA	NA
		2021-22				
Total (A+B)		2022-23	106	42	89	80
		2021-22	60	48	84	30
		2020-21	62	43	75	55
		2019-20	93	24	42	43

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

Includes 3 Mega Blocks at Under Construction at Berth

** No information is received for 2022-23

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Shipyard/ Business closed

CHAPTER-2

**STATISTICS ON INDIAN SHIP-
REPAIRING INDUSTRY**

2. INDIA'S SHIP-REPAIRING INDUSTRY

2.1 Ship repair capacity essentially reflects capability in terms of the number of ships repaired and maximum size of ship that can be repaired in terms of DWT.

2.2 Amongst public sector companies, Cochin Shipyard Ltd (CSL) had the highest capacity for ship repairing (125 thousand DWT) followed by Hindustan Shipyard Ltd. (HSL) (80 thousand DWT) and Goa Shipyard Ltd. (GSL) (4.5 thousand DWT) in 2022-23. In private sector category amongst the reporting companies, Waterways Shipyard Pvt. Ltd. (WSPL) (8.00 thousand DWT) had the highest capacity for ship repairing followed by San Marine (7.80 thousand DWT), Modest Infrastructure Pvt. Ltd. (MIPL) (6 thousand DWT), and Mandovi Drydocks (MDD) (5 thousand DWT). Charts III & IV below depict the ship repairing capacity of major public and private sector shipbuilding yards as on 31st March 2023 and details of the same are given in table 2.1 (page 26-28).

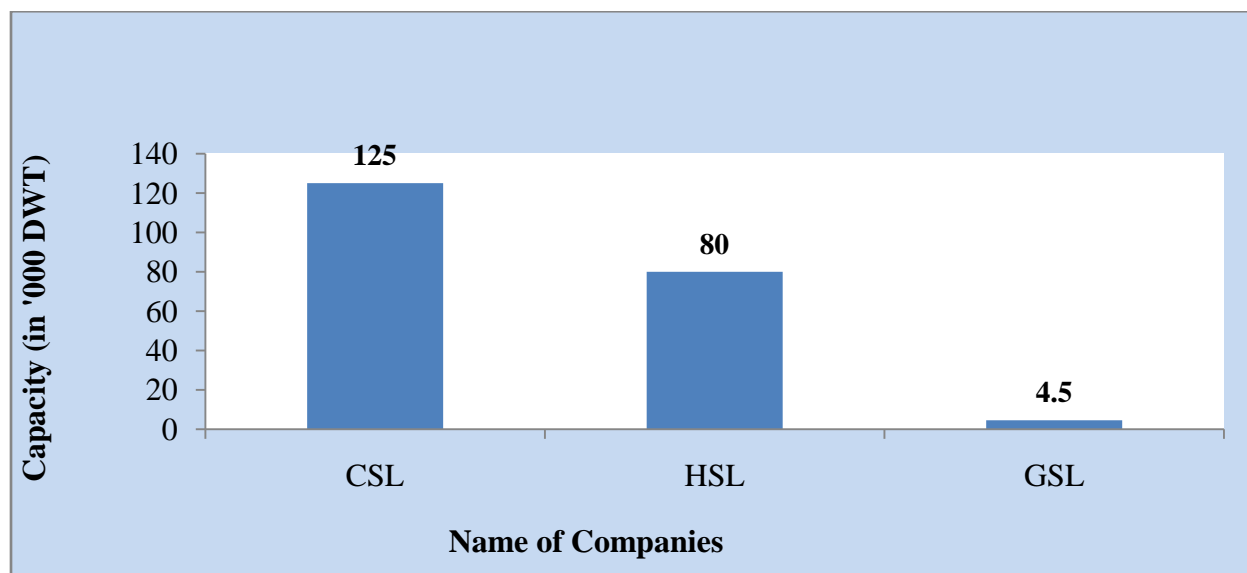


Chart 2.1: Ship Repairing Capacity of Public Sector Companies: 2023

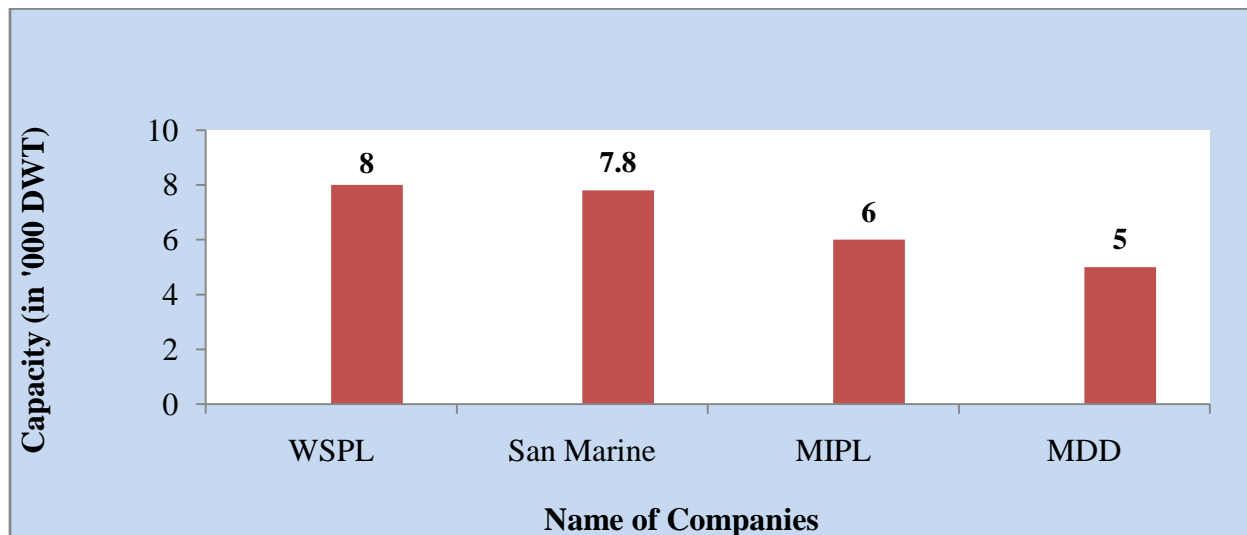


Chart 2.2: Ship Repairing Capacity of Private Sector Companies: 2023

NUMBER OF SHIPS REPAIRED

2.3 In 2022-23, total 439 ships were repaired out of which 259 ships were repaired by private sector companies and 180 ships were repaired by public sector companies against 319 ships repaired in 2021-22. Chart-2.3 given below depicts comparative picture of the number of ships repaired by all public and private sector shipbuilding yards during 2019-20 to 2022-23 and details of the same are given in Table 2.4 (page 33-35).

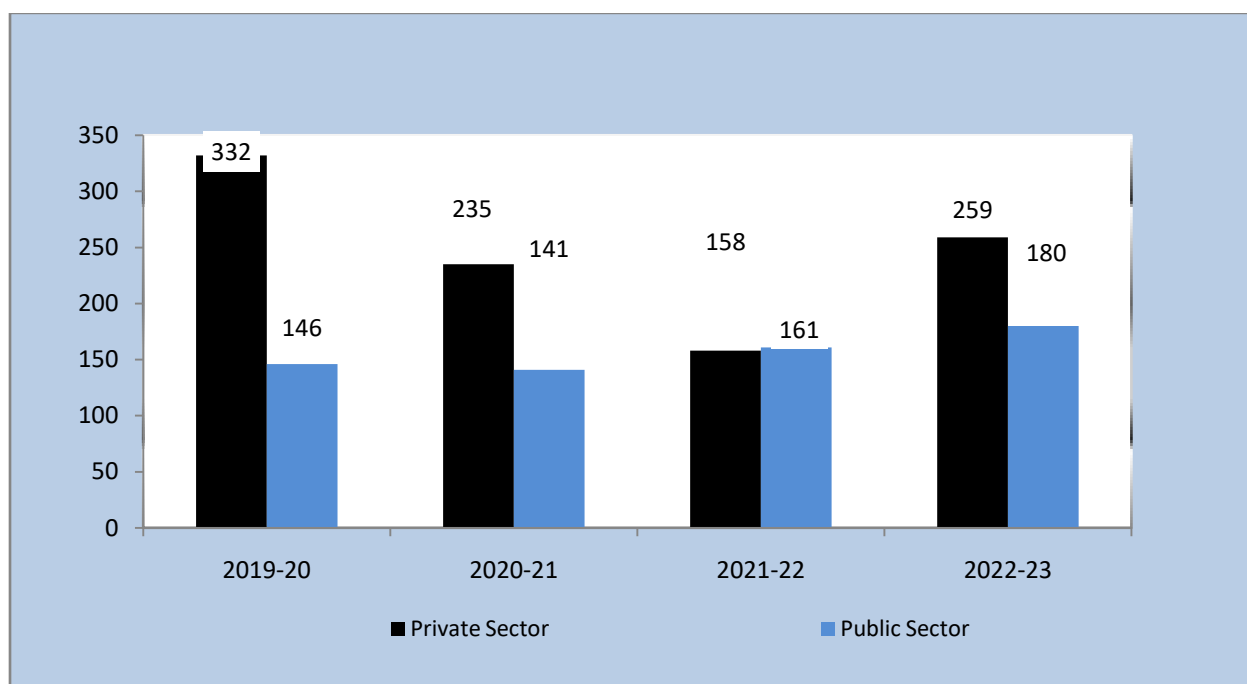


Chart 2.3: Number of Ships Repaired (in numbers)

2.4 In 2022-23 amongst the Public sector, Cochin Shipyard Ltd had repaired the highest number of ships (105 ships with earnings of ₹ 549.26 crore) followed by Goa Shipyard Ltd. (44 ships with earnings of ₹ 309.86 crore) and Garden Reach Shipbuilders & Engineers Ltd. (13 ships with earnings of ₹ 14.13 crore). In the private sector, amongst the reporting companies Chidambaram Shipcare Pvt. Ltd. had the highest number of ships repaired (75 ships with earnings of ₹ 5.80 crore), followed by Chowgule Lavgan Shipcare Pvt. Ltd. (49 ships with earnings of ₹ 159.86 crore), Dempo Shipbuilding & Engineering Pvt. Ltd. (24 ships with earnings of ₹ 5.09 crore), Sea Blue Shipyard Ltd.(19 ships repaired with an earnings of ₹ 24.76 crore) and Mandovi Drydocks (13 ships with earnings of ₹ 4.72 crore). Amongst reporting companies, in terms of ships repaired, the private sector and public sector accounted for a share of 59.0% (259 Ships) and 41.0% (180 Ships) respectively in the total ships repaired (439 Ships) during 2022-23. Company wise ship repairing facilities for dry docks, wet docks and other repairing facilities as on 31st March 2023 is given in Table 2.3 (page 30) & 2.3(a) (page 31-32) respectively. Company wise earnings from the year 2019-20 to 2022-23 along with number of ships repaired by Indian vessels and foreign vessels is given in Table 2.4 (page 33-35).

2.5 Table 2 (a) given below depicts the number of ships repaired and earnings by both public and private ship yards in India during 2021-22 and 2022-23.

Table No. 2 (a) : Number of Ships Repaired and Earnings

Name of The Company	2021-22						2022-23					
	Indian Vessels		Foreign Vessels		Total Vessels		Indian Vessels		Foreign Vessels		Total Vessels	
	S	E	S	E	S	E	S	E	S	E	S	E
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
A. PUBLIC SECTOR (Total)	156	132385.42	5	3093.34	161	135478.76	177	128575.39	3	4071.26	180	132646.65
1. Cochin Shipyard Ltd.	99	67088.1	1	164.20	100	67252.71	104	54454.84	1	470.81	105	54925.65
2. Garden Reach Shipbuilders & Engineers Ltd.	2	52.68	2	2437.90	4	2490.58	13	1413.42	0	0	13	1413.42
3. Goa Shipyard Ltd.	33	18904.09	N. A	110.24	33	19014.33	42	27385.44	2	3600.45	44	30985.89
4. Hindustan Shipyard Ltd.	12	6845.00	2	381.00	14	7226.00	7	28143.98	0	0	7	28143.98
5. Hooghly Cochin Shipyard Ltd \$							2	88.50	0	0	2	88.50
6. Mazagon Dock Shipbuilders Ltd.	6	39368.17	0	0	6	39368.17	2	16867.00	0	0	2	16867.00
7. Shalimar Works Ltd.	4	126.97	0	0	4	126.97	7	222.21	0	0	7	222.21
B. PRIVATE SECTOR (Total)	157	8188.28	1	278.10	158	8466.38	215	29034.35	44	368.14	259	29402.50
8. Abhishek Engineers							Carry out maintenance work of own vessels only					

9. A.C.Roy& Co. Ltd.	5	199.00	0	0	5	199.00	6	259.00	0	0	6	259.00
10. A.H. Wadia Boat Builders	0	0	0	0	0	0	0	0	0	0	0	0
11. Bristol Boats Pvt. Ltd.	3	35.79	0	0	3	35.79	2	1.02	0	0	2	1.02
12. Chidambaram Shipcare Pvt. Ltd		272.90		233.81		506.71	34	211.69	41	368.14	75	579.84
13. Chowgule & Co. Pvt. Ltd	3	446.34	0	0	3	446.34	0	0	0	0	0	0
14. Chowgule Lavgan Shipcare Pvt. Ltd.							49	15986.00	0	0	49	15986.00
15. Dempo Shipbuilding & Engg. Ltd.	40	623.41	0	0	40	623.41	24	509.48	0	0	24	509.48
16. Equiptrans Logistics Pvt. Ltd.**												
17.Ferromar Shipping Pvt. Ltd.	0	0	0	0	0	0	N.A	N.A	N.A	N.A	N.A	N.A
18. M/s Glory Shipmanagement Pvt. L	8	266.73	0	0	8	266.73	9	459.00	0	0	9	459.00
19. High Seas Shipping Associates	40	986.77	0	0	40	986.77	N.A	N.A	N.A	N.A	N.A	N.A
20. Homa Engineering Works							3	1141.37	0	0	3	1141.37
21. M/s Island Ship Repairers **	3	605.96	0	0	3	605.96						
22. JITF Shipyards Ltd.	8	50.24	0	0	8	50.24	10	77.81	0	0	10	77.81
23. KSINC	1	14.00	0	0	1	14.00	1	14.00	0	0	1	14.00
24. L&T Shipbuilding Ltd							18		3		21	
25. Mandovi Drydocks	14	469.00	0	0	14	469.00	13	472.00	0	0	13	472.00
26. Marine Care 'N' Associates	2	286.00	0	0	2	286.00	3	760.00	0	0	3	760.00
27. Marine Frontiers Pvt. Ltd.**	0	0	0	0	0	0						
28. Modest Infrastructure Pvt. Ltd.	7	1931.50	0	0	7	1931.50	5	1085.60	0	0	5	1085.60
29. NN Shipbuilders &Engg. Pvt Ltd ##	0	0	0	0	0	0						
30. Patra Shipping Pvt. Ltd.							4	1006.61	0	0	4	1006.61
31. Roshini Ship Repairs and Engineers	4	186.82	0	0	4	186.82	1	124.09	0	0	1	124.09
32. San Marine	0	0	0	0	0	0	0	0	0	0	0	0
33. Sea Blue Shipyard Ltd.	15	1863.77	1	44.29	16	1908.06	19	2476.37	0	0	19	2476.37
34. Sembmarine Kakinada Ltd. @												
35. Shoft Shipyard Pvt. Ltd.	4	136.88	0	0	4	136.88	8	2764.02	0	0	8	2764.02
36. Udupi Cochin Shipyard Ltd.	0	0	0	0	0	0	1	608.65	0	0	1	608.65
37. Timblo Drydocks Pvt. Ltd.##												
38. Titagarh Wagons Ltd.	0	0	0	0	0	0	0	0	0	0	0	0
39. Vijai Marine Shipyards							4	621.50	0	0	4	621.50
40. West Coast												

Shipyard Ltd.**												
41. Waterways Shipyard Pvt. Ltd.	0	0	0	0	0	0	0	0	0	0	0	0
42. Yeoman Marine Services Ltd.							1	456.14	0	0	1	456.14
Grand Total (A + B)	313	140573.70	6	3371.44	319	143945.14	392	157609.74	47	4439.40	439	162049.15
<p>Note (1): S : No. of Ships ; E : Earnings in ₹ Lakh; - : NIL</p> <p>Note (2): Note: New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Shipping Register.</p> <p>** No information is received for 2022-23</p> <p>@ Removed in view of Point 1.4 of Chapter 1 of the Publication</p> <p>## Shipyard/ Business closed</p> <p>\$ Hooghly Cochin Shipyard Ltd. earlier known as Hooghly Dock & Port Engineers Ltd.</p>												

SHIP REPAIR FACILITIES AVAILABLE AT MAJOR PORTS

2.6 Apart from shipbuilding yards, ship repair facilities are also available at major ports. Data provided by different major ports on dry docks, dry dock hire charges and equipments available for ship repairing have been compiled and presented in three different tables (Table 2.5 (page 36), Table 2.6 (page 37) & Table 2.7 (page 38)).

2.7 Available data on Ship repair facilities reveal that Syama Prasad Mukherjee Port (SMP, Kolkata) has a maximum number of dry docks (5), Mumbai Port Trust, Visakhapatnam Port Trust, Paradip Port Trust and Deendayal Port Trust have 1 Dry Dock each. The remaining major Ports do not have any ship repairing facilities. With regard to cranes availability and capacity SMP (Kolkata) has seven cranes followed by Visakhapatnam Port Trust and Deendayal Port Trust with 1 crane each.

DRY DOCK HIRE CHARGES

2.8 Dry dock hire charges vary from port to port depending upon a number of factors, which include the size and type of vessels and time spent at dock. The charges are different for different types of vessels (foreign going and coastal). The charges also vary for inner harbour and fishing harbour. The details of dry dock hire charges are given in the table 2.6 (page 37).

Table No. 2.1

**Company-wise Ship Repairing Capacity
(As on 31st March, 2023)**

Sl. No.	Name of the company	Type of Vessels/Ships	Ship repair capacity/Maximum size capacity			
			Length	Width	Draft	DWT
			(Mts.)	(Mts.)	(Mts)	(in thousand)
1	2	3	4	5	6	7
A.	PUBLIC SECTOR					
1	Cochin Shipyard Ltd.	All type of vessels	300/ 270	40.00	6.50	125.0
2	Garden Reach Shipbuilders and Engineers Ltd.	<p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Dry Dock – 1 (Old) of Main Unit (Dry Dock's Length:- 160 mts., Width:- 25 mts.& Draft:- 8 mts. above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Dry Dock – 2 (New) of Main Unit (Dry Dock's Length:- 180 mts., Width:- 29 mts.& Draft:- 12mts. which is 02 mts. below KODS* and 10 mts. above KODS*)</p> <p>03 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Dry Dock – 2 of RBD Unit (Dry Dock's Length:- 158mts., Width:- 18 mts.& Draft:- 8 mts. above KODS*)</p> <p>02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Dry Dock - 1 of RBD Unit (Functional Length :- 179mts., Breadth:- 12.34 mts. At Bottom and 27.20 mts. At Top, Depth:- 6.46 mts., Dock Bed: 2.38 mts above KODS*)</p> <p>GRSE-KPDD Dry Dock No 1</p> <p>GRSE-KPDD Dry Dock No 2</p> <p>GRSE-KPDD Dry Dock No 3</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Finger Jetty – 1 of FOJ Unit (Finger Jetty's Length:- 184.5 mts., Width:- 11.5 mts.& Draft:- 7.0 mts. minimum above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Finger Jetty – 2 of FOJ Unit (Finger Jetty's Length:- 184.5 mts., Width:- 11.5mts.& Draft:- 7.0 mts. minimum above KODS*)</p> <p>02 No. each of Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Naval Jetty of FOJ Unit (Naval Jetty's Length:- 229 mts., Width:- 10 mts.& Draft:- 8.0 mts. minimum above KODS*)</p> <p>01 Nos. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Wet Basin of Main Unit (Wet Basin's Length:- 109mts., Width:- 23mts.Draft:- 8.0 mts., with Sill Height:- 1.83 mts. above KODS*)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Western Jetty of Main Unit (Western Jetty's Length:- 100mts. with Pontoon of Length:- 25mts., Width:- 9mts.,and Height:- 4.5 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Canteen Jetty of Main Unit (Canteen Jetty's Length:- 100mts., with Pontoon of Length:- 13.5mts., Width:- 4.5mts.,and Height:- 1.0 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Hooghly Jetty of RBD Unit(Hooghly Jetty's Length:- 88mts., with Pontoon of Length:- 25mts., Width:- 9.0mts.,and Height:- 1.9 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Ganga Jetty of Main Unit(Ganga Jetty's Length:- 75 mts., with Pontoon of Length:- 25mts., Width:- 9.0mts.,and Height:- 1.9 mts.,)</p>	<p>< 160.00</p> <p>< 180.00</p> <p>≤ 50.00</p> <p>≤ 50.00</p> <p>164</p> <p>148</p> <p>102</p> <p>180.00</p> <p>180.00</p> <p>180.00</p> <p>80.00</p> <p>80.00</p> <p>80.00</p> <p>80.00</p> <p>80.00</p> <p>80.00</p>	<p>24.00</p> <p>< 29.00</p> <p>≤8.00</p> <p>≤8.00</p> <p>20</p> <p>20</p> <p>15</p> <p>24.00</p> <p>24.00</p> <p>24.00</p> <p>11.00</p> <p>11.00</p> <p>11.00</p> <p>11.00</p> <p>11.00</p>	<p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>9.00</p> <p>8.85</p> <p>8.50</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p>	
3	Goa Shipyard Ltd.	Frigates, Corvettes, Missile Crafts, Advance Offshore Patrol Vessels (AOPV), Fast Patrol Vessels (FPV), Fast Attack Crafts (XFAC), Pollution Control Vessels, Survey Vessels (HSV), Sail Training Ships (STS), Landing Crafts, Next Generation Offshore Patrol Vessels, Tugs, Dredgers, Launchers, Passenger Ferries, Fishing Vessels, Barges, Bulk Carriers, Pontoon, Floating Dock, MCMV, Fast Interceptor Boats and Autonomous Boats	135.00	25.00	5.50	4.5
4	Hindustan Shipyard Ltd.	Cargo liners, bulk carriers, passenger Vessels, War Ships, Offshore Platform Vessels, Inshore Platform Vessels, Survey vessel, Mooring Vessel, HSD Oiler, landing Ship Tanks, Training Ships, Tugs, Supply Vessels, Drill Ships, Dredgers, Oil recovery and pollution control vessel, research vessel, floating crane, barges	220.00	32.20	18.00	80.00

Table No. 2.1 contd.

Company-wise Ship Repairing Capacity
(As on 31st March, 2023)

Sl. No.	Name of the company	Type of Vessels/Ships	Ship repair capacity/Maximum size capacity			
			Length	Width	Draft	DWT
			(Mts.)	(Mts.)	(Mts)	(in thousand)
1	2	3	4	5	6	7
5	Hooghly Cochin Shipyard Ltd.\$	Inland Water Coastal	80.00	14.00	2.50	3.00
		Defence	120.00	14.00	3.00	3.50
		Sea Going	110.00	14.00	3.00	3.00
6	Mazagaon Dock Shipbuilders Ltd.	Warships	200.00	18.00	5.50	-
		Merchant Ships	200.00	19.00	5.50	-
		Medium Refit with Life Certification (MRLC)	70.00	6.50	5.50	-
7	Shalimar Works Ltd.	Survey Vessels	55.00	11.00	3.00	0.07
		Ro-Ro Vessels, Passenger Vessels	27.00	11.00	1.50	0.09
B.	PRIVATE SECTOR (Contd.)					
8	Abhishek Engineers	Carry out maintenance work of own vessels only				
9	A.C. Roy & Co. Ltd.	Launch	25.00	7.00	2.00	0.03
		Barge	60.00	16.00	3.50	2.00
		Tug	20.00	6.00	2.00	0.03
10	A.H. Wadia Boat Builders	NIL				
11	Bristol Boats Pvt. Ltd.	Various FRP crafts, life Boats and Rescue Boats	20.00	5.00	2.00	0.05
12	Chidambarm Shipcare Pvt. Ltd.	N.A				
13	Chowgule & Company Pvt. Ltd.	N.A				
14	Chowgule Lavgan Shipcare Pvt. Ltd	Accomodation Barges, Deck Barges, AHTS, OSV, PSV, Tug, DSV, MV, ORV, Bulk Carrier, Cement Carrier, Container, Dredger, FPV, OPV, PCB, IB, Rig, Ferry Passenger etc	140.00	26.00	6.00	N.A
			260.00	No Limitation	10.00	No Limitation
15	Dempo Shipbuilding and Engineering Pvt. Ltd.	MBC - Sea going, RSV, container.	80.00	16.00	1.80	3.00
		Barges - Sea Going, RSV, Containers, Tankers, MPV, Crane Barges, Passengers, Ferries, Split Barges, Ro-Ro Vessels, Spud Pontoon, Jackup Barges	80.00	16.00	1.80	2.50
		Tugs - Sea Going, IV, RSV, Dredgers, AHTS	80.00	16.00	1.80	-
16	Equiptrans Logistics Pvt. Ltd**					
17	Ferromar Shipping Pvt. Ltd.	Inland Vessel	70.00	13.00	1.20	2.00
		Coastal Vessel	100.00	13.00	1.30	2.50
18	M/s Glory Shipmanagement Pvt. Ltd.	Mini Bulk Carrier, Tugs, Offshore Patrol Vessels, Barges, Anchor Handling Tugs, Platform Supply Vessels	90.00	17.00	5.00	
19	High Seas Shipping Associates	-				
20	Homa Engineering Works	Repair all class of vessels, but do not have own dry dock and wet basin facility				
21	M/s Island Ship Repairers**					
22	JITF Shipyard Ltd	Cargo	75.00	14.00	3.50	2.71
23	KSINC	Tug	17.50	8.00	1.80	-
		Ferry Boat	26.00	8.00	1.50	-
		Barge	38.00	10.00	2.00	-
24	L&T Shipbuilding Ltd	Any type of Commercial/ Defence Vessels upto a length of 200 mtr. and beam of 45 mtr.				
25	Mandovi Drydocks	Bulk Carrier	80.00	15.00	3.00	5.00
26	Marine Care 'N'Associates	-				
27	Marine Frontiers Pvt. Ltd.**					

Table No. 2.1 (Contd.)

**Company-wise Ship Repairing Capacity
(As on 31st March, 2023)**

Sl. No.	Name of the company	Type of Vessels/Ships	Ship repair capacity/Maximum size capacity			
			Length	Width	Draft	DWT
			(Mts.)	(Mts.)	(Mts.)	(in thousand)
1	2	3	4	5	6	7
28	Modest Infrastructure Pvt. Ltd.	General Cargo	99.00	18.00	4.50	6.00
		Tug	33.00	11.50	4.10	Bollard Pull - 65 T
		Survey Vessel	42.18	8.53	3.96	NIL
		OSV	59.20	15.00	2.50	NIL
		Cement Carrier	97.00	17.00	4.20	4.00
		Product Tanker	75.00	13.00	5.60	3.30
		Dry Bulk Carrier	82.00	14.00	4.20	4.20
		Container Carrier	67.20	12.80	3.20	94 TEU
		Ferry Craft	62.10	9.40	2.00	0.80
		Grab Hooper Dredger	44.14	10.00	2.80	0.75
		Ammunition cum Torpedo cum Missile Non Propelled Barge	25.25	8.50	1.71	0.12
29	N N Shipbuilders and Engineers Pvt Ltd ##					
30	Patra Shipping Pvt. Ltd	Cargo Cruise	95.00	20.00	4.00	5.00
		Ro Ro Ferry	95.00	20.00	4.00	5.00
		Jetty Barge	95.00	20.00	4.00	5.00
31	Roshini Ship Repairs and Engineers	ICGS	25.50	6.20	1.30	0.02
32	San Marine	OSV	41.80	10.00	3.90	0.48
		Dumb/ Crane Barge	91.50	27.50	5.50	7.80
		SPUD Barge	38.00	16.00	2.30	0.55
		Water Barge	28.00	8.50	3.00	0.35
		Tug	34.50	9.50	3.80	0.18
33	Sea Blue Shipyard Ltd.	Patrol Vessels	94.00	12.20	3.60	0.30
		Research Vessels	65.00	11.98	3.10	0.41
		Dredger	65.00	12.50	2.00	0.55
		Tug Boat	48.00	12.50	4.50	0.54
		Dry Cargo Vessels	55.00	11.00	3.30	0.25
		Water/ OIL/ Ro RO Barge	54.00	10.00	2.00	0.30
		Passenger Vessels	50.90	11.60	2.10	0.15
		Jankar	35.00	10.00	2.50	0.28
34	Sembmarine Kakinada Ltd @					
35	Shoft Shipyard Pvt. Ltd.	Barges	100.00	34.00	2.50	3.00
		Cargo Ships	90.00	18.00	3.00	2.80
		Passenger Ships/ Crafts	90.00	18.00	3.00	N.A
		Barges/ Work Boats	70.00	18.00	3.50	2.00
		Tugs/ Dredgers etc.	60.00	18.00	3.50	N.A
		Naval Ships like OPV, TRV, Survey vessel, Auxiliary Crafts, IB etc.	75.00	18.00	3.50	N.A
36	Udupi Cochin Shipyard Ltd	Tugs	30.00	15.00	3.00	0.25
		Barges	50.00	15.00	3.00	1.50
37	Timblo Drydocks Pvt. Ltd.##					
38	Titagarh Wagons Ltd.	N.A				
39	Vijai Marine Shipyards	Tankers	75.00	14.50	2.20	2.50
		Cargo	75.00	14.50	2.20	2.50
		Passangers	75.00	14.50	2.20	2.50
40	West Coast Shipyard Ltd.**					
41	Waterways Shipyard Pvt. Ltd.	All Types	130.00	30.00	3.00	8.00
42	Yeoman Marine Services Ltd.	FPV	50.00	8.00	2.50	0.45
		OPV	102.00	11.00	4.40	-
		IB	30.00	7.00	1.50	-

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

** No information is received for 2022-23

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Shipyard/ Business closed

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Table No. 2.2

Ship Repairing Capacity-By Company and Maximum Size (2020-2023)

(DWT in thousand)

S.No	Name of The Company	As on 31st March			
		2020	2021	2022	2023
1	2	3	4	5	6
	A. PUBLIC SECTOR				
1	Cochin Shipyard Ltd.	125.00	125.00	125.00	125.00
2	Garden Reach Shipbuilders & Engineers Ltd.	NIL	NIL	NIL	-
3	Goa Shipyard Ltd.	4.50	4.50	4.50	4.50
4	Hindustan Shipyard Ltd.	80.00	80.00	80.00	80.00
5	Hooghly Cochin Shipyard Ltd.\$	NIL	NIL		3.50
6	Mazagaon Dock Shipbuilders Ltd.	40.00	N.A	N.A	-
7	Shalimar Works Ltd.	0.09	0.09	0.09	0.09
	B. PRIVATE SECTOR				
8	Abhishek Engineers		2.40	Carry out maintenance work of own vessels only	
9	A.C Roy & Comp. Ltd.	2.00	2.00	2.00	2.00
10	A.H. Wadia Boat Builders		0.02	-	0.00
11	Bristol Boats Pvt. Ltd.	0.05	0.05	0.05	0.05
12	Chidambaram Shipcare Pvt. Ltd.	N.A	N.A	N.A	N.A
13	Chowgule & Co. Pvt. Ltd.	12.00	N.A	N.A	-
14	Chowgule Lavgan Shipcare Pvt. Ltd				N.A
15	Dempo Shipbuilding & Engineering Pvt. Ltd.	3.00	3.00	3.00	3.00
16	Equiptrans Logistics Pvt. Ltd**		8.00		
17	Ferromar Shipping Pvt. Ltd.	2.50	2.50	2.50	2.50
18	M/s Glory Shipmanagement Pvt. Ltd.		N.A	N.A	-
19	High Seas Shipping Associates		0.30	NIL	-
20	Homa Engineering Works	Repair all class of vessels, but do not have own dry dock and wet basin facility			
21	M/s Island Ship Repairers**			N.A	
22	JITF Shipyard Ltd	2.71	2.71	2.71	2.71
23	KSINC		0.30	0.30	-
24	L&T Shipbuilding Ltd	*		*	*
25	Mandovi Drydocks	2.00	5.00	5.00	5.00
26	Marine Care 'N' Associates	N.A	N.A	N.A	-
27	Marine Frontiers Pvt. Ltd.**	0.15	0.15	0.15	
28	Modest Infrastructure Pvt. Ltd.	6.00	6.00	6.00	6.00
29	N N Shipbuilders and Engineers Pvt Ltd ##	N.A	2.00	0.10	
30	Patra Shipping Pvt. Ltd			N.A	5.00
31	Roshini Ship Repairs and Engineers			0.02	0.02
32	San Marine	7.80	7.80	0.65	7.80
33	Sea Blue Shipyard Ltd.	0.55	0.55	0.55	0.55
34	Sembmarine Kakinada Ltd @	54.00			
35	Shoft Shipyard Pvt. Ltd.	2.00	3.00	3.00	3.00
36	Udupi Cochin Shipyard Ltd	2.50		2.50	1.50
37	Timblo Drydocks Pvt. Ltd.##	2.50			
38	Titagarh Wagons Ltd.	N.A	N.A	N.A	N.A
39	Vijai Marine Shipyards	2.50	2.50		2.50
40	West Coast Shipyard Ltd.**	2.20	2.95		
41	Waterways Shipyard Pvt. Ltd.	N.A	N.A	8.00	8.00
42	Yeoman Marine Services Ltd.				0.45

* Any type of Commercial/ Defence Vessels upto a length of 200 mtr. And beam of 45 mtr.

** No information is received for 2022-23

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Shipyard/ Business closed

Table No. 2.3

Ship Repairing Facilities-Company-Wise for Dry Docks and Wet Docks (As on 31st March, 2023)

Sl. No.	Name of Company	Dry Dock Owned Capacity					Wet Docks/Basin Owned Capacity				
		No.	Length (Mtrs.)	Width (Mtrs.)	Draft (Mtrs.)	DWT (in thousand tons)	No.	Length (Mtrs.)	Width (Mtrs.)	Draft (Mtrs.)	DWT (in thousand tons)
		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
A. PUBLIC SECTOR											
1	Cochin Shipyard Ltd.	8	270.0	45.0	12.0	125.0	-	-	-	-	-
2	Garden Reach Shipbuilders & Engineers Ltd.	1	160.0	25.0	8.0		1	109.0	23.0	8.0	
		1	180.0	29.0	12.0		-	-	-	-	
		1	158.0	18.0	8.0		-	-	-	-	
		1	179.0	27.20/12.34	6.46		-	-	-	-	
		1	164.0	20.0	9.00		-	-	-	-	
		1	148.0	20.0	8.85		-	-	-	-	
		1	102.0	15.0	8.50		-	-	-	-	
3	Goa Shipyard Ltd.	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A
4	Hindustan Shipyard Ltd.	1	244.0	38.0	9.6	70.0	1	226.0	73.0	8.0	50.0
5	Hooghly Cochin Shipyard Ltd.\$										
6	Mazagaon Dock Shipbuilders Ltd.	1	41.15	10.06	2.75		1	274.0	26.2	9.1	
		1	216.00	18.90	5.49						
		1	129.87	16.76	4.89		1	225.0	112.0	6.0	
		1	89.93	17.00	5.00						
7	Shalimar Works Ltd.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
B. PRIVATE SECTOR											
8	Abhishek Engineers	Carry out maintenance work of own vessels only									
9	A.C. Roy & Co. Ltd.	-	-	-	-	-	2	50.0	18.0	3.0	2.0
10	A.H. Wadia Boat Builders	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
11	Bristol Boats Pvt. Ltd.	1	25.0	8.0	1.5	0.05	-	-	-	-	-
12	Chidambaram Shipcare Pvt. Ltd.	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A
13	Chowgule & Co. Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-
14	Chowgule Lavgan Shipcare Pvt. Ltd	3	150	26	6	N.A	1	260	No Limitation	10	No Limitation
		3	120	26	6	N.A					
15	Dempo Shipbuilding and Engineering Pvt. Ltd.	2	90.0	18.0	1.8	3.0	-	-	-	-	-
16	Equiptrans Logistics Pvt. Ltd**										
17	Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	3	100.0	1.3	3.2	2.5
18	M/s Glory Shipmanagement Pvt. Ltd.	1					1	90.0	17.0	5.0	
19	High Seas Shipping Associates	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A
20	Homa Engineering Works	Do not have their own Dry Dock and Wet Basin facility									
21	M/s Island Ship Repairers Ltd**										
22	JITF Shipyard Ltd	-	-	-	-	-	-	-	-	-	-
23	KSINC	-	-	-	-	-	-	-	-	-	-
24	L&T Shipbuilding Ltd	6	115-210	-	-	-	4	200-260	-	8.0	-
25	Mandovi Drydocks	2	80	16	2.5	5.00	-	-	-	-	-
26	Marine Care'N' Associates	No Own Drydock									
27	Marine Frontiers Pvt. Ltd.**										
28	Modest Infrastructure Pvt. Ltd.	2	95.0	16.0	3.5	3.5		NIL	NIL	NIL	NIL
			120.0	21.0	4.5	6.0		NIL	NIL	NIL	NIL
29	N N Shipbuilders and Engineers Pvt Ltd ##										
30	Patra Shipping Pvt. Ltd	2	90	17	3.8	8.00	1	60	25	4.5	5.00
			105	25	4.5	5.00					
31	Roshini Ship Repairs and Engineers	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A
32	San Marine	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
33	Sea Blue Shipyard Ltd	1	60	14	4	1.56	1	94	15	6	1.08
34	Sembmarine Kakinada Ltd @										
35	Shoft Shipyard Pvt. Ltd.	NIL	N.A	N.A	N.A	N.A	2	Two outfitting jetty/Berth have been created in lieu of wet basin. Nearly 6 vessels of length upto 150 meters and draft upto 5.0 m can be kept afloat with side by side thing. the water front length is about 600 M.			
36	Udupi Cochin Shipyard Ltd	-	-	-	-	-	-	-	-	-	-
37	Timblo Drydocks Pvt. Lt. ##										
38	Titagarh Wagons Ltd.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
39	Vijai Marine Shipyards	1	75	16	2.2	2.9	-	-	-	-	-
40	West Coast Shipyard Ltd.**										
41	Waterways Shipyard Pvt. Ltd.	-	-	-	-	-	1	100.00	15.00	3.00	8.00
42	Yeoman Marine Services Ltd.	2	125	25	-	-	1	125	25	-	-

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

** No information is received for 2022-23

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Shipyard/ Business closed

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Table No. 2.3a

**Company-wise Ship Repairing Facilities
(As On 31st March, 2023)**

Sl. No.	Name of Company	Other repairing facilities					
		Item	Nos.	Capacity			
				Length (Mtrs.)	Width (Mtrs.)	Draft (Mtrs.)	DWT (in thousand tons)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
A.	<u>PUBLIC SECTOR</u>						
1	Cochin Shipyard Ltd.	Slipways	5	50	8	-	-
		Berths	10	3566 M (Total)		-	-
		Ship Lift (under construction)	1	130	25	-	-
2	Garden Reach Shipbuilding and Engineers Ltd.	Naval Jetty At FOJ unit	1	229.0	10.0	8.0	-
		Finger Jetty-1 at FOJ unit	1	184.5	11.5	7.0	-
		Finger Jetty-2 at FOJ unit	1	184.5	11.5	7.0	-
		River Jetty -Ganga	1	25.0	9.0	1.9	-
		River Jetty-Hoogly	1	25.0	9.0	1.9	-
		River Jetty-Canteen	1	13.5	4.5	1.0	-
		River Jetty-Bargepuri	1	12.5	4.5	1.0	-
		River Jetty-Dolphin 1	1	25.0	9.0	4.5	-
		River Jetty-West Jetty	1	25.0	9.0	4.5	-
3	Goa Shipyard Ltd.	Repair Berth-1	1	130.0	29.5	-	-
		Repair Berth-2	1	130.0	30	-	-
		Construction Berth 3	1	136.0	42.5	-	-
		Construction Berth 4	1	136.0	44.0	-	-
		Shiplift	1	120.0	25.0	-	6.0
		New Jetty	1	250.0	16.0	5.5	-
		Outfit & Commissioning Jetty	1	105.0	17.0	5.5	-
		Berthing Jetty alongside the construction berth 3	1	136.0	N.A	5.5	-
		Ship Assembly Workshop-1 (SAW-1)	1	126.0	35.0	36	-
		Ship Assembly Workshop-2 (SAW-2)	1	126.0	35.0	36	-
		New construction Bay	1	96.5	26.0	14.1	-
		Slipway	1	119.0	22.0	4	1.0
4	Hindustan Shipyard Ltd.	Dolphin Jetty	1	150.0	-	8	-
5	Hooghly Cochin Shipyard Ltd.\$	Slipway	1	88.00	40.00	-	-
6	Mazagaon Dock Shipbuilders Ltd.	South Yard 1	1	188	26	-	-
		South Yard 2	1	188	26	-	-
		North Yard	1	190	29	-	-
7	Shalimar Works Ltd.	Kuccha Basin	2	-	-	-	-
		Fitting out jetty	1	-	-	-	-

Table No. 2.3a(Contd...)

**Company-wise Ship Repairing Facilities
(As On 31st March, 2023)**

Sl. No.	Name of Company	Other repairing facilities					
		Item	Nos.	Capacity			
				Length (Mtrs.)	Width (Mtrs.)	Draft (Mtrs.)	DWT (in thousand tons)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
B. PRIVATE SECTOR							
8	Abhishek Engineers	Carry out maintenance work of own vessels only					
9	A.C. Roy & Company Ltd.	-	-	-	-	-	-
10	A.H. Wadia Boat Builders	NIL	NIL	NIL	NIL	NIL	NIL
11	Bristol Boats Pvt. Ltd.	-	-	-	-	-	-
12	Chidambaram Shipcare Pvt. Ltd.	N.A	N.A	N.A	N.A	N.A	N.A
13	Chowgule & Co. Pvt. Ltd	-	-	-	-	-	-
14	Chowgule Lavgan Shipcare Pvt. Ltd	-	-	-	-	-	-
15	Dempo Shipbuilding and Engineering Pvt. Ltd.	Slipway	1	120.0	20	1.2	2.5
		Jetty	2	70.0	-	-	-
			1	80.0	-	-	-
16	Equiptrans Logistics Pvt. Ltd**						
17	Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	-
18	M/s Glory Shipmanagement Pvt. Ltd.	-	-	-	-	-	-
19	High Seas Shipping Associates	N.A	N.A	N.A	N.A	N.A	N.A
20	Homa Engineering Works	-	-	-	-	-	-
21	M/s Island Ship Repairers**						
22	JITF Shipyard Ltd	Slipway/ Jetty	1	100	15	N.A	N.A
23	KSINC	Slipway	1	38	38	9.5	0.3
24	L&T Shipbuilding Ltd	Shiplift	1	200.0		10.0	21.1
25	Mandovi Drydocks	-	-	-	-	-	-
26	Marine Care 'N' Associates	-	-	upto 140	18	5.6	-
27	Marine Frontiers Pvt. Ltd.**						
28	Modest Infrastructure Pvt. Ltd.	NIL	NIL	NIL	NIL	NIL	NIL
29	N N Shipbuilders and Engineers Pvt Ltd ##						
30	Patra Shipping Pvt. Ltd	-	-	-	-	-	-
31	Roshini Ship Repairs and Engineers	Under water repairing work in hired dock. Own workshop facility available.					
32	San Marine	Jetty yards	2	90.0	50.0	NIL	8.4
33	Sea Blue Shipyard Ltd	-	-	-	-	-	-
34	Sembmarine Kakinada Ltd @						
35	Shoft Shipyard Pvt. Ltd.	Other (specific)- Slipway	3	100.00	18.00	3.00	N.A
				150.00	22.00	4.50	N.A
				180.00	36.00	4.00	N.A
36	Udupi Cochin Shipyard Ltd	Slipway	1	80	20	5	4.5
37	Timblo Drydocks Pvt. Ltd.##						
38	Titagarh Wagons Ltd.	NIL	NIL	NIL	NIL	NIL	NIL
39	Vijai Marine Shipyards	Slipway	1	118.00	18.00	2.80	2.50
40	West Coast Shipyard Ltd.**						
41	Waterways Shipyard Pvt. Ltd.	-	-	-	-	-	-
42	Yeoman Marine Services Ltd.	Slipway	215	10.95	-	-	-

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

** No information is received for 2022-23

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Shipyard/ Business closed

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Table No. 2.4

No. Of Ships Repaired And Earnings, Company-wise - (2019-20 to 2022-23)

(Rs. in Lakhs)

S.No	Name of The Company	Year	Indian Vessels		Foreign Vessels		Total	
			No.	Earnings	No.	Earnings	No.	Earnings
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	A. PUBLIC SECTOR (Total)	2022-23	177	128575.39	3	4071.26	180	132646.65
		2021-22	156	132385.42	5	3093.34	161	135478.76
		2020-21	138	118915.61	3	568.74	141	119484.35
		2019-20	145	89511.70	1	303.85	146	89815.55
	Cochin Shipyard Ltd.	2022-23	104	54454.84	1	470.81	105	54925.65
		2021-22	99	67088.51	1	164.20	100	67252.71
		2020-21	94	39025.33	3	535.74	97	39561.07
		2019-20	98	56222.00	1	291.00	99	56513.00
	Garden Reach Shipbuilders and Engineers Ltd.	2022-23	13	1413.42	-	-	13	1413.42
		2021-22	2	52.68	2	2437.90	4	2490.58
		2020-21	No Merchant Ships were repaired during 2019-20				0	0.00
		2019-20	No Merchant Ships were repaired during 2019-20				0	0.00
	Goa Shipyard Ltd.	2022-23	42	27385.44	2	3600.45	44	30985.89
		2021-22	33	18904.09	N.A	110.24	33	19014.33
		2020-21	31	15415.00	NIL	33.00	31	15448.00
		2019-20	30	11876.19	NIL	12.85	30	11889.04
	Hindustan Shipyard Ltd.	2022-23	7	28143.98	NIL	NIL	7	28143.98
		2021-22	12	6845.00	2	381.00	14	7226.00
		2020-21	6	21174.16	0	0.00	6	21174.16
		2019-20	13	5410.37	0	0	13	5410.37
	Hooghly Cochin Shipyard Ltd.\$	2022-23	2	88.50	-	-	2	88.50
		2021-22						
		2020-21	NIL	NIL	NIL	NIL	0	0.00
		2019-20	NIL	NIL	NIL	NIL	0	0.00
	Mazagaon Dock Shipbuilders Ltd.	2022-23	2	16867.00	-	-	2	16867.00
		2021-22	6	39368.17	NIL	NIL	6	39368.17
		2020-21	4	43263.00	NIL	NIL	4	43263.00
		2019-20	1	15893.00	NIL	NIL	1	15893.00
	Shalimar Works Ltd.	2022-23	7	222.21	-	-	7	222.21
		2021-22	4	126.97	NIL	NIL	4	126.97
		2020-21	3	38.12	NIL	NIL	3	38.12
		2019-20	3	110.14	NIL	NIL	3	110.14
2	B. PRIVATE SECTOR (Total)	2022-23	215	29034.35	44	368.14	259	29402.50
		2021-22	157	8188.28	1	278.10	158	8466.38
		2020-21	211	8308.07	24	173.67	235	8481.74
		2019-20	281	42675.19	51	961.79	332	43636.98
	Abhishek Engineers	2022-23	Carry out maintenance work of own vessels only					
		2021-22			NIL	NIL	0	0.00
		2020-21	6	150.00	NIL	NIL	6	150.00
	A.C.Roy & Co. Ltd.	2022-23	6	259.00	-	-	6	259.00
		2021-22	5	199.00	0	0.00	5	199.00
		2020-21	8	420.00	0	0.00	8	420.00
		2019-20	7	534.00	0	0.00	7	534.00
	A.H. Wadia Boat Builders	2022-23	NIL	NIL	NIL	NIL	0	0.00
		2021-22	0	0.00	0	0	0	0.00
		2020-21	0	0.00	0	0	0	0.00
	Bristol Boats Pvt. Ltd	2022-23	2	1.02	-	-	2	1.02
		2021-22	3	35.79	NIL	NIL	3	35.79
		2020-21	2	1.39	NIL	NIL	2	1.39
		2019-20	2	51.34	NIL	NIL	2	51.34
	Chidambaram Shipcare Pvt. Ltd.	2022-23	34	211.69	41	368.14	75	579.84
		2021-22		272.90		233.81	0	506.71
		2020-21	82	721.64	21	162.79	103	884.42
		2019-20	80	333.02	44	76.52	124	409.54
	Chowgule & Co. Pvt. Ltd.	2022-23	-	-	-	-	0	0.00
		2021-22	3	446.34	NIL	NIL	3	446.34
		2020-21	NIL	NIL	NIL	NIL	0	0.00
		2019-20	48	17005.26	NIL	NIL	48	17005.26
	Chowgule Lavgan Shipcare Pvt. Ltd	2022-23	49	15986.00	-	-	49	15986.00
3	Dempo Shipbuilding & Engineering Pvt. Ltd.	2022-23	24	509.48	-	-	24	509.48
		2021-22	40	623.41	NIL	NIL	40	623.41
		2020-21	26	513.21	NIL	NIL	26	513.21
		2019-20	37	562.83	NIL	NIL	37	562.83

Table No. 2.4 (Contd...)

No. Of Ships Repaired And Earnings, Company-wise - (2019-20 to 2022-23)

(Rs.in Lakhs)

S.No	Name of The Company	Year	Indian Vessels		Foreign Vessels		Total	
			No.	Earnings	No.	Earnings	No.	Earnings
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
16	Equiptrans Logistics Pvt. Ltd**	2022-23					0	0.00
		2021-22					0	0.00
		2020-21	21	678.39	NIL	NIL	21	678.39
17	Ferromar Shipping Pvt. Ltd.	2022-23	N.A	N.A	N.A	N.A	0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
		2019-20	NIL	NIL	NIL	NIL	0	0.00
18	M/s Glory Shipmanagement Pvt. Ltd.	2022-23	9	459.00	0	0.00	9	459.00
		2021-22	8	266.73	NIL	NIL	8	266.73
		2020-21	4	177.29	NIL	NIL	4	177.29
19	High Seas Shipping Associates	2022-23	N.A	N.A	N.A	N.A	0	0.00
		2021-22	40	986.77	NIL	NIL	40	986.77
		2020-21	2	76.76	NIL	NIL	2	76.76
20	Homa Engineering Works	2022-23	3	1141.37	-	-	3	1141.37
		2021-22					0	0.00
		2020-21	1	452.12	NIL	NIL	1	452.12
		2019-20	4	1792	NIL	NIL	4	1792.49
21	M/s Island Ship Repairers Ltd**	2022-23					0	0.00
		2021-22	3	605.96	NIL	NIL	3	605.96
22	JITF Shipyard Ltd	2022-23	10	77.81	-	-	10	77.81
		2021-22	8	50.24	NIL	NIL	8	50.24
		2020-21	10	236.48	NIL	NIL	10	236.48
		2019-20	15	172.72	NIL	NIL	15	172.72
23	KSINC	2022-23	1	14.00	-	-	1	14.00
		2021-22	1	14.00	NIL	NIL	1	14.00
		2020-21	1	14.00	NIL	NIL	1	14.00
24	L&T Shipbuilding Ltd	2022-23	18	-	3	-	21	0.00
		2021-22					0	0.00
		2020-21			NIL	NIL	0	0.00
		2019-20	8	10385.01	NIL	NIL	8	10385.01
25	Mandovi Drydocks	2022-23	13	472.00	-	-	13	472.00
		2021-22	14	469.00	NIL	NIL	14	469.00
		2020-21	13	461.00	NIL	NIL	13	461.00
		2019-20	21	1097.18	NIL	NIL	21	1097.18
26	Marine Care 'N' Associates	2022-23	3	760.00	-	-	3	760.00
		2021-22	2	286.00	NIL	NIL	2	286.00
		2020-21	8	987.00	NIL	NIL	8	987.00
		2019-20	2	987.00	NIL	NIL	2	987.00
27	Marine Frontiers Pvt. Ltd.**	2022-23					0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
		2019-20	6	88.25	NIL	NIL	6	88.25
28	Modest Infrastructure Pvt. Ltd.	2022-23	5	1085.60	NIL	NIL	5	1085.60
		2021-22	7	1931.50	NIL	NIL	7	1931.50
		2020-21	6	1686.63	NIL	NIL	6	1686.63
		2019-20	4	937.44	NIL	NIL	4	937.44
29	N N Shipbuilders and Engineers Pvt. Ltd.##	2022-23					0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
		2019-20	NIL	NIL	NIL	NIL	0	0.00
30	Patra Shipping Pvt. Ltd	2022-23	4	1006.61	-	-	4	1006.61
		2021-22					0	0.00
31	Roshini Ship Repairs and Engineers	2022-23	1	124.09	-	-	1	124.09
		2021-22	4	186.82	NIL	NIL	4	186.82
32	San Marine	2022-23	NIL	NIL	NIL	NIL	0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
		2019-20	0	0	0	0	0	0.00
33	Sea Blue Shipyard Ltd	2022-23	19	2476.37	-	-	19	2476.37
		2021-22	15	1863.77	1	44.29	16	1908.06
		2020-21	15	1247.72	3	10.88	18	1258.60
		2019-20	14	1553.08	NIL	NIL	14	1553.08
34	Sembmarine Kakinada Ltd @	2022-23					0	0.00
		2021-22					0	0.00
		2020-21					0	0.00
		2019-20	19	6219.37	7	885.27	26	7104.64

Table No. 2.4 (Contd...)

No. Of Ships Repaired And Earnings, Company-wise - (2019-20 to 2022-23)

(Rs.in Lakhs)

S.No	Name of The Company	Year	Indian Vessels		Foreign Vessels		Total	
		No.	Earnings	No.	Earnings	No.	Earnings	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
35	Shoft Shipyard Pvt. Ltd.	2022-23	8	2764.02	0	0	8	2764.02
		2021-22	4	136.88	NIL	NIL	4	136.88
		2020-21	4	435.34	NIL	NIL	4	435.34
		2019-20	3	218.48	NIL	NIL	3	218.48
36	Udupi Cochin Shipyard Ltd	2022-23	1	608.65	-	-	1	608.65
		2021-22	0	0.00	0.00	0.00	0	0.00
		2020-21					0	0.00
		2019-20	3	46	NIL	NIL	3	45.88
37	Timblo Drydocks Pvt. Ltd.##	2022-23					0	0.00
		2021-22					0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
		2019-20	NIL	NIL	NIL	NIL	0	0.00
38	Titagarh Wagons Ltd.	2022-23	NIL	NIL	NIL	NIL	0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
		2019-20	NIL	NIL	NIL	NIL	0	0.00
39	Vijai Marine Shipyards	2022-23	4	621.50	-	-	4	621.50
		2021-22					0	0.00
		2020-21	1	35.03	NIL	NIL	1	603.37
		2019-20	6	602.05	NIL	NIL	6	602.05
40	West Coast Shipyard Ltd.**	2022-23					0	0.00
		2021-22					0	0.00
		2020-21	1	14.09	NIL	NIL	1	14.09
		2019-20	2	89.79	NIL	NIL	2	89.79
41	Waterways Shipyard Pvt. Ltd.	2022-23	NIL	NIL	NIL	NIL	0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21	N.A	N.A	N.A	N.A	0	0.00
42	Yeoman Marine Services Ltd.	2022-23	1	456.14	-	-	1	456.14
C. Grand Total (A + B)		2021-22	392	157609.74	47	4439.40	439	162049.15
		2020-21	313	140573.70	6	3371.44	319	143945.14
		2019-20	349	127223.68	27	742.41	376	127966.09
		2018-19	426	132186.89	52	1265.64	478	133452.53

© Removed in view of Point 1.4 of Chapter 1 of the Publication

** No information is received for 2022-23

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Shipyard/ Business closed

* Includes expenditure on others

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Table No. 2.5

Dry Dock & Ship Repairing Facilities at Major Ports 2022-23

Name of Ports		No. of Dry Docks and their Size	No. of Work-shops	No. of Cranes & Capacity	No. of Vessels Repaired during 2022-23	No. of days at Dry Dock Occupancy during 2022-23
1		2	3	4	5	6
Chennai		No dry dock facility available in Chennai Port.				
Cochin		Cochin Port Trust has leased out its dry dock for 30 years to Cochin Shipyard Ltd. On 11.4.2013, and as such no dry dock hire charges have been collected by this Port in 2022-23.				
Deendayal Port Trust		<u>One</u> Length : 95mtrs.+ 4.5mtrs. Extended platform each at FWD and AFT ends Width : 20 mtrs. Depth : 5.5 mtrs.	1. One owned by Port. 2. Full fledge private workshops are also available	<u>One</u> 5 T	39	333
SMP, Haldia		There is no dry dock facility at Haldia Dock Complex.				
JNPT		NIL				
Kamarajar		NIL				
SMP, Kolkata	NSD	<u>Two</u> Length: 172.21 m Breadth: 22.86 m Depth: 14.02 m	NA	6 Nos. (3 cranes of 3T, 1 of 150T, 1 of 12 T and 1 of 12.2T)	9	320
	KPDD-1	E-(166.72X21.23X7.62) B-(163.98X20.39X7.62)	NIL		17	387
	KPDD-2	E-(151.48X21.23X7.46) B-(148.8X20.57X7.46)		1 No. 7T		
	KPDD-3	E-(106.68X18.28X7.31) B-(102.87X17.44X7.31)				
Mormugao Port Trust		NIL				
Mumbai		<u>One</u> Length : 1000 ft. Breadth : 100 ft. Depth : 44 ft.	Not available with the Port			
NMPT		NIL				
Paradip		One Length : 75 M Breadth : 15 M Depth : 6 M	1	NA	13	270
Visakhapatnam		<u>One</u> Length : 140.24 mtrs. Breadth : 18.28 mtrs. Depth : 5.6 mtrs.	For Port use only	<u>One</u> 4 T	12	224
V.O.Chidambaranar		Dry Dock Facility not available				

E*: Entry Level

B@: Bottom Level

(P): Provisional

Table No. 2.6

Dry Dock Hire Charges Existing at Major Ports

Name of Ports	Dry Dock Hire Charges for different sizes of vessels					
1	2					
Cochin	Cochin Port Trust has leased out its dry dock for 30 years to Cochin Shipyard Ltd. on 11.4.2013, and hence no dry dock hire charges in 2022-23.					
Chennai	No Dry Dock facility available					
Deendayal Port Trust/ Kandla	Rate Per Vessel					
	Craft up to 30 mtrs		Craft between 30 to 60 mtrs		Craft above 60 mtrs	
Particulars	Coastal Vessel (in Rs.)	Foreign going vessel (in US \$)	Coastal Vessel (in Rs.)	Foreign going vessel (in US \$)	Coastal Vessel (in Rs.)	Foreign going vessel (in US \$)
Docking & undocking the vessel including 1st day hire and cleaning of dry dock	146432.82	5923.09	175540.69	7101.17	204799.11	8284.72
Dry dock hire from 2nd day to 8 day (both days inclusive) per day or part thereof	51769.57	2094.24	62126.49	2513.2	72483.43	2932.19
Dry dock hire from 9th day to 20th day (both days inclusive) per day or part thereof	77658.40	3141.51	93187.27	3769.72	108720.13	4398.08
Dry dock hire from 21st day or part thereof	125114.30	5061.27	150137.85	6073.54	175159.11	7085.75
Particulars			Coastal vessel (in Rs.)		Foreign going vessels (in US \$)	
Removing and refitting keel blocks in way of repairs. Besides, special blocks, if required to be laid on account of peculiarities in the construction of any vessel.			8233.35 per block		333.05 per block	
JNPT	Not Applicable					
Kamrajar	NIL					
Mormugao	Not Applicable					
Mumbai	Not available with MbPT.					
New Manglore	Not Applicable					
Paradip	Docking and Undocking charges is Rs. 712500/-					
SMP Haldia	No Dry Dock facility available					
Vishakapatnam	1st day to 14th day		15th day to 30th day		31st day onwards	
National	Rs. 100459.50		Rs. 150640.74		Rs. 200918.97	
International	Not applicable		Not applicable		Not applicable	
V.O. Chidambaranar	Dry Dock facility not available.					
SMP Kolkata	1 & 2 N.S. Dry Dock		1 & 2 K.P. Dry Dock		3 K.P. Dry Dock	
Size of Vessel	F V (\$)	CV (Rs.)	F V (\$)	CV (Rs.)	F V (\$)	CV (Rs.)
Upto 1000 GRT	2787.25	61319.41	2508.52	58532.17	2508.52	55744.92
1001 to 2000 GRT	3065.97	66893.90	2787.25	64106.66	2508.52	59925.79
2001 to 3000 GRT	3344.70	72468.40	3065.97	69681.15	2508.52	61319.41
3001 to 4000 GRT	3623.42	83617.38	3344.7	78042.89	2508.52	62713.04
4001 to 5000 GRT	3902.14	94766.36	3623.42	86404.63	2508.52	64106.66
5001 to 10000 GRT	4459.59	105915.35	3902.14	97553.61	2508.52	66893.9
10001 & above	5017.04	117064.33	4180.87	108702.59	2508.52	69681.15

Note: FV (Foreign Going Vessel) CV (Coastal Vessel)

Table No. 2.7**Equipments available at Major Ports**

Name of Ports	Equipments available in the Workshops
1	2
Chennai	No Dry dock facility available
Cochin	Cochin Port Trust has leased out its dry dock for 30 years to Cochin Shipyard Ltd. On 11.4.2013, and hence no dry dock hire charges have been collected by this Port in 2022-23.
Deendayal Port Trust/ Kandla	Full fledge Private Workshop also available
SMP, Haldia	There is no dry dock facility at Haldia Dock Complex.
JNPT	NIL
Kamarajar Port	The dry dock facility is not available at Port.
SMP, Kolkata	NIL
Mormugao	NIL
Mumbai	Not Available
NMPT	Not Applicable
Paradip	NIL
Visakhapatnam	For Port use only
V.O.Chidambaranar	Dry Dock facility not available.

CHAPTER-3

**SNAPSHOT ON PUBLIC SECTOR SHIP-
BUILDING/ SHIP-REPAIRING
COMPANIES**

3.1 COCHIN SHIPYARD LIMITED (CSL)

3.1.1 Cochin Shipyard is strategically located midway on the international sea route, connecting Europe, West Asia and the Pacific Rim. It has evolved into a builder of large size vessels in India for the Merchant Navy and the Indian Navy. This shipyard was incorporated in the year 1972 under technical collaboration with M/s. MHI, Japan.

Shipbuilding Industry

3.1.2 The healthy order book positions in the international market resulted in build-up of enquires to Indian yards. But the diminished capacity due to collapse of many private shipyards and with no shipbuilding financing mechanism in place, India still is not considered as a serious contender in the main merchant fleet ships. However, on the smaller short sea market, the country could make some inroads with some overseas contracts bagged by Indian yards.

3.1.3 The published vision document of Ministry of Ports, Shipping and Waterways (MoPSW), 'Maritime India Vision 2030 (MIV 2030)' has put ambitious targets and if this needs to be achieved, then more accelerated and co-ordinated efforts have to be put in.

3.1.4 The Ship Building Financial Assistance (SBFA) policy provides some assistance for the Indian yards to be in the level playing field to compete with International market. Similarly, the new policy towards the chartering/ procurement of tugs (2020) also has resulted in interest building up for the construction of harbour tugs in Indian yards. The new DG Shipping order to put a restriction of the operation of older vessels in Indian coast as well as acquisition of older vessels above 20 years to Indian flag will have an impact on the scrapping of older tonnage and replacement with new acquisitions.

3.1.5 Vision 2030 envisaged action plan to make India one of the top 10 shipbuilding nations in the world needs further build up towards initiatives such as channelizing the cargo to improve demand, improving the ecosystem for ancillary industries, generate standardised design for better productivity, Governmental interventions to create level playing fields to make the industry competitive in international arena etc. The proposed creation of a Maritime Development Fund to provide easy access to working capital and long-term finance needs

across marine sector is yet to be implemented which otherwise can give access to Indian ship owners to improve their capacity and shipyards to improve the infrastructure.

Some Key Sectors focused by CSL

3.1.6 Defence Shipbuilding: The shipbuilding industry is dependent on the defence requirements and CSL concluded the largest ship building contract for the construction of six (6) nos. of Next Generation Missile Vessels (NGMV) for the Indian Navy thus adding good order book value to the company.

Short sea/ Coastal and Inland

3.1.7 Hooghly Cochin Shipyard Limited (HCSL), the wholly owned subsidiary of the company in West Bengal is fully operational and bagged orders in this segment. The company is fully focussed and equipped to tap this potential segment.

3.1.8 The new transition of the ships towards zero carbon emissions drive the market to embrace new technologies and use of alternative fuels, electric vessels, autonomous vessels etc., in line with the new hydrogen policy announced by the Government in 2021. The company's pilot project of a hydrogen fuel cell powered catamaran boat project is progressing well and expected to complete its tests and trials in the coming months. Once successful, similar projects can be undertaken and it is expected to generate huge demand. The new generation vessels with alternative fuels and green technologies are indicating huge potential in the replacement market of ageing short sea European shipping segment. Company was successful in bagging such projects with innovative technologies to meet the new regulations.

Tugs, Dredgers and Port Craft

3.1.9 The Government is focussed on improving the port and inland water infrastructure. This enhances the opportunity for the Indian yards to participate in this market with improved demands. The contract signed by the company to build the country's largest Trailer Suction Hooper Dredger (TSHD) of 12000 cubic meter capacity for Dredging Corporation of India (DCI) in partnership with the market leader IHC, Netherlands is a major milestone in this market and can bring more such projects in the future.

3.1.10 The policy of the Ministry of Ports, Shipping and Waterways (MoPSW), which stipulates all the service requirement of Tugs for the major ports to be reserved to Indian Built Indian Flag Tugs only continued to show improved demand for the building of harbour tugs and the company through its wholly owned subsidiary Udupi Cochin Shipyard Ltd. (UCSL) won one more new contract for building 2 Tugs indicating further growth.

Offshore Wind Segment

3.1.11 The renewable energy mix in the overall power generation is expected to increase exponentially in the world energy segment due to the compelling reasons to meet the sustainable non fossil green energy mix targets. Huge investments are happening around the globe for creating large offshore wind farm infrastructure in deep ocean. This translates to greater demand for various types of vessels to support the development, operations and maintenance of infrastructure for offshore wind farms. The company with proven track record on building offshore support ships for oil and gas in the past gives a good advantage to seamlessly penetrate in this market. With focussed attention, company managed to enter this high potential market by bagging a prestigious contract to build two (2) nos. of high end Construction Support Operation Vessels (CSOV) with an option for four (4) more such vessels from an European client.

Fishing Segment

3.1.12 The Pradhan Mantri Matsya Sampada Yojana (PMMSY) could generate moderate interest and the company through its wholly owned subsidiary Udupi Cochin Shipyard Ltd (UCSL) delivered ten vessels in this segment. Company is expecting more attention on this segment with various coastal states showing interest and thus could bring in the momentum to the segment which can have a larger economic impact to the fishing community.

Transition towards Green Shipping/ Low-carbon Shipping segment

3.1.13 The decarbonization of shipping is rapidly moving up the agenda for policymakers and industry alike. The International Maritime Organization (IMO) is announcing various policies to reduce the impact on the maritime industry by regulating exhaust emissions, anti-fouling, ballast water, and more. According to the European Commission, the shipping industry releases 940 million tonnes of CO₂ and makes 2.5% of the GHG emissions. Green shipping

initiatives of government promotes cleaner practices to enforce emission control, efficient port management and equipment management. CSL is presently constructing two nos. of Autonomous Electric Vessels for ASKO Maritime AS, Norway. Further, CSL is ready with the designs of various types of advanced green technology vessels with low emission, which would be ideally suited for the Inland Waterways and coastal shipping in India. CSL is also in advance stages of discussion with various European clients for construction of their new generation green technology vessels in CSL. This is a sunrise segment opening multiple opportunities for the company.

Ship Repair Industry

3.1.14 Ship repair industry being labour intensive, India has got the advantage of having strong work force to cater for the requirement. However, the untapped potential in the Indian ship repair market can be attributed to the presence of competing international ship repair yards on major trade routes and a capability gap of Indian yards in repairing certain kinds of vessels. Other reasons of cost disadvantages include high cost of financing, lack of supply of ship spares in India, ancillary support and technology related issues increasing ship repair execution cycle time.

3.1.15 To address the above gaps, under MIV 2030, Government of India is giving a strong forward thrust to the industry with multiple initiatives including channelising of domestic demands leveraging AatmaNirbhar Bharat Policy, infrastructure development through better access to financial instruments, providing better opportunities for overall development and enhanced business in the Industry by creating free trade depots, maritime clusters etc.

3.1.16 CSI Ship repair business has grown leaps and bounds. In addition to the ship repair facilities at Kochi, the company has also established ship repair units at Mumbai, Kolkata and Port Blair. The ship repair division is focusing on increased business volumes. The yard is also focusing on entering new areas of ship repair market such as weapons platforms, offshore fabrications, conversions etc.

CSL Initiatives in Ship Repair

3.1.17 CSL is in the final phase of completion of work at “International Ship Repair Facility (ISRF)” at Willingdon Island, Cochin which would host a state-of-the-art Ship Lift System

with six independent work stations. This new Greenfield facility, in close proximity to the Southern Command in Kochi is scheduled to be up and running shortly and would be capable of accommodating vessels up to 130 Mtrs length & 6000 T displacement. The Yard is also setting up a new dry-dock within its main premises at Kochi to cater for the shipbuilding and ship repair activity which includes building of larger capacity vessels and repair of offshore rigs. CSL has also expanded its foot prints across the Indian coast by setting up ship repair units at Mumbai, Kolkata and Port Blair to cater to the demand in ship repair segment. With GOI MIV 2030 in place and fuelled with various initiatives including MoPSW's initiative for setting up of ship repair cluster in India, CSL is well poised for vibrant ship repair business times in the future.

Financial Highlights

3.1.19 The Company achieved a total shipbuilding income of ₹1,766.45 Crores during 2022-23 as against ₹2,511.48 Crores in 2021-22. During the year 2022-23, CSL delivered first indigenously built Aircraft Carrier, INS Vikrant to the Indian Navy. INS Vikrant was commissioned into the services of the Indian Navy by the Hon'ble Prime Minister of India, Shri Narendra Modi on September 02, 2022 in a grand event organised in CSL, Kochi. Further, CSL delivered two nos. of Autonomous Electric Barges, viz., "Marit" & "theres", for Norway based ASKO Maritime AS. The 67 Mtr. Long vessels were delivered as Full-Electric Transport Ferries powered by 1846 kwh capacity battery. Further, CSL delivered one no. of 500 Pax vessels viz., "Nalanda" for Andaman and Nicobar Administration. CSL had also delivered the third and final lot of three Floating Border Out-Post (FBOPs) vessels out of nine FBOP's built for Ministry of Home Affairs, Government of India. Furthermore, CSL had also successfully delivered seven nos. of Electric Hybrid 100 Pax Water Metro Boats to Kochi Metro. During the financial year 2022-23, the company delivered a total of fourteen vessels under defence as well as commercial segment.

3.1.20 During the year, the Company achieved a total ship repair income of ₹564.01 Crores as compared to ₹678.52 Crores during the year 2021-22. Major Vessels repaired during the year in the main Yard at Kochi include INS Sarvekshak, INS Jamuna, INS Magar, Vishva Bandhan, Vishva Diksha, Vishva Vikas, DCI Dredge VIII, M V Lakshadweep Sea. Major vessels repaired during the year in International Ship Repair Facility (ISRF), Kochi include INS Kabra, R V Samudra Shaudhikama. Major vessels repaired during the year in CSL

Mumbai Ship Repair Unit (CMSRU) include INS Aditya, M V Penna Suraksha, SCI Nalanda & OSV LJ Johnson. Major vessels repaired during the year in CSL Kolkata Ship Repair Unit (CKSRU) include DCI Dredge 21, Svitzer Foxtrot, M V Dering & M V Sarojini. Further, CSL has also carried out repair activity in CSL Andaman & Nicobar Ship Repair Unit and as attended emergency repairs to A&N Admin (DSS) vessels. The yard has entered into an MoU with Naval Ship Repair Yard (NSRY), Kochi for undertaking Dry Dock and allied repair to Indian Naval Vessels in Southern Naval Command. The Yard has also entered into an MoU for Ship Repair Support Vessels of Union Territory of Lakshadweep (UTL) alongwith CoPA & LDCL.

During 2022-23, about 69.6% of its income is from Shipbuilding, 22.2% from Ship repairing and 8.1% rest from other sources.

3.2 HOOGHLY COCHIN SHIPYARD LIMITED

3.2.1 Hooghly Cochin Shipyard Limited has taken on the age old legacy of Hooghly Dock & Port Engineers Limited who was pioneers in the shipbuilding and one of the oldest shipyard in the country. The prime focus is ship building with primary motive of providing modernized ship building and repair support to Inland water, Coastal and Sea going segment. Being a 100% subsidiary of Cochin Shipyard Ltd., Kochi and with complete backing of the expertise and experience from Cochin Shipyard Ltd, Hooghly Cochin Shipyard Limited can take up any challenge to ensure quality ships delivered on time.

3.2.2 Hooghly Cochin Shipyard Limited was dedicated to the nation by Shri Sarbananda Sonowal, Honourable Union Minister of Ports, Shipping and Waterways, Government of India on 16th August, 2022 in the presence of Ministers from Centre & State and their delegates from various Departments/ Firms.

3.2.3 With the technical and design support from Cochin Shipyard Ltd., which is one of the fastest growing shipyards in the country, Hooghly Cochin Shipyard Limited is confident of meeting the demands of Inland water, Coastal and Sea going segment for every type of customers including the defence sector.

3.2.4 Hooghly Cochin Shipyard Limited meets the latest ship building norms with in-house QA/ QC, NDT, Fire & Safety and is equipped with sophisticated equipment with experienced work force to complete every task in time bound manner. Hooghly Cochin Shipyard Limited has also been allotted DPIIT Certification by the Ministry of Industries for Construction of Warships and IMS Certification (ISO 9001-2015-Quality Certification, ISO 14001-2015-Environment safety & ISO 45001-2018-Health & Safety Certification) from IRS. The facility has an added advantage due to the strategic location supporting both end launching and side launching facility due to the extended riverfront.

During 2022-23, about 64.3% of its income is from Shipbuilding, 10.0% from Ship repairing and 25.7% rest from other sources.

3.3 GOA SHIPYARD LIMITED

Goa Shipyard Ltd (GSL) is one of the leading shipyards, building medium- sized sophisticated vessels for Indian Navy and Indian Coast Guard and others. Goa Shipyard Limited is located at Vasco da Gama, Goa on the southern bank of river Zuari. The Shipyard was established by the Portuguese, on 26 November 1957 as ‘Estalerios Navais de Goa’. It started functioning under its own Board of Directors since 26 September 1967. GSL is a CPSE under the administrative control of Ministry of Defence, Department of Defence Production with 98.3% of its shareholding held by the Government of India.

GSL is capable of indigenously designing and building state of the art high technology and sophisticated ships to cater for maritime security requirements of the country and its friendly neighbours. GSL has its in-house R&D unit equipped with state of the art CAD/CAM facilities using world class AVEVA Marine and FORAN software which is recognized by DSIR, Ministry of Science & Technology, Govt. of India. GSL has designed, built and commissioned a wide range of sophisticated vessels for varied applications in the defence and commercial sectors with special expertise in building modern Patrol Vessels of Steel, Aluminium and now Composite (GRP) hull structure. Having built and delivered 227 ships and 158 GRP boats in the last six decades, GSL is a Miniratna, Category-I, ISO 9001:2015 (QMS), 14001:2015 (EMS) and 45001:2018 (OHSMS) certified company with state of the art infrastructure.

During 2022-23, about 47.5% of its income is from Shipbuilding, 31.0% from Ship repairing and 21.5% rest from other sources.

3.4 GARDEN REACH SHIPBUILDERS & ENGINEERS LIMITED

3.4.1. The odyssey of Garden Reach Shipbuilders & Engineers Ltd. (GRSE), began in 1884 as a small workshop to repair vessels of River Steam Navigation Company. During the Second World War (1939-45) the Company made its mark in carrying out construction, conversion and repair of around 4000 merchant & naval vessels. The Company was taken over by the Government of India in 1960. GRSE, then known as Garden Reach Workshop Ltd., was the first shipyard of independent India to build a Seaward Defence Boat (SDB) INS Ajay and delivered the same to the Indian Navy in 1961. GRSE was conferred the status of a Mini-Ratna Category - I Company in the year 2006.

3.4.2 GRSE is the biggest Defence Shipyard of India for asset holding and the facilities are spread across seven units over an area of 176.15 acres. GRSE is a Defence Public Sector Undertaking (DPSU) with shipbuilding as its core business and is the one of the Defence Shipyard of the country involved in Engineering and Engine business. It is a profit making and dividend paying DPSU for the last 29 years and listed in BSE & NSE on 10th October, 2018 with 74.5% shareholdings of the Govt. of India.

3.4.3 Over the years, GRSE has established well proven capabilities for in-house ship design & ship building and has made significant contribution to the success of indigenous warship construction program by successfully designing and building complex warships such as Frigates, Anti-Submarine Warfare Corvettes, Missile Corvettes, Fleet Tanker, Landing Ship Tank (Large), Landing Craft Utility (LCU), Offshore Patrol Vessel, Fast Attack Crafts, Inshore Patrol Vessel, Fast Patrol Vessels, Water Jet Fast Attack Crafts, Survey Vessels, Hovercrafts, FRP Boats, Ocean Going Tugs etc. GRSE has a dedicated facility for construction of smaller warships for Indian Navy and Indian Coast Guard at its Raja Bagan Dockyard unit. This unit was acquired in 2006 from CIWTC and turned around from a sick unit to a profit making one. GRSE inducted latest technology in ship design by establishing the Virtual Reality Lab in 2018 for achieving better ergonomics and in-depth understanding of the details of the Ship at the Design Stage itself. The company also possesses the 'Integrated Shipbuilding Facility' for Modular Construction through massive modernization of shipbuilding infrastructure.

3.4.4 The In-House Design & Construction of “CGS Barracuda”- the first ever Export Warship of India, has been feather in the cap of GRSE for which GRSE received the Defence Minister’s Award for Excellence in in-house design development. GRSE was awarded prestigious ‘Raksha Mantri Award 22’ by Hon’ble Raksha Mantri for excellence in ‘Design & Development of Silent Ship for the Indian Navy’ at DefExpo 2022. GRSE won this prestigious ‘Raksha Anveshan Ratna Award’ under Innovation category for design of stealth platform for the Indian Navy to manage underwater noise at specified level wherein no major expertise was available within India.

3.4.5 GRSE also delivered its second export warship, the Fast Patrol Vessel (FPV), “SCG PS Zoroaster” to Govt. of Seychelles on 15 Feb 2021 that marks GRSE’s continual commitment towards national self-reliance/ Aatma Nirbhar Bharat Abhiyan. Technical Acceptance of Ocean Going Vessel (OGV), ‘MV Ma Lisha’, for 'Cooperative Republic of Guyana', accorded on 15 Dec 2022.

3.4.6 GRSE has built around 789 platforms which include 108 warships to Indian Navy, Indian Coast Guard, Govt. Republic of Mauritius & Govt. Republic of Seychelles which is the highest number of warships built & delivered by any shipyard in the country. From building of 05 ton boats to 24600 ton Fleet Tanker, GRSE has proved its mettle as a pioneer warship builder of the nation and is the only Indian Shipyard to achieve this Centennial Mark. The shipyard has received ISO 9001:2015, 14001:2015, 45001:2018 and 50001:2018 certification.

3.4.7 **MAKE IN INDIA INITIATIVES:**

Ministry of Defence through DDP-MoD has notified three positive lists (03 PILs) and through Department of Military Affairs (DMA-MoD) has notified four positive lists (04 PILs) of items required for Armed Forces. *GRSE has total 34 items & 24 items identified under DDP-MoD & DMA-MoD lists respectively. GRSE has already indigenised 24 items out of 34 items specified in three PILs promulgated by DDP-MoD.*

GRSE has uploaded 70 items at SRIJAN portal, which were earlier imported or indigenous vendors not available. As on date GRSE has successfully indigenized 27 items from this list.

The Make-II framework (Industry funded prototype development) was implemented at GRSE on 09th July 22. As on date GRSE has 4 items identified under Make-II project, as (i)

Hovercraft, (ii) Degaussing System, (iii) Flexible Rod Gearing for Valve & (iv) Voyage Data Recorder (VDR) for Naval Ships. Same is being displayed at Srijan Portal and are at various stages of development process.

Self-reliance in defence manufacturing is a crucial component of effective defence capability to maintain national sovereignty and achieve military superiority. As a part of these initiatives, a framework, the "Mission Raksha Gyan Shakti" was instituted in 2018 by the Ministry of Defence. This impetus from Ministry has become key driver, stimulating innovation as well as ingenuity in the GRSE ecosystem. GRSE has filed 133 IPRs (129 IPRs post MRGS launching) out of which 44 IPRs are granted (03 Patents) / registered (38 Copyrights & 03 Trademarks) as on date.

Since launching of 'Make-in-India' programme by GoI in Sep 2014, GRSE has constructed and delivered 22 Warships to the Indian Armed Forces and Friendly Foreign Countries by 31 Mar 2023. These are 04 Follow-On Water Jet Fast Attack Craft (FO-WJFAC) to Indian Navy, 08 Landing Craft Utility (LCU) to Indian Navy, 03 Anti-Submarine Warfare Corvette (ASWC) to Indian Navy, 05 Fast Patrol Vessel (FPV) to Indian Coast Guard, 01 Fast Patrol Vessel (FPV) to Govt. of Seychelles and 01 Offshore Patrol Vessel (OPV) to Govt. of Mauritius.

Currently, GRSE has orders for construction of 19 major platforms for Indian Navy. These are 03 Nos. P-17A Advance Stealth Frigate, 04 nos. Survey Vessel Large (SVL), 08 Nos. Anti-Submarine Warfare Shallow Water Craft (ASW-SWC) and 04 Nos. Next Generation Offshore Patrol Vessel (NGOPV). GRSE also has the Export order of 06 Patrol Boats for Bangladesh and 01 Next Generation (Electric) Ferry for Govt. of W Bengal. As on 31 Mar 23, GRSE has an executable order book of Rs 25,111.30 Crores.

GRSE was awarded prestigious 'Raksha Mantri Award 22' by the Hon'ble Raksha Mantri Shri Rajnath Singh for excellence in 'Design & Development of Silent Ship for the Indian Navy' at DefExpo2022, Gandhinagar on 20 Oct 2022.

Apart from shipbuilding & ship repairs, GRSE has diversified into Engineering Business and is the one of the Defence Shipyard to have done so. Engineering product profile includes pre-fabricated steel bridges of various ranges & types, various deck machinery items such as Anchor Capstans, Boat Davits, Pumps etc. The Engine Division of the company is involved in Assembly/ Testing/ Overhauling of Motor & Turbine Union (MTU) Diesel Engines.

GRSE has Export Order of 07 Nos. Single Lane Pre-Fabricated Portable Steel Bridges for Bangladesh Army through DLoC, The Shipyard was awarded Green Channel Certification by

DGQA/ MoD, GoI for Supply of Portable Steel Bridges (Bailey Type) to the Indian Army on 30 Aug 2022.

Financial Performances of FY 2021-22.

3.4.8 Financial Performances of FY 2022-23. The other key financial performances of FY 2022-23 are as follows:-

- (a) Value of Production (VoP) was Rs. 2547.84 Crs.
- (b) Revenue from Operation: Rs. 2561.15 Crs.
- (c) Total Income: Rs. 2762.98 Cr.
- (d) Profit Before Tax (PBT): Rs. 305.22 Crs.
- (e) Profit After Tax (PAT): Rs. 228.12 Crs.

During 2022-23, about 83.3% of its income is from Shipbuilding, 9.4% from Ship repairing and 7.3% rest from other sources.

3.5 HINDUSTAN SHIPYARD LTD

3.5.1 Hindustan Shipyard Ltd (HSL), strategically located on the east coast of India at Visakhapatnam, Andhra Pradesh, is the nation's premier shipbuilding organization catering to the needs of shipbuilding, ship repairs, submarine construction and refits as well as design and construction of sophisticated state-of-the-art offshore and onshore structures. Direct sea access, excellent infrastructure, skilled work force, rich expertise garnered over the years in building 200 vessels (including 11 wellhead platforms), repairing 2000 vessels of various types and refitting 5 submarines enable HSL to offer competent services for the defence, maritime and oil sectors.

3.5.2 The shipyard was set up as Scindia Shipyard by the great industrialist and visionary Shri Seth Walchand Hirachand Doshi in the year 1941. The shipyard was acquired by GoI and incorporated as Hindustan Shipyard Ltd on 21 Jan 1952. It became a fully owned GoI undertaking in 1961 under the administrative control of Ministry of Shipping. Considering the strategic requirements of the nation, the yard was brought under the administrative control of the Ministry of Defence on 22 Feb 2010. The Registered Office of the company is located in Visakhapatnam and has a regional office at New Delhi.

3.5.3 BUSINESS UNITS

1. The shipyard has three independent business units viz. Shipbuilding, Ship Repairs and Submarine divisions with exclusive facilities and infrastructure.

2. **Shipbuilding**. Sprawling in an area of 142 acres, the shipyard has an ergonomic layout that ensures unidirectional material flow. 2000 T / month of steel can be processed in the yard with a stockyard that can hold 30,000 tonnes of steel, modern plate and section treatment plant, NC Cutting Machines, heavy duty presses, self-elevating trucks capable of handling blocks up to 250 tonnes and large prefabrication shops with EOT cranes of adequate capacity. The Shipbuilding facilities include a fully-covered Building Dock (240 x 53 M) with intermediate gate facility capable of building vessels up to 80,000 DWT and three Slipways is capable of launch ships upto 33000 DWT. The Yard has a long outfitting quay (460 m) of 10 M clear depth equipped with self-contained services and facilities.

3. **Ship Repairs**. Ship Repairs Complex is equipped with necessary facilities and infrastructure for undertaking repairs of all types of ships, marine structure & offshore platforms. The Dry dock, constructed in the year 1971, is an important adjunct to the Ship Repairs Complex for undertaking repairs of all types of ships and oil rigs. With a size of 244 x

38 M, it is capable of handling vessels up to 70,000 DWT. The Dry Dock, the biggest and modern dock in the East Coast is capable of docking multiple ships. Ship Repairs Complex also has 544 meters of waterfront with adequate draft all along and necessary carnage. Ship Repairs Complex, has accomplished intricate repair jobs on a variety of Naval Ships, Offshore platforms, Drill Ships, Merchant Ships and Oil Rigs. In Apr 2021, the Ship Repair division has executed repairs of two foreign ships named 'North Ocean LV 105' and 'Go-Sirius' and earned a revenue in foreign currency for the first time. HSL has docked the largest vessel of 80,000 DWT Bulk Carrier MV Vishva Vijay of SCI in Dry Dock for the first time in FY 2022-23.

4. **Submarine Refits**. The shipyard has exclusive Submarine Refit facilities. HSL happens to be the only Shipyard in India to have carried out the refits of three classes of submarines (refit of two Egyptian submarines in 1971, refit of Foxtrot-class (INS Vagli) and EKM class (INS Sindhukirti& INS Sindhuvir) submarines of Indian Navy.

PRODUCT PROFILE

3.5.6 The product profile includes cargo liners, bulk carriers, passenger vessels, offshore platform vessels, inshore platform vessels, survey vessel, mooring Vessel, HSD oiler, landing ship tanks, training Ship, tugs, supply vessels, drill ship, dredgers, oil recovery and pollution control vessel, research vessel, floating cranes, barges etc. for varied number of customers like Indian Navy, Indian Coast Guard, ONGC, GML, Port trusts, DCI, SCI, Andaman & Nicobar administration etc.

DESIGN RESOURCES

3.5.7 HSL has a well-equipped Design & Drawing Office, which in the past has developed in-house design for a number of vessels. HSL's design department has been recognized as in-house R&D unit by Department of Scientific & Industrial Research (DSIR), Ministry of Science & Technology. HSL's design capability embraces wide spectrum of general and special purpose vessels. The design office has been upgraded in the recent past under modernisation program. With this, the design office has mastered the art of producing composite drawings which would enable adoption of integrated modular construction methodology with a high level of pre-outfitting of blocks-modules.

ORDER BOOK POSITION & FUTURE ORDERS

3.5.8 HSL's Shipbuilding order book value stands at Rs 1566 Cr (prov.) as on 31 Mar 23 comprising 2 nos. Diving Support Vessels (DSVs) and 1 no. Floating Dock for Indian Navy. Further, HSL is also undertaking Normal Refit of INS Sindhukirti for Indian Navy at a cost of Rs 934 Cr and carrying out repairs of Drill Ship 'SagarBhushan' for ONGC/SCI worth Rs 155 Cr and MV Vishva Vijay for SCI at a cost of Rs 21 Cr.

HSL has been nominated by MoD for construction of 5 Fleet Support Ships (FSS) for Indian Navy worth about Rs 19,000 Crore. The contract negotiations were concluded with the Contract Negotiation Committee (CNC) on 28 Sep 2022. The contract is expected to be signed with Indian Navy in FY 2023-24 post approval of Cabinet Committee on Security (CCS).

FINANCIAL PERFORMANCE

3.5.9 During FY 2022-23, HSL has achieved the highest ever VoP of Rs 1010 Cr (prov.) since inception recording an YoY growth of 38% and posted a Net Profit of Rs 64 Cr (prov) registering an YOY growth of 25%. Also, Ship Repairs division has recorded highest ever VoP of Rs 280 Cr (prov.) in FY 2022-23 registering an YoY growth of 137%.

AWARDS & RECOGNITIONS

3.5.9 The shipyard has received many awards and certificate of appreciations during the past few years.

- (a) Hon'ble Raksha Mantri's Award for Innovation in 2017
- (b) SODET's silver and bronze medals for 'Technology Development & Innovation' in 2018
- (c) Vruksha Mitra KSR award for 'Environment' in 2018
- (d) 'Governance Now-6th PSU Award' for 'Resilient Growth'
- (e) 'SKOCH AWARDS' in the category of 'Corporate Excellence – Turnaround' in 2019
- (f) 'Governance Now - 7th PSU Awards' in the category of 'Research & Innovation (Financial)' and 'The PSU Leadership Award' in 2020
- (g) HR Excellence Award in 2021 from World HRD Congress

- (h) Rajbhasha Gaurav Sammaanin 2021 for Excellence in Implementation of Rajbhasha Policy
- (i) Gold Award in Kaizen Convention 2022 organized by Quality Circle Forum of India, Visakhapatnam Chapter.
- (j) C&MD Leadership Award' & 'HR (Excellence)' from Governance Now in 2023
- (k) Global Ports & Shipping Awards for 'Ship Repair Facility of the Year' & 'Best Practices' from World Logistics & Supply Chain Congress in 2023
- (l) SODET Awards for 'Technology Development' & 'Technology Innovation' in 2023
- (m) Certificate of Appreciations for 'Learning & Development' from the jury of BML Munjal Awards 2018 and 2019.

During 2022-23, about 59.7% of income is from Shipbuilding, 38.8% from Ship repairing and 1.5% from other sources.

3.6. MAZGAON DOCK SHIPBUILDERS LIMITED

3.6.1 Mazagon Dock Shipbuilders Limited, also known as "Ship Builders to the Nation," is one of India's leading Defence public sector undertaking shipyards, operating under the Ministry of Defence. Main activities are construction/repairs of warships and submarines with facilities situated at Mumbai and Nhava (under development). MDL has the capability to build warships, submarines and merchant ships up to 40,000 DWT. Besides constructing variety of Warships and Submarines for the Indian Navy, MDL has developed a wide range of products for the commercial sector and has constructed a variety of ships ranging from Multipurpose Support Vessel, Tugs, Dredgers, Water Tankers, Passenger cum Cargo Vessels, Floating Cranes, Offshore supply vessels, Pontoons etc. MDL has built 801 vessels indigenously including 27 capital warships and 07 Conventional Submarines since the time it was taken over by Government of India in 1960. On the export front, MDL has exported 243 vessels to various foreign clients

3.6.2 MDL has established itself as Submarine Construction Hub in the country with two dedicated independent parallel Submarine assembly lines. MDL is the only shipyard in India which has successfully constructed Destroyers and Conventional Submarines and has capacity to build 10 Warships & 11 Submarines concurrently at various stages of construction. MDL has commenced design and development of Indigenous Submarine. As a proof of concept, design and construction of Midget Submarine hull has been completed. In addition, indigenisation of all submarine equipment is being processed at a rapid pace.

3.6.3 Over the years, MDL has grown to become the premier Warship building yard in India. By investing in cutting edge technologies and sophistication of the product line, MDL has institutionalized shipbuilding in the nation and generated opportunities for increasing production capacity to serve both Indian and overseas customers.

3.6.4 Presently MDL is constructing SixScorpene Class Submarines under Project-75 in collaboration with French Collaborator M/s Naval Group, France (five out of six delivered and one in advanced stage of trials), Four Visakhapatnam Class Destroyers (two out of four delivered) and Four Nilgiri Class Stealth Frigates for the Indian Navy. MDL is also undertaking Medium Refit and Life Certification (MRLC) of INS Shishumar.

3.6.5 As one of the lead shipyard of India, MDL is committed to delivering Quality Ships on time. Mazagon Dock has come a long way from being a small repair yard in the late 18 century to the country's leading Defence Shipyard capable of meeting the requirements of the Indian Navy towards its warship building programmes including submarines. The current order book of Approx. Rs. 38000 Cr. makes MDL one of the most loaded shipyards in the world.

During 2022-23, about 89.7% of income is from Shipbuilding, 2.0% from Ship repairing and 8.4% from other sources.

3.7. SHALIMAR WORKS LIMITED

3.7.1 The Company at present is primarily engaged in construction and delivery of auxiliary ships to Indian Navy and repairing of vessels for West Bengal Tourism Development Corporation, Surface Transport Corporation and Kolkata Port Trust besides fabricating ship-blocks of warships for Garden Reach Shipbuilders & Engineers. Over the past few years the Company with conventional shipbuilding and launching practices, has been able to deliver on an average only 2 nos. ships per year of capacity max. 55M long x 10M wide at a price of approx. Rs. 11 Cr each.

3.7.2 Existing Facilities

The shipyard encompassing an approx. area of 46,000 M² has a total river frontage of approx. 240 M of which open land water frontage is 85 M for shipbuilding berths. The river being tidal has a varying high-draft of 5.1 M to 6.8 M and corresponding low-draft of 0.8 M to 1.5 M over the months in reference to the KODS level of KoPT. The KODS level at the edge of the river bank in front of the building berth is varying between -0₂ to +0₁.

(a) Shipbuilding bay: Over the years the open land of the shipbuilding bay at the river bank has got eroded by nearly 20M inward and continuously getting eroded day by day, thus reducing the length of the ships that can be built. The existing building berth area is 4270M² only and nearly 1420M² of river bank has eroded away.

With accumulation of silt not only the launching draft is adversely affected but the launching length has to be increased for avoiding the vessels being grounded. As the shipyard follows the old conventional method of launching on wooden slipways, launching of long or heavy ship becomes an absolutely risky affair.

(b) Floating Fit-out area: There is only one 18.5M long Jetty protruding 45M into the river for floating fit-out work. As a result at times 2 or even 3 vessels are tied up against each other. This creates a serious constrain in moving materials and working by moving across from one vessel to the other. As the vessels are of different size and shape, during tidal bore in the river there is a high risk of side-hulls & railings of vessels getting damaged due to banging against each-other.

(c) Dry Docking / Wet Basin: Presently the shipyard has a small creek of 610M² for blocking / beaching small vessels up to 25M length for repairing. Therefore for any major under water work or repair the shipyard lacks the necessary facility of a dry basin with gate. Without the provision of a gate, the open creek in the tidal river is devoid of steady water level to be used as a wet basin.

(d) Fabrication Bays: There are 5 sheds available for panel fabrication, constructing doors, ladders, hatches, etc., ventilation ducting and pipe line construction layout, however nearly 40% of the floor area is utilized for storing of various materials.

(e) Material Handling: There is serious restriction of open passage movement of material and crane across the fabrication bays and building berths. Presently there are following handling facilities available:

EOT cranes in covered sheds – 3T- 1 no., 5T- 4 nos.and 10T- 2 nos. Total being 7 nos.

Open yard mobile cranes – 30T- 1 no, 14T (hydra)- 1 noand 10T- 1 no.Total 3 nos.

Gantry cranes (manual) – 2T- 2 nos., at Jetty and Main gate.

Fork lift – 3T- 1 no. and Lorry – 1 no.

(f) Storage space: Other than General Stores for consumables & Imported Bonded stores for small size items, there are no proper dedicated storage facilities for different category of materials and these are stored haphazardly scattered across the shipyard depending on free space availability.

(g) Production Facilities: The shipyard was primarily set-up for ship-repair and consequently has a large number of machine tools dating to British era for rectification of propulsion system and deck machinery and these machines e.g., lathe, boring, planer, radial drills, etc.,can be utilized but need to be repaired.

Moreover, the plate bending, pipe bending, nibbler, etc. have either pneumatic or line shaft belting as prime-mover. Thus the fabrication system of marking, cutting and bending the plates is totally depended on manual process having a higher level of scrap generation. Similarly in case of pipe line assembly the flanges and bends are welded, in absence of pipe bending and pipe flanging machines, however in case of plate welding TIG / MIG machines are used.

(h) Engineering Utilities: The shipyard has its power supply from CESC from 6.6KVA line and has a max. specified demand of 200KVA. The supply is stepped down to 440V. The power house has a 400KVA Transformer, circuit breaker and capacitor bank for pF which are required to be revamped to reduce power loss. There are 2 nos. 125KVA Gensets as power back-up and those require total reconditioning. The electrical Main panel and DBs with underground power cables also require a serious relook based on change of product-mix and construction area relocation.

The plant has an old electric driven compressor of 300 cfm for running pneumatic driven machines. It also has one portable diesel driven compressor for blasting & painting that is inadequate.

Though there are 3 nos. tower lights, but in general illumination level within the sheds and shipbuilding bay is poor.

There is a 10,000 Lt capacity overhead fresh-water storage tank.

3.7.3 Capability enhancement through upgradation

With the upgraded shipyard becoming operational, the overall capability enhancement at a glance would be as under:

- a) Yearly Turnover: From the existing volume of 2 ships per year the quantum will go up to 3 ships in a year for large and proto-type, while the volume can be even 4 ships in a year for smaller and repeat variety.
- b) Max. Ship size: At present the maximum length of ship that can be built is only 55M. With the shipbuilding bay being re-laid out, ship length of 90M can be constructed.
- c) Launching System: The upgraded launching system of carriage trolley on rails as against the existing system of launching on wooden slides, larger & heavier vessels can be launched positively without the risk of uncontrolled movement.
- d) Float Basin: In the existing *kanchhacreek* at the most 25M long small vessel can be blocked / beached. With the new weight cum dry basin 55M long vessel can be blocked for underwater repair and painting. Moreover the same basin in wet condition can also

serve the purpose of a still-water floating jetty for carrying out final stern alignment and inclining experiment, etc.

- e) Job-quality: With introduction of CNC Plate Cutting and Plate Bending, Pipe Bending and Pipe Flaring Machines, the steel fabrication quality as well as pipe line system will certainly improve. Introduction of such machinery shall also reduce scrap generation.
- f) Productivity: With introduction of Cranes and other materials handling facility, new productive machines, systematic storing of materials shall reduce the time delay during production; thus improving overall productivity of the shipyard.
- g) FRP Boats: FRP Boats up to 25M long can be constructed in temperature and humidity controlled atmosphere, and such facility will add to production of new variety of vessels.

During 2022-23, about 26.2% of income is from Shipbuilding, 48.5% from Ship repairing and 25.3% from other sources.

CHAPTER- 4

**EMPLOYMENT IN SHIP-
BUILDING/SHIP-REPAIRING INDUSTRY**

4. EMPLOYMENT IN SHIP-BUILDING/SHIP-REPAIRING INDUSTRY

4.1 The total number of employees under Public Sector companies during 2022-23 were 13354 which included 2721 officers (20.4% of the total number of employees). The maximum number of employees in the public sector companies as on 31st March 2023 was 5907 employees in Mazgaon Dock Shipbuilders Ltd (MDSL) followed by 3129 in Cochin Shipyard Ltd (CSL), 1748 employees in Garden Reach Shipbuilders and Engineers Ltd.(GRSE), 1277 employees in Goa Shipyard Ltd. (GSL) and 1140 employees in Hindustan Shipyard Ltd. (HSL).

4.2 The total number of employees in private sector companies were 4490 as on 31st March 2023 of which total number of officers were 1132 (25.2% of the total number of employees). Amongst the reporting companies, Shoft Shipyard Pvt. Ltd. (SSPL) had highest number of employees (1092) followed by Chowgule & Co. Ltd. (1051 employees) and Chowgule Lavgan Shipcare Pvt. Ltd. (562 employees).

4.3 The total number of employees among the public sectors undertakings during 2022-23 is shown in chart 4.1 below and details of the same are given in Table 4.1 (page 63).

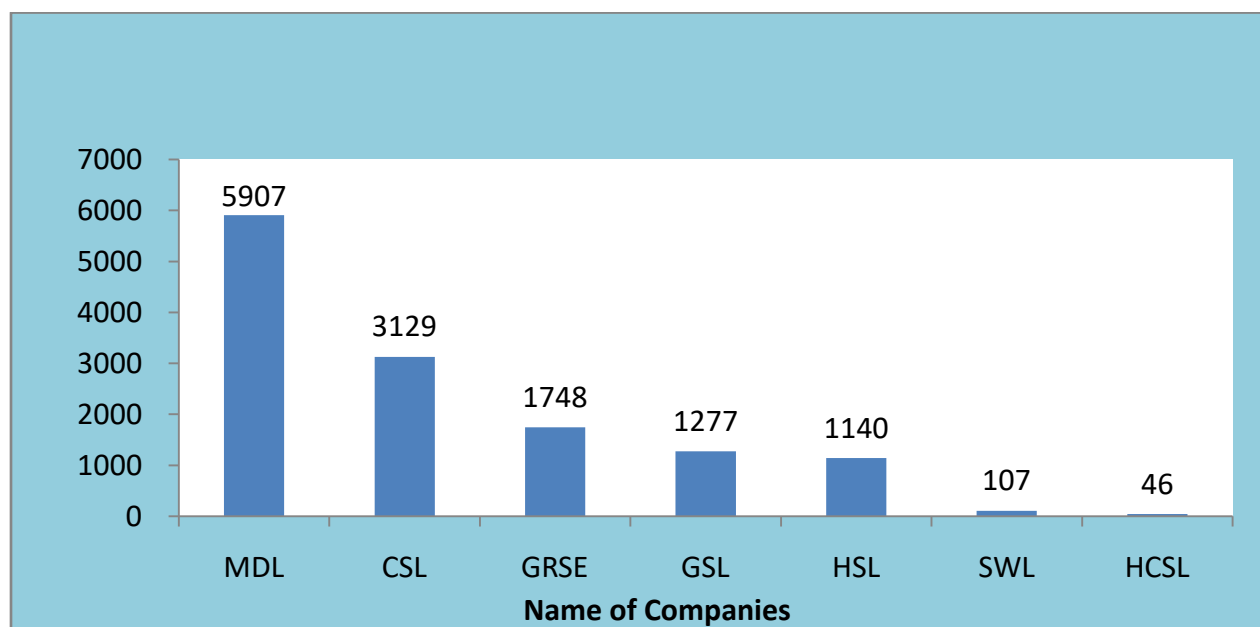


Chart 4.1: Total Number of Employees Reported by Public Sector Companies (As on 31st March 2023)

4.4 Chart 4.2 given below depicts a downward trend in Ship-building and Ship-repairing industries during the period 2018-19 to 2022-23 and details of the same are given in Table 4.2 (page 64-65).

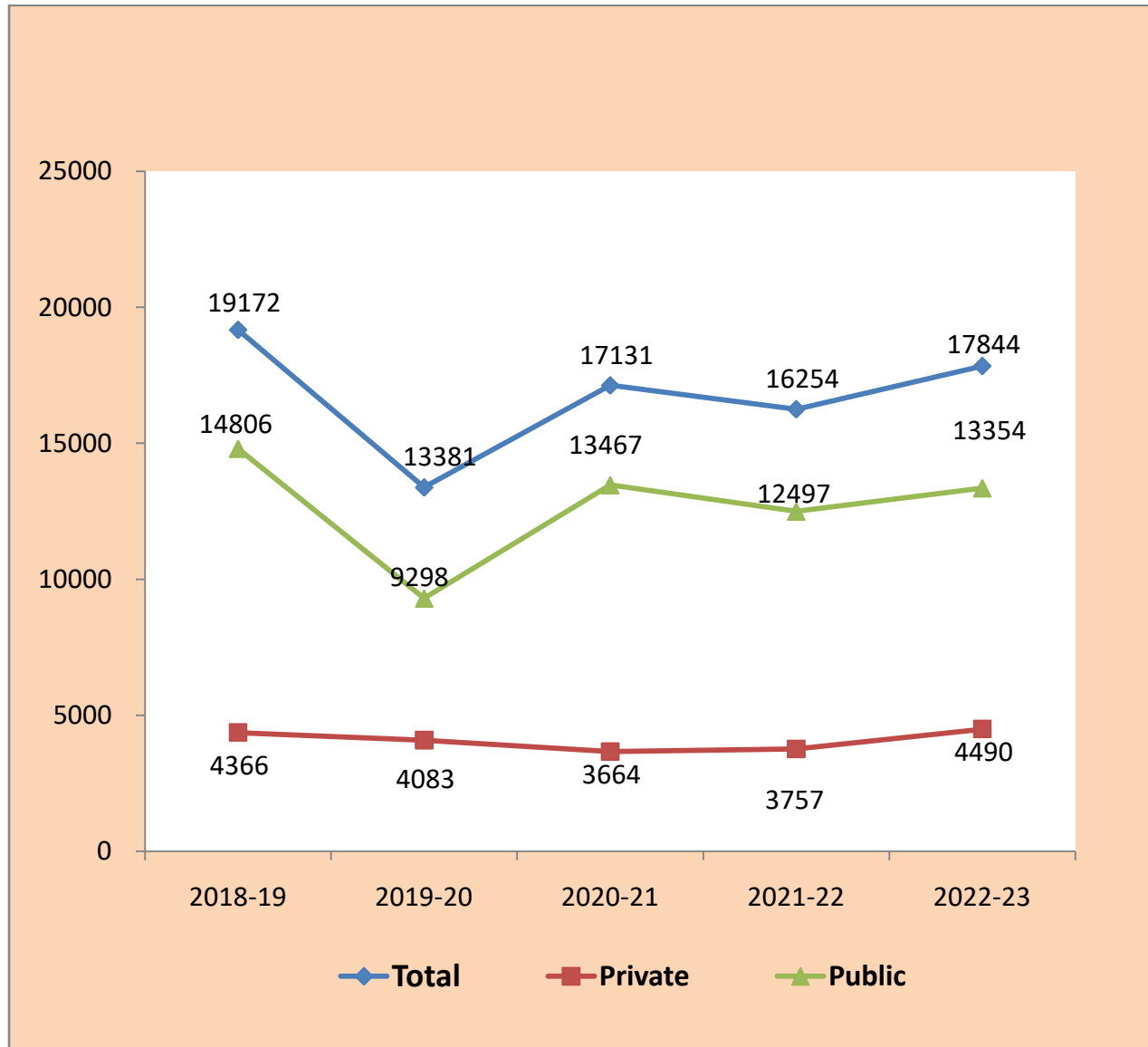


Chart 4.2: Employment Trend in Ship Building & Ship Repairing in Public and Private Sector Companies

Table No. 4.1

**Employment In Ship-Building/Ship-Repairing Companies
(As on 31st March, 2023)**

S.No	Name of The Company	Officers		Supervisors		Workforce in Operation				Total	
		Permanent	Contractual	Permanent	Contractual	Directly involved in		Indirectly involved in		Permanent	Contractual
						Permanent	Contractual	Permanent	Contractual		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	A. PUBLIC SECTOR (Total)	2600	121	290	239	4954	4054	721	375	8565	4789
1	Cochin Shipyard Ltd.	637	0	0	150	1046	928	269	99	1952	1177
2	Garden Reach Shipbuilders & Engineers Ltd	481	10	112	69	927	1	148	0	1668	80
3	Goa Shipyard Ltd.	235	13	112	2	755	60	88	12	1190	87
4	Hindustan Shipyard Ltd.	292	63	65	18	305	298	39	60	701	439
5	Hooghly Cochin Shipyard Ltd. \$	14	10	1	0	5	16	0	0	20	26
6	Mazagaon Dock Shipbuilders Ltd.	936	0	0	0	1878	2721	168	204	2982	2925
7	Shalimar Works Ltd.	5	25	0	0	38	30	9	0	52	55
	B. PRIVATE SECTOR (Total)	948	184	38	3	684	2397	142	94	1812	2678
8	Abhishek Engineers					Carry out maintenance work of own vessels only					
9	A.C.Roy & Comp. Ltd.	31	0	1	0	4	10	13	0	49	10
10	A.H. Wadia Boat Builders	4	3	0	0	8	58	6	7	18	68
11	Bristol Boats Pvt. Ltd.	5	0	0	0	2	10	1	0	8	10
12	Chidambaram Shipcare Pvt. Ltd.	21	0	0	0	34	0	0	0	55	0
13	Chowgule & Co. Pvt. Ltd.	171	0	0	0	0	880	0	0	171	880
14	Chowgule Lavgan Shipcare Pvt. Ltd	106	8	0	0	31	417	0	0	137	425
15	Dempo Shipbuilding & Engineering Pvt. Ltd.	29	0	0	0	0	140	0	30	29	170
16	Equiptrans Logistics Pvt. Ltd**									0	0
17	Ferromar Shipping Pvt. Ltd.	2	0	0	0	0	0	0	0	2	0
18	M/s Glory Shipmanagement Pvt. Ltd.	14	0	0	0	0	0	0	0	14	0
19	High Seas Shipping Associates	7	0	0	0	26	0	7	10	40	10
20	Homa Engineering Works	4	0	0	0	6	0	3	0	13	0
21	M/s Island Ship Repairers**									0	0
22	JITF Shipyard Ltd	13	0	0	0	0	0	0	0	13	0
23	KSINC	-	-	-	-	-	-	-	-	0	0
24	L&T Shipbuilding Ltd	-	-	-	-	-	-	-	-	0	0
25	Mandovi Drydocks	41	27	0	0	0	171	0	0	41	198
26	Marine Care 'N' Associates	26	5	5	0	35	0	15	6	81	11
27	Marine Frontiers Pvt. Ltd.**									0	0
28	Modest Infrastructure Pvt. Ltd.	80	0	4	0	6	0	14	0	104	0
29	N N Shipbuilders and Engineers Pvt									0	0
30	Patra Shipping Pvt Ltd	11	0	2	0	49	0	3	0	65	0
31	Roshini Ship Repairs and Engineers	3	0	0	0	31	12	3	3	37	15
32	San Marine	15	12	5	3	30	29	12	9	62	53
33	Sea Blue Shipyard Ltd	33	6	7	0	28	106	1	0	69	112
34	Sembmarine Kakinada Ltd. @									0	0
35	Shoft Shipyard Pvt. Ltd.	175	75	0	0	314	505	11	12	500	592
36	Udupi Cochin Shipyard Ltd	12	45	0	0	5	20	3	17	20	82
37	Timblo Drydocks Pvt. Ltd. ##									0	0
38	Titagarh Wagons Ltd.	66	1	10	0	0	0	0	0	76	1
39	Vijai Marine Shipyards	11	0	2	0	26	0	47	0	86	0
40	West Coast Shipyard Ltd.**									0	0
41	Waterways Shipyard Pvt. Ltd	52	2	0	0	19	39	0	0	71	41
42	Yeoman Marine Services Ltd.	16	0	2	0	30	0	3	0	51	0
	C. Grand Total (A + B)	3548	305	328	242	5638	6451	863	469	10377	7467

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

** No information is received for 2022-23

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

Shipyard/ Business closed

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Table No. 4.2

**Employment Pattern In Ship-Building/
Ship-Repairing Companies - (2020-2023)**

(In numbers)

S.No	Name of The Company	Particulars	2020	2021	2022	2023
			(4)	(5)	(6)	(7)
	A. PUBLIC SECTOR (Total)	Total	9298	13467	12497	13354
		Officers	1977	2611	2608	2721
1	Cochin Shipyard Ltd.	Total	2539	2841	3165	3129
		Officers	876	518	549	637
2	Garden Reach Shipbuilders & Engineers Ltd.	Total	1973	1900	1790	1748
		Officers	468	490	483	491
3	Goa Shipyard Ltd.	Total	1472	1389	1287	1277
		Officers	270	269	250	248
4	Hindustan Shipyard Ltd.	Total	1347	1252	1173	1140
		Officers	317	323	335	355
5	Hooghly Cochin Shipyard Ltd.\$	Total	14	16		46
		Officers	1	7		24
6	Mazagaon Dock Shipbuilders Ltd.	Total	1806	5939	4967	5907
		Officers	13	974	963	936
7	Shalimar Works Ltd.	Total	147	130	115	107
		Officers	32	30	28	30
	B. PRIVATE SECTOR (Total)	Total	4083	3664	3757	4490
		Officers	1318	1027	984	1132
8	Abhishek Engineers	Total		305		Carry out
		Officers		136		maintainence work of
9	A.C.Roy & Comp. Ltd.	Total	58	58	58	59
		Officers	30	30	30	31
10	A.H. Wadia Boat Builders	Total		68	72	86
		Officers		8	4	7
11	Bristol Boats Pvt. Ltd.	Total	21	13	20	18
		Officers	5	5	5	5
12	Chidambaram Shipcare Pvt. Ltd.	Total	50	50	50	55
		Officers	23	23	23	21
13	Chowgule & Co. Pvt. Ltd.	Total	1062	544	523	1051
		Officers	215	112	120	171
14	Chowgule Lavgan Shipcare Pvt. Ltd	Total				562
		Officers				114
15	Dempo Shipbuilding & Engineering Pvt. Ltd	Total	203	199	199	199
		Officers	32	29	29	29
16	Equiptrans Logistics Pvt. Ltd**	Total		277		
		Officers		41		
17	Ferromar Shipping Pvt. Ltd.	Total	2	2	2	2
		Officers	2	2	2	2
18	M/s Glory Shipmanagement Pvt. Ltd.	Total		65	65	14
		Officers		65	65	14
19	High Seas Shipping Associates	Total		28	0	50
		Officers		10	0	7
20	Homa Engineering Works	Total	23	13		13
		Officers	7	4		4
21	M/s Island Ship Repairers**	Total			85	
		Officers			14	
22	JITF Shipyard Ltd	Total	13	13	13	13
		Officers	13	13	13	13
23	KSINC	Total		43	43	-
		Officers		15	15	-
24	L&T Shipbuilding Ltd	Total	501			-
		Officers	500			-
25	Mandovi Drydcks	Total	253	221	232	239
		Officers	52	57	64	68
26	Marine Care 'N'Associates	Total	90	66	68	92
		Officers	35	27	29	31
27	Marine Frontiers Pvt. Ltd.**	Total	99	37	37	
		Officers	10	12	12	
28	Modest Infrastructure Pvt. Ltd.	Total	68	83	102	104
		Officers	45	57	70	80
29	N N Shipbuilders and Engineers Pvt Ltd ##	Total	92	6	41	
		Officers	12	2	41	
30	Patra Shipping Pvt. Ltd	Total			135	65
		Officers			14	11
31	Roshini Ship Repairs and Engineers	Total			52	52
		Officers			3	3
32	San Marine	Total	67	67	67	115
		Officers	15	15	15	27

Table No. 4.2

**Employment Pattern In Ship-Building/
Ship-Repairing Companies - (2020-2023)**

(In numbers)

S.No	Name of The Company	Particulars	2020	2021	2022	2023
			(4)	(5)	(6)	(7)
33	Sea Blue Shipyard Ltd	Total	139	139	158	181
		Officers	28	28	38	39
34	Sembmarine Kakinada Ltd. @	Total	95			
		Officers	16			
35	Shoft Shipyard Pvt. Ltd.	Total	719	775	1092	1092
		Officers	165	216	250	250
36	Udupi Cochin Shipyard Ltd	Total	42		77	102
		Officers	18		30	57
37	Timblo Drydocks Pvt. Ltd. ##	Total	7	0		
		Officers	7	0		
38	Titagarh Wagons Ltd.	Total	387	387	510	77
		Officers	75	75	86	67
39	Vijai Marine Shipyards	Total	86	86		86
		Officers	11	11		11
40	West Coast Shipyard Ltd.**	Total	6	19		
		Officers	2	10		
41	Waterways Shipyard Pvt. Ltd.	Total		100	56	112
		Officers		24	12	54
42	Yeoman Marine Services Ltd.	Total				51
		Officers				16
	C. Grand Total (A + B)	Total	13381	17131	16254	17844
		Officers	3295	3638	3592	3853

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

** No information is received for 2022-23

Shipyard/ Business closed

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

CHAPTER-5

**FINANCIAL POSITION OF SHIP-
BUILDING AND SHIP-REPAIRING
COMPANIES**

5. FINANCIAL POSITION OF SHIP BUILDING AND SHIP REPAIRING COMPANIES

5.1 Amongst public sector companies, the highest income earned during 2022-23 was ₹ 8540.66 crore by Mazagon Dock Shipbuilders Ltd followed by ₹ 2762.98 crore by Garden Reach Shipbuilders & Engineers Ltd, ₹ 2536.95 crore by Cochin Shipyard Ltd, ₹ 1015.00 crore by Hindustan Shipyard Ltd and ₹ 1000.79 crore by Goa Shipyard Ltd.

5.2 In terms of profit, the highest profit was earned by Mazagon Dock Shipbuilders Ltd (₹ 1429.33 crore), followed by Cochin Shipyard Ltd (₹ 386.69 crore), Garden Reach Shipbuilders & Engineers Ltd. (₹ 305.22 crore) and Goa shipyard Ltd (₹ 194.31 crore).

5.3 In private sector, the highest income earned during 2022-23 amongst the reporting companies was by Chowgule Lavgan Shipcare Pvt. Ltd. (₹ 188.92 crore) followed by San Marine (₹ 153.75 crore), Chowgule & Co. Pvt. Ltd. (₹ 136.00 crore), Shoft Shipyard Pvt. Ltd. (₹ 124.76 crore), Mandovi Drydocks (₹ 106.00 crore), Yeoman Marine Services Ltd. (₹ 75.16 crore), Waterways Shipyard Pvt. Ltd. (₹ 64.16 crore) and Titagarh Wagons (₹ 56.85 crore).

5.4 In terms of profit amongst the reporting companies, the highest profit was earned by Chowgule Lavgan Shipcare Pvt. Ltd. (₹ 46.50 crore) followed by Shoft Shipyard Pvt. Ltd. (₹ 25.43 crore), San Marine (₹ 15.67 crore), A.C. Roy & Co. Ltd (₹ 11.49 crore), Yeoman Marine Services Ltd. (₹ 9.94 crore), Titagarh Wagons Ltd. (₹ 8.90 crore) and M/s Glory Shipmanagement Pvt. Ltd. (₹ 4.90 crore).

5.5 Chart 5.1 below shows the financial performance in terms of profit/ loss of the major public and private sector companies engaged in ship building/ repair as on 31st March 2023 and details of the same from the financial year 2020 to 2023 is given in Table 5.1 (page 68-70).

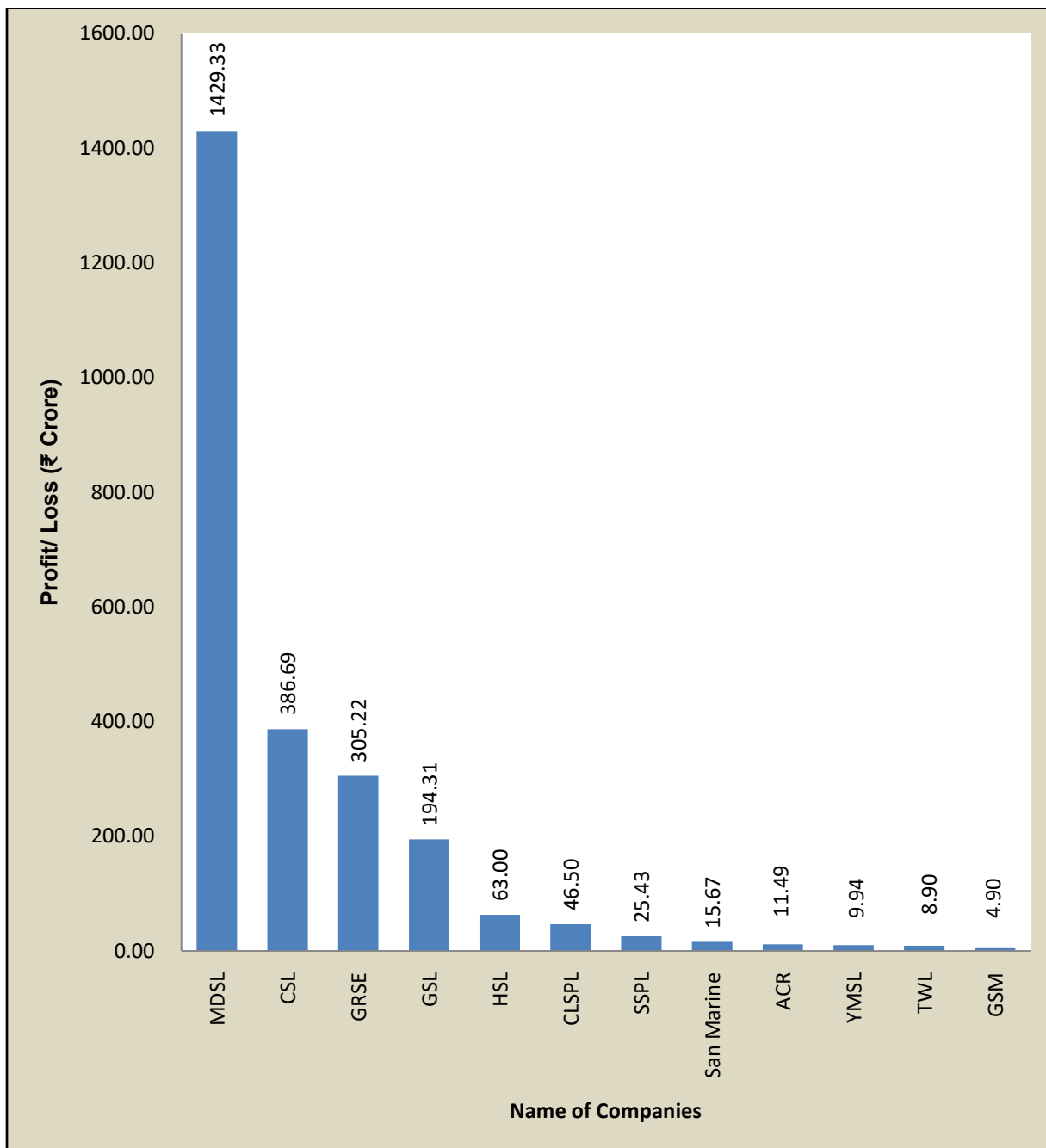


Chart 5.1: Financial Performance of Major Public and Private Companies in 2022-23

Table No. 5.1

Financial Performance (Income & Expenditure) : Company - wise (2020 to 2023)

(₹ in lakhs)

Sl. No.	Name of the Company	As on 31st March	Income from (₹ in lakhs)			Total Income	Expenditure incurred on (₹ in lakhs)			Total Expenditure	Profit (+)/Loss(-)
			Ship Building	Ship Repairing	Other resources		Operating, establishment and other expenses	Provision for Depreciation	Interest		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
A.	PUBLIC SECTOR										
1	Cochin Shipyard Ltd.	2023	176645.19	56400.69	20648.88	253694.76	206537.27	5114.62	3373.55	215025.44	38669.32
		2022	251148.16	67852.09	26641.68	345641.93	255950.08	5604.75	4648.04	266202.87	79439.06
		2021	240559.27	41330.43	19386.07	301275.77	209863.44	5307.07	5046.62	220217.13	81058.64
		2020	285226.50	57022.89	24750.03	366999.42	293898.14	4873.12	4459.41	303230.67	63768.75
2	Garden Reach Shipbuilders & Engineers Ltd.	2023	230196.88	25917.63	20183.55	276298.06	241211.57	3916.63	648.07	245776.27	30521.79
		2022	157101.33	18343.54	16131.85	191576.72	162080.08	3629.60	142.88	165852.56	25724.16
		2021	101032.81	13050.71	18759.56	132843.08	108952.49	2908.76	270.10	112131.35	20711.73
		2020	127522.88	15806.66	22549.94	165879.48	140349.89	3008.92	133.56	143492.37	22387.11
3	Goa Shipyard Ltd.	2023(P)	47554.65	30985.89	21538.43	100078.97	74696.88	5900.00	51.06	80647.94	19431.03
		2022	51355.39	19014.33	16105.29	86475.01	66940.69	5601.80	25.52	72568.01	13907.00
		2021	67769.27	14969.55	15136.71	97875.53	72829.56	5012.65	26.17	77868.38	20007.15
		2020	78759.49	11534.94	16881.09	107175.52	74141.25	4752.93	1789.57	80683.75	26491.77
4	Hindustan Shipyard Ltd.	2023 (P)	60600.00	39400.00	1500.00	101500.00	93000.00	400.00	1800.00	95200.00	6300.00
		2022	60043.00	12739.00	706.00	73488.00	65650.00	406.00	2354.00	68410.00	5078.00
		2021	27059.00	20736.00	1005.00	48800.00	49222.00	432.00	546.00	50200.00	-1400.00
		2020	26205.00	23292.00	2149.00	51646.00	53213.00	-3357.00	487.00	50343.00	1303.00
5	Hooghly Cochin Shipyard Ltd.\$	2023 (P)	1005.46	156.37	400.97	1562.80	1921.88	720.26	831.85	3473.99	-1911.19
		2022		41.78	338.00	379.78	331.19	39.62	56.82	427.63	-47.85
		2021	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		2020	N.A	N.A	17117.55	17117.55	5352.56	0.21	0.57	5353.34	11764.21
6	Mazagaon Dock Shipbuilders Ltd.	2023	765851.00	16867.00	71348.00	854066.00	702938.00	7558.00	637.00	711133.00	142933.00
		2022	533960.00	39368.00	43363.00	616691.00	529858.00	7451.00	716.00	538025.00	78666.00
		2021	361519.00	43263.00	60020.00	464802.00	382395.00	5965.00	836.00	389196.00	75606.00
		2020	475899.00	15893.00	58949.00	550741.00	465827.00	6875.00	926.00	473628.00	77113.00
7	Shalimar Works Ltd.	2023(P)	126.75	235.00	122.55	484.30	1284.94	35.54	2449.55	3770.03	-3285.73
		2022	49.07	146.02	125.68	320.77	1430.62	34.71	2333.40	3798.73	-3477.96
		2021	2175.24	38.11	123.62	2336.97	3473.02	38.50	2175.08	5686.60	-3349.63
		2020	N.A	104.50	296.76	401.26	1184.53	43.37	2124.49	3352.39	-2951.13
	B. PRIVATE SECTOR										
8	Abhishek Engineers	2023	Carry out maintenance work of own vessels only								
		2022				0.00				0.00	0.00
		2021	75.00	75.00	N.A	150.00	120.00	15.00	3.50	138.50	11.50
		2020	50.00	50.00	N.A	100.00	70.00	10.00	2.00	82.00	18.00
9	A.C.Roy & Comp. Ltd.	2023	1760.00	259.00	552.00	2571.00	1344.00	65.00	13.00	1422.00	1149.00
		2022	2265.00	199.00	27.00	2491.00	1583.00	281.00	38.00	1902.00	589.00
		2021	1215.00	420.00	698.00	2333.00	1451.00	235.00	78.00	1764.00	569.00
		2020	1118.00	534.00	733.00	2385.00	1467.00	275.00	83.00	1825.00	560.00
10	A.H. Wadia Boat Builders	2023	319.32	0.00	1.51	320.83	277.53	16.43	23.17	317.13	3.70
		2022	1199.42	0.00	1.29	1200.71	1096.87	17.53	2.82	1117.22	83.49
		2021	922.67	0.00	1.19	923.86	852.74	13.83	1.89	868.46	55.40
		2020	733.72	0.00	1.97	735.69	650.70	8.96	2.51	662.17	73.52
11	Bristol Boats Pvt. Ltd.	2023	9.09	1.02	312.00	322.11	65.24	3.04	13.42	81.70	240.41
		2022	25.43	38.54	6.23	70.20	106.46	3.98	13.52	123.96	-53.76
		2021	4.17	1.39	28.97	34.53	81.80	3.60	9.98	95.38	-60.85
		2020	12.03	51.34	11.43	74.80	109.59	3.90	10.09	123.58	-48.78
12	Chidambaram Shipcare Pvt. Ltd.	2023	N.A	1631.92	7.81	1639.73	1530.97	10.99	10.95	1552.90	86.82
		2022	N.A	997.31	38.87	1036.18	969.17	11.34	2.73	983.24	52.94
		2021	N.A	884.42	2.04	886.46	839.48	9.44	6.47	855.39	31.06
		2020	N.A	1026.07	1.80	1027.87	995.04	10.62	8.01	1013.67	14.20

Table No. 5.1 Contd...

Financial Performance (Income & Expenditure) : Company - wise (2020 to 2023)

(₹ in lakhs)

Sl. No.	Name of the Company	As on 31st March	Income from (₹ in lakhs)			Total Income	Expenditure incurred on (₹ in lakhs)			Total Expenditure	Profit (+)/Loss(-)
			Ship Building	Ship Repairing	Other resources		Operating, establishment and other expenses	Provision for Depreciation	Interest		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
13	Chowgule & Co. Pvt. Ltd.	2023	11015.23	1405.06	1179.35	13599.64	14240.21	270.27	234.79	14745.27	-1145.63
		2022	11287.13	446.34	4060.35	15793.82	14644.96	367.58	201.18	15213.72	580.10
		2021	11779.76	-	1894.21	13673.97	12342.84	463.76	351.37	13157.97	516.00
		2020	11935.65	-	1752.06	13687.71	12221.21	534.26	717.62	13473.09	214.62
14	Chowgule Lavgan Shipcare Pvt. Ltd	2023	-	15525.78	3366.58	18892.36	11455.16	2787.31	-	14242.47	4649.89
		2022	-	2892.70	215.37	3108.07	2696.25	2757.85	-	5454.10	-2346.03
15	Dempo Shipbuilding and Engineering Pvt. Ltd.	2023	0.00	880.37	84.73	965.10	1195.36	123.79	44.19	1363.34	-398.24
		2022	0.00	840.31	552.86	1393.17	852.23	131.12	46.67	1030.02	363.15
		2021	2379.62	513.21	-866.99	2025.84	2196.71	130.88	68.19	2395.78	-369.94
		2020	N.A	562.83	1044.47	1607.30	2011.25	133.69	34.76	2179.70	-572.40
16	Equiptrans Logistics Pvt. Ltd**	2023	-	-	-	0.00	-	-	-	0.00	0.00
		2022	-	-	-	0.00	-	-	-	0.00	0.00
		2021	-	678.39	-	678.39	523.65	-	-	523.65	154.74
		2020	-	1162.23	-	1162.23	1026.04	-	-	1026.04	136.19
17	Ferromar Shipping Pvt. Ltd.	2023(P)	-	-	525.59	525.59	333.51	229.39	3.29	566.19	-40.60
		2022	79.13	-	1209.35	1288.48	535.49	256.56	1.58	793.63	494.85
		2021	261.09	N.A	527.52	788.61	628.97	385.10	37.19	1051.26	-262.65
		2020	77.49	N.A	630.43	707.92	332.23	308.88	72.04	713.15	-5.23
18	M/s Glory Shipmanagement Pvt. Ltd.	2023(P)	0.00	459.00	4519.00	4978.00	3860.00	476.00	152.00	4488.00	490.00
		2022	0.00	640.00	4417.00	5057.00	3805.00	453.00	150.00	4408.00	649.00
		2021	0.00	152.00	4977.00	5129.00	3111.00	989.00	345.00	4445.00	684.00
		2020	0.00	258.00	3578.00	3836.00	2248.00	873.00	365.00	3486.00	350.00
19	High Seas Shipping Associates	2023	N.A	1072.87	N.A	1072.87	988.80	2.52	20.78	1012.10	60.77
		2022	N.A	986.77	N.A	986.77	903.12	3.03	22.31	928.47	58.30
		2021	N.A	378.82	N.A	378.82	270.50	2.97	24.07	297.53	81.29
		2020	N.A	721.71	13.70	735.41	693.21	2.96	22.58	718.74	16.67
20	Homa Engineering Works	2023	-	696.78	24.37	721.15	679.54	5.56	17.92	703.03	18.13
		2022	-	1277.55	7.51	1285.06	1225.09	5.76	36.29	1267.14	17.92
		2021	N.A	452.12	12.12	464.24	412.65	6.99	27.24	446.88	17.36
		2020	N.A	1792.49	14.74	1807.23	1702.72	7.81	61.83	1772.36	34.87
21	M/s Island Ship Repairers **	2023	-	-	-	0.00	-	-	-	0.00	0.00
		2022	0.00	1761.98	0.00	1761.98	1950.46	10.28	45.68	2006.42	-244.44
		2021	0.00	1394.75	0.00	1394.75	1296.30	12.10	47.12	1355.52	39.23
22	JITF Shipyard Ltd	2023 (P)	N.A	441.77	44.08	485.85	386.19	21.85	0.00	408.04	77.81
		2022	N.A	316.27	43.67	359.94	210.98	22.16	0.00	233.14	126.80
		2021	N.A	236.47	42.01	278.48	277.73	22.28	0.00	300.01	-21.53
		2020	N.A	172.72	283.73	456.45	244.96	22.72	0.00	267.68	188.77
23	KSINC	2023	0.00	21.72	3006.93	3028.65	2545.53	301.33	0.00	2846.86	181.79
		2022	0.00	3.40	2149.08	2152.47	2410.58	295.30	0.00	2705.87	-553.40
		2021	N.A	151.29	1576.63	1727.92	1591.78	319.98	2.99	1914.75	-186.83
		2020	42.67	21.35	1974.24	2038.26	1908.24	355.74	20.09	2284.07	-245.81
24	L&T Shipbuilding Ltd	2023	-	-	-	0.00	-	-	-	0.00	0.00
		2022	-	-	-	0.00	-	-	-	0.00	0.00
		2021	-	-	-	0.00	-	-	-	0.00	0.00
		2020	24587.30	10385.01	650.54	35622.85	34514.80	7988.45	26992.47	69495.72	-33872.87
25	Mandovi Drydocks	2023	8780.00	472.00	1348.00	10600.00	10516.00	84.00	154.00	10754.00	-154.00
		2022	3516.00	469.00	655.00	4640.00	6386.00	82.00	141.00	6609.00	-1969.00
		2021	4117.00	461.00	1190.00	5768.00	4120.00	54.00	161.00	4335.00	1433.00
		2020	6007.00	1053.00	705.00	7765.00	6342.00	65.00	124.00	6531.00	1234.00
26	Marine Care 'N' Associates	2023	N.A	781.75	14.00	795.75	735.23	5.46	7.39	748.08	47.67
		2022	N.A	354.81	2.72	357.53	325.63	5.80	6.48	337.91	19.62
		2021	N.A	900.00	N.A	900.00	827.00	8.00	5.00	840.00	60.00
		2020	N.A	899.00	N.A	899.00	809.00	7.00	5.00	821.00	78.00
27	Marine Frontiers Pvt. Ltd.**	2023	-	-	-	0.00	-	-	-	0.00	0.00
		2022	53.12	34.93	2.58	90.63	219.51	28.40	78.67	326.58	-235.95
		2021	685.56	153.95	25.25	864.76	795.49	34.93	85.01	915.43	-50.67
		2020	107.43	107.43	11.75	226.61	641.48	43.10	81.64	766.22	-539.61
28	Modest Infrastructure Pvt. Ltd.	2023	1416.99	1221.68	69.63	2708.30	2455.37	143.05	591.69	3190.11	-481.81
		2022	1075.67	2214.78	611.38	3901.83	1801.29	149.99	743.58	2694.86	1206.97
		2021	823.90	1686.63	64.32	2574.85	1953.57	162.36	984.97	3100.90	-526.05
		2020	814.02	937.44	99.60	1851.06	2024.22	164.47	1068.61	3257.30	-1406.24
29	N N Shipbuilders and Engineers Pvt Ltd ##	2023	-	-	-	0.00	-	-	-	0.00	0.00
		2022	62.22	N.A	5.40	67.62	39.50	7.87	19.36	66.73	0.89
		2021	N.A	N.A	3.51	3.51	-11.97	10.49	20.02	18.54	-15.03
		2020	97.36	N.A	2.13	99.49	149.88	11.98	25.76	187.62	-88.13

Table No. 5.1 Contd...

Financial Performance (Income & Expenditure) : Company - wise (2020 to 2023)

(₹ in lakhs)

Sl. No.	Name of the Company	As on 31st March	Income from (₹ in lakhs)			Total Income	Expenditure incurred on (₹ in lakhs)			Total Expenditure	Profit (+)/Loss(-)
			Ship Building	Ship Repairing	Other resources		Operating, establishment and other expenses	Provision for Depreciation	Interest		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
30	Patra Shipping Pvt. Ltd	2023		1006.61	8.79	1015.40	934.26	12.31	3.24	949.81	65.59
		2022	-	1045.17	16.70	1061.87	978.69	15.70	0.70	995.09	66.78
		2021	162.98	476.93	16.89	656.80	580.07	28.50	4.58	613.15	43.65
31	Roshini Ship Repairs and Engineers	2023	0.00	124.09	0.00	124.09	117.13	1.87	1.27	120.27	3.82
		2022	0.00	347.67	0.00	347.67	270.24	4.08	2.57	276.89	70.78
		2021	0.00	332.59	0.00	332.59	302.22	3.46	2.57	308.25	24.34
32	San Marine	2023	3501.30	0.00	11873.32	15374.62	12509.83	620.68	676.71	13807.22	1567.40
		2022	2390.80	0.00	10183.11	12573.91	10265.10	632.72	555.54	11453.36	1120.55
		2021	1287.50	0.00	11748.43	13035.93	9986.91	782.96	449.03	11218.90	1817.03
		2020	0.00	0.00	9515.10	9515.10	7595.80	391.50	213.00	8200.30	1314.80
33	Sea Blue Shipyard Ltd	2023	0.00	2476.37	26.00	2502.37	1758.19	175.80	95.16	2029.15	473.22
		2022	0.00	1908.06	37.96	1946.02	1211.43	98.92	88.70	1399.05	546.97
		2021	0.00	1258.60	197.77	1456.37	994.26	16.69	25.38	1036.34	420.04
		2020	0.00	1553.09	12.78	1565.86	985.76	17.79	18.73	1022.29	543.57
34	Sembmarine Kakinada Ltd. @	2023									
		2022									
		2021									
		2020	N.A	7104.64	3380.50	10485.14	6483.01	2341.25	4005.26	12829.52	-2344.38
35	Shoft Shipyard Pvt. Ltd.	2023	9077.37	2764.02	634.83	12476.22	9230.67	537.69	164.57	9932.93	2543.29
		2022	10239.05	151.88	384.22	10775.15	7961.57	527.81	164.81	8654.19	2120.96
		2021	6835.85	433.46	519.98	7789.29	5102.47	499.73	275.69	5877.89	1911.40
		2020	7714.11	432.80	1461.81	9608.72	6181.06	392.91	167.43	6741.40	2867.32
36	Udupi Cochin Shipyard Ltd.	2023	3308.80	608.65	863.51	4780.96	4751.33	1083.02	95.49	5929.84	-1148.88
		2022	641.98	0.00	366.08	1008.06	1412.04	1322.03	53.45	2787.52	-1779.46
		2021	0.00	0.00	74.74	74.74	-1086.82	1284.46	23.14	220.78	-146.04
		2020				0.00				0.00	0.00
37	Timblo Drydock Pvt. Ltd.##	2023				0.00				0.00	0.00
		2022				0.00				0.00	0.00
		2021				0.00				0.00	0.00
		2020				0.00				0.00	0.00
38	Titagarh Wagons Ltd.	2023	5564.92	NIL	119.69	5684.61	4688.28	58.63	47.41	4794.32	890.29
		2022	4145.62	NIL	NIL	4145.62	3532.35	46.74	0.40	3579.49	566.13
		2021	1452.01	N.A	N.A	1452.01	1776.93	20.77	N.A	1797.70	-345.69
		2020	2520.07	N.A	N.A	2520.07	2201.86	50.01	N.A	2251.87	268.20
39	Vijai Marine Shipyards	2023	2965.17	621.50	549.82	4136.49	3838.91	40.41	0.00	3879.32	257.17
		2022	2819.86	130.52	397.90	3348.28	2832.78	81.05	0.00	2913.83	434.45
		2021	2215.74	35.03	426.87	2677.64	2171.37	67.05	48.56	2286.98	390.66
		2020	2913.10	602.05	266.18	3781.33	2997.94	89.64	187.29	3274.87	506.46
40	West Coast Shipyard Ltd.**	2023				0.00				0.00	0.00
		2022				0.00				0.00	0.00
		2021				0.00				0.00	0.00
		2020	N.A	433.00	N.A	433.00	N.A	N.A	N.A	0.00	433.00
41	Waterways Shipyard Pvt. Ltd.	2023	6190.26	N.A	225.36	6415.62	5945.70	86.25	195.92	6227.87	187.75
		2022	2029.60	N.A	194.67	2224.27	2133.70	67.96	80.13	2281.79	-57.52
		2021	2238.68	N.A	120.57	2359.25	1710.85	41.37	300.53	2052.75	306.50
		2020	1661.94	N.A	257.84	1919.78	1520.25	46.82	151.17	1718.24	201.54
42	Yeoman Marine Services Ltd.	2023	277.09	7205.32	33.64	7516.06	6113.50	87.37	321.08	6521.95	994.11
		2022	323.04	4669.07	109.82	5101.93	4373.84	43.92	103.25	4521.02	580.91

(P) Provisional / Unaudited

** No information is received for 2022-23

Note : New companies (At S. No. 14 & 42) have been added from 2022-23; based on the list obtained from Indian Register of Shipping.

Shipyard/ Business closed

@ Removed in view of Point 1.4 of Chapter 1 of the Publication

\$ Hooghly Cochin Shipyard Ltd earlier known as Hooghly Dock & Port Engineers Ltd

CHAPTER - 6

**INTERNATIONAL SCENARIO ON SHIP-
BUILDING/ SHIP- REPAIRING**

6. INTERNATIONAL SCENARIO

6.1 This section comprises comparative time series data on ship building activity in terms of order and completion and by type and country (Table 6.1 to 6.6 (page 74-80)).

6.2 Table 6.1 (page 74) shows that the number of ships on order reflects the demand side dynamics of the world shipping industry. Over the period 2005 to 2022 (as on 1st January), the number of ships on order at a global level has decreased from 3948 units in 2005 to 3367 units in 2022. During last three years from 2019 to 2022, number of ships on order has increase from 3323 ships in 2019 to 3367 ships in 2022. Ships on order (as on 1st January) in terms of compensated gross tonnage (CGT) have gone down from 91.54 million CGT in 2005 to 90.00 million CGT in 2022. During the year 2005 to 2022, order book of world ship building industry had witnessed CAGR of (-0.88%) and (-0.09%) on order in term of numbers of ships and compensated gross tonnage respectively.

There are different types of ships built by any country. These are Tanker ships, Bulk carrier ships, Container ships, General cargo ships and Passenger ships. The maximum demand for ship building was for Container Ships (27.7%) followed by Tanker ships (26.2%), Bulk Carrier ships (25.0%), General Cargo Ships (14.5%), and Passenger Ships (6.7%) shown in the chart 6.1 below. (Table 6.3 (page 76))

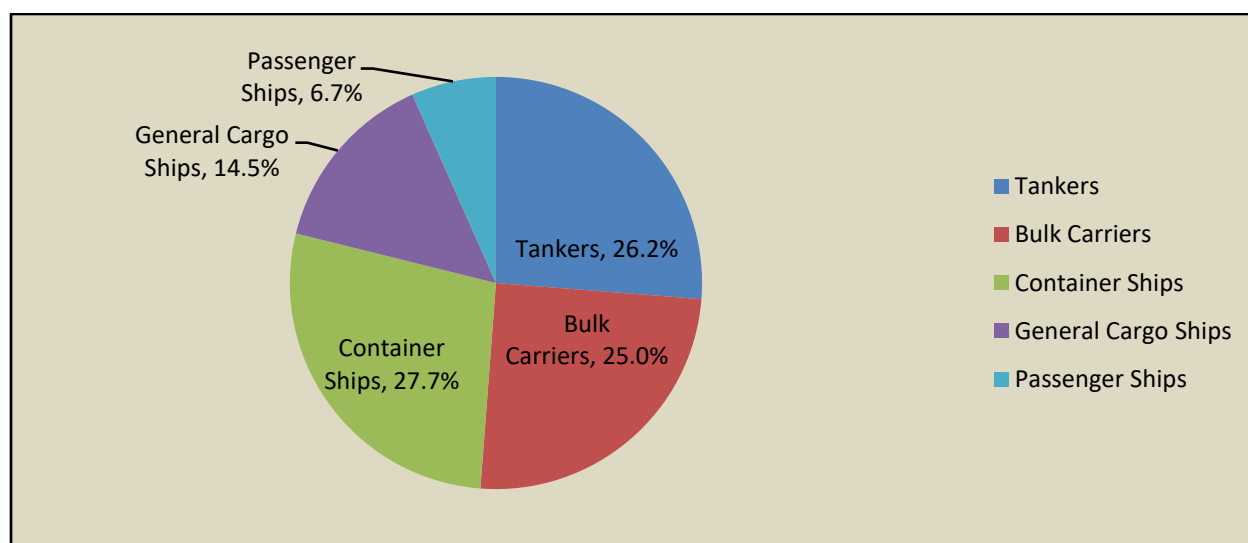


CHART 6.1: SHIPS ON ORDER BY TYPE : 2022

6.3 Table 6.2 (page 75) provide country-wise data on the ship order book position as on 1st July, 2022 and table 6.4 (page 77) presents the country-wise ships completion during the year 2021. Country-wise percentage share of Ships on order during 2022 was given in chart X below. Chart suggest that, China, Republic of Korea and Japan were the top three nations which accounted for a global share of around 49.0%, 21.0% and 15.8% respectively in number of ships on order in 2022. China, Republic of Korea and Japan were the top three nations which accounted for a global share of 41.6%, 35.7% and 10.5% respectively in ships on order in terms of compensated gross tonnage (cgt) in 2022.

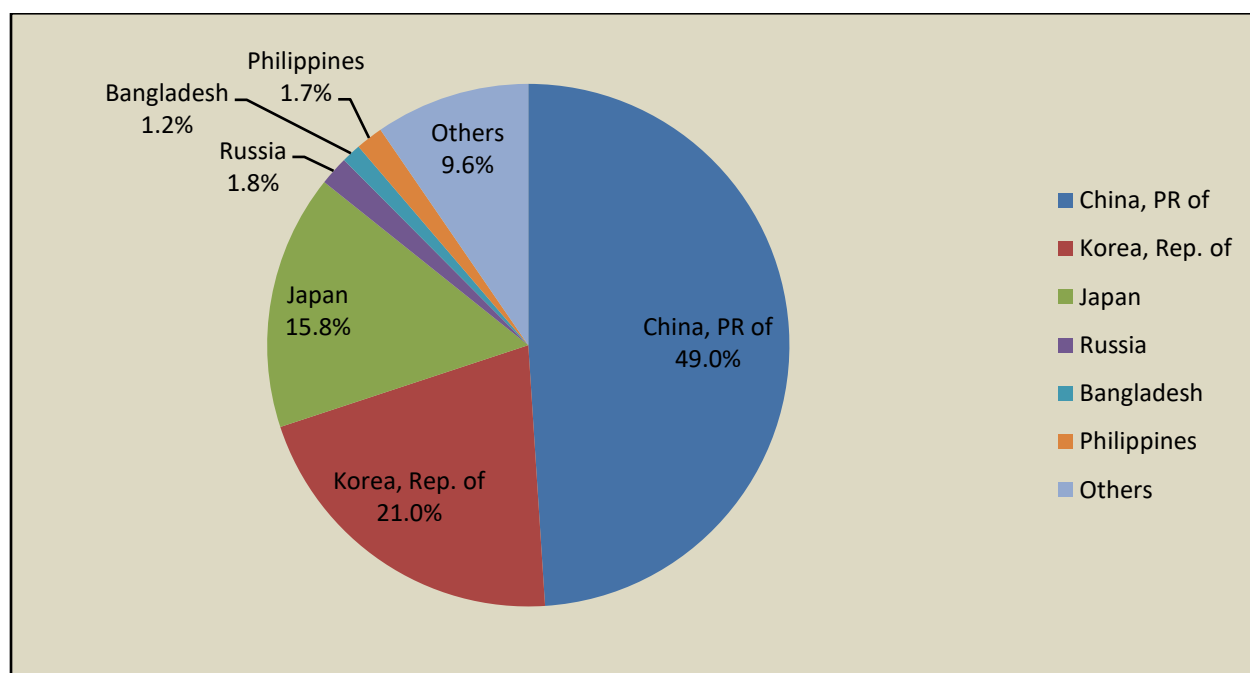


Chart 6.2: NUMBER OF SHIPS ON ORDER BY COUNTRY : 2022

6.4 Country-wise number of ships built and delivered recorded in terms of gross tonnage (GT), were 59.22 million GT in 2021 (Table 6.4) reflecting a increase of 2.6% over 57.72 million GT completed in 2020. In terms of number, the total number of ships completed decreased to 1532 units in 2021 from 1555 units in 2020 reflecting a decrease of 1.5%. Out of 59.22 million GT of ship delivered during 2021; the percentage share of Ore & Bulk carriers was 33.5% (contributed 19.83 million GT in 2021, Table 6.5 (page 78-79)) which was highest among the other types of ships delivered in the same year.

6.5 No ships were completed in Bulk/ Oil Carriers and All Fishing types category. The different types of ships completed in the world (Type-wise and Country-wise) may be seen in the following charts.

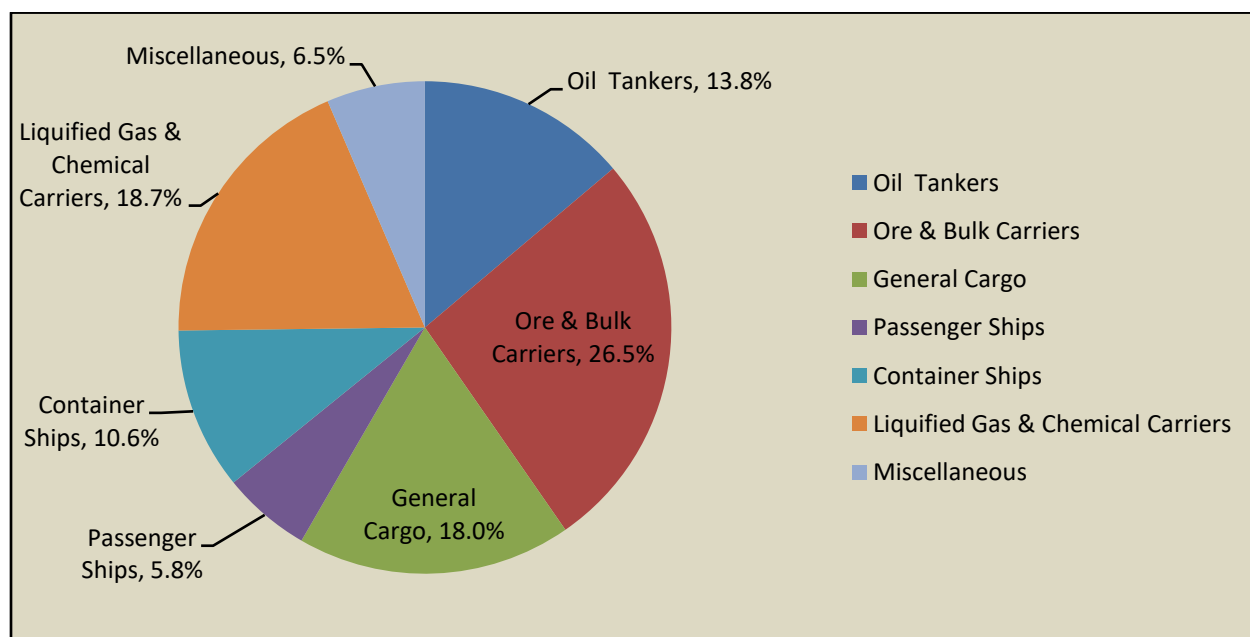


Chart 6.3: SHIPS COMPLETED BY TYPES : 2021

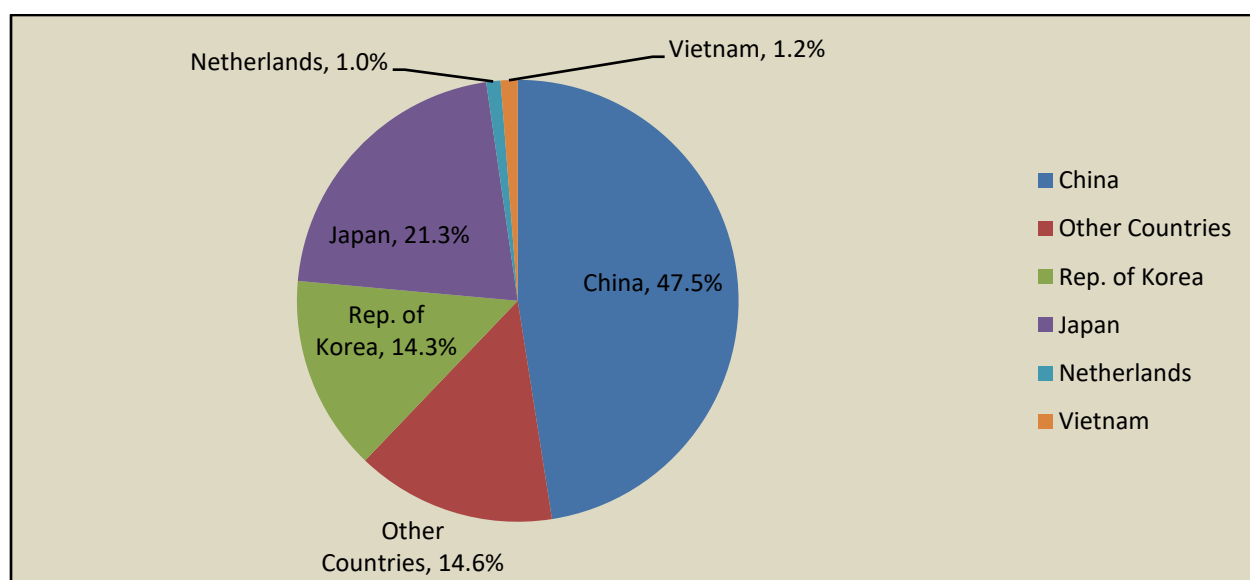


Chart 6.4: SHIPS COMPLETED BY COUNTRY: 2021

Other Countries: All excluding Netherlands, Japan, Vietnam, China & Rep. of Korea for Chart XII

Source: Shipping Statistics Year Book 2022, Institute of Shipping Economics and Logistics, Germany

Table No. 6.1

**World Ship-building - Ships On Order And Completed
During 2005 - 2022**

(as on 1st January)

Year	Ships on Order *		Ships Completed @	
	No	1000 cgt	No	1000 gt
(1)	(2)	(3)	(4)	(5)
2005	3948	91544	1993	47566
2006	4787	106205	2309	53529
2007	6045	125474	2611	57634
2008	8887	184010	3221	68477
2009	9501	191562	3432	78522
2010	7731	153869	3558	98477
2011	6525	130035	3434	103786
2012	4804	105047	3163	96565
2013	3589	81750	2403	71071
2014	3879	92729	2200	63876
2015	4195	103838	2522	67633
2016	3880	100531	1994	66783
2017	2944	78492	1840	65612
2018	3083	78482	1672	57966
2019	3323	81802	1829	65996
2020	2677	72346	1555	57720
2021	2761	70045	1532	59223
2022	3367	89998	N.A	N.A
2022\$	3322	96013	N.A	N.A

* Ships of 300gt and Over.

@ Merchant Ships of 100gt and Over.

\$ As on 1st July,2022

Note: cgt-compensated gross tonnage, gt-gross tonnage

Source: Shipping Statistics Year Book 2022, Institute of Shipping Economics and Logistics, Germany

Table No.6.2

**Ships on Order by Major Types and Country of Build
(As on 1st July, 2022)**

Ships of 300 gt. And above

S. No.	Country of Build	Tankers		Bulk Carriers		Container Ships		General Cargo Ships		Passenger Ships		Total	
		No.	1000 cgt	No.	1000 cgt	No.	1000 cgt	No.	1000 cgt	No.	1000 cgt	No.	1000 cgt
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
1	China PR of	285	7583	490	9355	555	17978	255	3872	42	1141	1627	39930
2	Korea Rep.	398	21966	-	-	280	11855	11	287	7	128	696	34236
3	Japan	92	1434	283	5120	76	2646	62	733	12	165	525	10097
4	Italy	-	-	-	-	-	-	-	-	27	2859	27	2859
5	Germany	-	-	-	-	-	-	10	97	9	1082	19	1179
6	France	-	-	-	-	-	-	-	-	11	1440	11	1440
7	Finland	-	-	-	-	-	-	-	-	10	985	10	985
8	Philippines	2	8	46	852	1	10	3	31	4	42	56	942
9	Vietnam	30	727	4	71	-	-	2	3	4	28	40	829
10	Russia	31	1343	-	-	-	-	22	148	7	58	60	1549
11	Norway	-	-	-	-	-	-	-	-	8	161	8	161
12	India	2	6	1	2	-	-	15	70	7	79	25	157
13	Spain	2	13	-	-	-	-	2	12	3	87	7	111
14	Croatia	1	23	-	-	-	-	2	35	4	154	7	212
15	US	-	-	-	-	2	53	-	-	5	44	7	98
16	Turkey	11	94	-	-	-	-	3	14	12	108	26	216
17	Bangladesh	5	12	-	-	-	-	26	79	9	34	40	124
18	Portugal	-	-	-	-	-	-	-	-	5	93	5	93
19	Netherlands	3	24	5	19	-	-	53	277	4	13	65	333
20	Others	10	86	0	0	5	89	15	61	31	224	61	462
	Total	872	33319	829	15419	919	32631	481	5719	221	8925	3322	96013

Note 1: cgt-compensated gross tonnage

Source: Shipping Statistics Year Book 2022, Institute of Shipping Economics and Logistics, Germany

Table No. 6.3

Ships on order by Type

During 2020-2022

Ships of 300gt and over

Ship Type	2020		2021		2022	
	No of Ships	1000 cgt	No of Ships	1000 cgt	No of Ships	1000 cgt
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Tankers	847	26164	840	27640	872	33319
Bulk Carriers	815	17713	587	11856	829	15419
Container Ships	364	11364	305	10636	919	32631
General Cargo Ships	310	3462	342	3529	481	5719
Passenger Ships	341	13644	296	12106	221	8925
Grand Total	2677	72347	2370	72346	3322	96013

Note 1: Figures from the year 2020 to 2022 is as on 1st January.

Note 2: cgt-compensated gross tonnage

Source: Shipping Statistics Year Book 2022, Institute of Shipping Economics and Logistics, Germany

Table No. 6.4

**Merchant Ships Completed By Country Of Build
(2019-2021)**

(Ships of 100 gt & Over)

S. No.	Country of Build	2019		2020		2021	
		No.	1000 gt	No.	1000 gt	No.	1000 gt
1	2	3	4	5	6	7	8
(1)	Croatia	9	28	7	37	11	27
(2)	Brazil	10	143	6	3	-	-
(3)	Denmark	2	2	-	-	1	1
(4)	Finland	3	335	1	182	3	221
(5)	France	2	353	2	132	1	177
(6)	China, PR of	653	23148	624	23226	728	26132
(7)	Germany	8	487	5	288	5	383
(8)	Italy	8	527	6	518	7	499
(9)	Korea, Rep. Of	231	21700	212	18180	219	19277
(10)	Japan	433	16238	396	12811	326	10711
(11)	Netherlands	23	40	25	104	16	52
(12)	Norway	26	196	19	75	8	96
(13)	Poland	1	3	6	14	3	14
(14)	Spain	11	192	6	27	4	25
(15)	Philippines	25	802	19	608	18	643
(16)	United Kingdom	1	1	-	-	-	-
(17)	United States	33	128	18	70	8	17
(18)	Vietnam	58	550	27	564	19	368
(19)	Other Countries	292	1122	176	881	155	581
	World Total	1829	65996	1555	57720	1532	59223

Note 1: gt-gross tonnage

Source: Shipping Statistics Year Book 2022, Institute of Shipping Economics and Logistics, Germany

Table No. 6.5

World Merchant Ships Completed By Principle Types (1993-2021)

(Ships of 100gt and over (a))

Year	Oil Tankers		Bulk/Oil Carriers(b)		Ore & Bulk Carriers		General Cargo		Passenger Ships	
	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1993	268	9592	5	242	89	3910	322	1418		
1994	183	5459	2	91	192	6368	322	1594		
1995	163	6104	-	-	258	8459	314	1511	102	974
1996	159	6281	3	195	272	9508	338	1661		
1997	92	3866	4	305	309	9950	342	1926		
1998	140	6599	-	-	206	6039	289	2929		
1999	172	10045	4	252	187	6749	274	3453		
2000	225	11611	-	-	183	6962	311	3565	87	1254
2001	183	8137	2	78	309	11101	202	1589		
2002	254	12771	-	-	225	7726	194	1828		
2003	434	16972	2	142	160	5935	276	2440		
2004	447	16036	-	-	246	10003	436	3374		
2005	480	17173	-	-	307	12016	470	3613	86	828
2006	520	14743	-	-	322	13517	526	4485	69	1220
2007	629	17746	-	-	329	13344	615	5128	93	1490
2008	791	21115	-	-	381	13289	740	6713	104	1707
2009	838	27316	1	162	645	23601	686	6557	94	1395
2010	677	23296	4	688	1019	43605	633	7296	96	1858
2011	570	22477	3	516	1201	53674	650	7982	98	1099
2012	505	18211	-	-	1199	53818	503	6446	82	1199
2013	396	12257	-	-	760	33558	340	4856	60	780
2014	311	9483	-	-	576	25509	254	4056	88	947
2015	326	10593	2	6	614	25979	221	3190	86	955
2016	413	18192	1	3	559	25467	187	2976	95	1475
2017	451	21191	-	-	430	20252	189	3635	137	1592
2018	426	15837	-	-	275	14776	171	2626	169	1853
2019	434	20838	-	-	418	21756	256	2718	165	2172
2020	336	13250	-	-	472	26115	179	2088	120	1565
2021	212	11494	-	-	406	19828	276	2741	89	1448

World Merchant Ships Completed By Principle Types (1993-2021)

(Ships of 100gt and over (a))

Year	Container Ships		Liquified Gas & Chemical Carriers		All Fishing Types		Miscellaneous		Total	
	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt
(1)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
1993	92	2083	131	1137	229	137	424	1196	1560	19715
1994	142	3128	106	1333	160	137	359	736	1466	18846
1995	166	3706	106	1243	157	86	401	1128	1565	22237
1996	201	4591	149	1746	175	99	435	1448	1732	25529
1997	247	5761	124	1627	186	94	546	1300	1850	24829
1998	256	6034	150	1759	164	74	524	1900	1729	25334
1999	124	2929	133	2186	144	104	526	1930	1564	27648
2000	155	5271	67	2028	247	163	462	2075	1650	31675
2001	188	6980	51	616	262	124	498	2716	1695	31341
2002	201	7217	64	1521	140	73	631	2420	1709	33556
2003	178	6261	107	2608	137	96	194	2065	1488	36519
2004	181	7204	90	2687	161	102	155	1928	1716	41334
2005	271	10250	86	2686	123	50	256	1778	1993	47566
2006	372	14932	124	3768	75	51	370	2033	2309	53529
2007	399	14247	133	4381	41	31	465	2757	2611	57634
2008	434	16067	171	7928	33	37	671	3327	3221	68476
2009	276	11824	201	7242	34	36	751	1785	3432	78523
2010	265	14955	90	1714	37	36	833	6887	3558	98477
2011	191	13365	70	1714	25	25	724	4033	3434	103786
2012	209	13672	63	610	31	21	653	3786	3163	96564
2013	203	14503	67	2613	29	20	608	3265	2403	71072
2014	201	16130	104	4340	2	3	752	4355	2200	63876
2015	211	17406	115	5336	23	25	924	4144	2522	67634
2016	131	9475	135	6733	-	-	473	2461	1994	66782
2017	153	11890	110	5213	-	-	370	1839	1840	65612
2018	175	13614	114	7447	-	-	342	1813	1672	57966
2019	161	10934	95	6366	-	-	300	1212	1829	65996
2020	140	8671	92	5283	-	-	216	748	1555	57720
2021	163	10898	287	11253	-	-	99	1561	1532	59223

(a) : Since 2007 all ships of 300 gt and over.

(b) : Incl. Ore/oil carriers.

Note 1: gt-gross tonnage

Source: Shipping Statistics Year Book 2022, Institute of Shipping Economics and Logistics, Germany

Table No. 6.6

Total Order Book - By Country of Build
(As on 1st July,2022)

(Ships of 300 gt and over)

Country	2021			2022		
	Total Order Book			Total Order Book		
	No	1000 cgt	1000 dwt	No	1000 cgt	1000 dwt
1	2	3	4	5	6	7
China, PR of	1229	28116	77944	1627	39930	101834
Croatia	7	210	128	7	212	80
Phillippines	44	657	2126	56	942	3449
Finland	13	1199	122	10	985	100
France	11	1663	137	11	1440	43
Germany	26	2311	230	19	1179	150
Italy	36	3564	285	27	2859	226
Japan	429	8691	29153	525	10097	31680
Korea, Republic of	560	25676	64696	696	34236	69265
Netherlands	34	177	182	65	333	337
Poland	3	39	12	4	80	28
Romania	6	37	9	-	-	-
Russia	54	1362	2298	60	1549	3113
Spain	9	135	23	7	111	32
Turkey	34	267	104	26	216	107
U.S	12	110	67	7	98	90
Other Countries	168	1538	1651	175	1783	2793
Total	2675	75752	179167	3322	96050	213327

Note 1: cgt-compensated gross tonnage, dwt-dead weight tonnage

Source: Shipping Statistics Year Book 2022, Institute of Shipping Economics and Logistics, Germany

APPENDIX

TERMINOLOGY USED IN SHIPPING

A. TERMS RELATING TO A SHIP

Ballast - Any material intended to provide stability to the ship when it is otherwise empty.

Bunker - Ship-space for storing fuel (Coal, Oil etc.).

Cargo Tonnage/Freight Ton - It refers to the earnings cargo carried by a ship and is expressed as either a weight or measurement. In the British countries the long tons of 2240 pounds for 40 cubic feet and under the metric system as in India, the metric tonne of 1000 Kg. for a cubic metre.

Dead Weight Tonnage (DWT) - It is the number of tons (2240 pounds) of stores, fuel and cargo that a ship can transport. This presents the actual carrying capacity of a ship.

Displacement Light - The weight of a ship without stores, bunker fuel, cargo, passengers and crew.

Displacement Loaded - The weight of a ship plus stores, bunker fuel, cargo, passengers and crew.

Draft - The depth necessary to submerge a ship to her load line.

Gross Registered Tonnage (GRT) - It applies to the vessel and not to cargo. It is the weight of the volume occupied by the closed – in – space of a ship taking 100 cubic feet of such closed-in-spaces as equivalent to one vessel ton. It thus refers to the cubic capacity of the vessels.

Lighterage - Loading into and discharging out of lighters.

Load Line - The outer line on the body of a ship up to which she submerges in water with safety. It varies according to the seasons and waters in which she plies.

Net Registered Tonnage (NRT) - It refers to the earning space capacity of a ship, available for the storage of cargo and accommodation of passengers. It is obtained by deducting from GRT the cubic capacity space (taking 100 cu. feet. = 1 ton) occupied by stores, fuel, machinery crew etc. and which does not represent the earning capacity of the ship.

Port Side - Left side of a ship.

Shipping Order - Authority given to a shipper to deliver the goods for loading.

Starboard Side - Right side of a ship.

B. TERMS RELATING TO TYPE OF SHIPS

Barge - A term applied to a flag officer's boat in naval usage, or to an elegantly fitted boat, or craft of ceremony propelled by oars or mechanically and reserved for the use of high officials when transported in State. In a legal sense a barge is usually held to be a boat or vessel and hence it is within the letter of the laws relating to such craft.

Bollard - Single or double cast steel post secured to a wharf or pier and used for mooring vessels by means of lines extending from the vessel and fastened to the wharf or pier.

Bollard Pull - The amount of pull exerted on a bollard of a ship.

Breaking Bulk - The commencing of discharging of cargo from ship.

Cargo Ship - A ship which is not a passenger ship

Coaster - A vessel specially designed, equipped, manned and licensed to engage regularly in the coasting trade, whether plying coast-wise or making short sea passage within certain specified geographical limits.

Coasting Ship - A ship exclusively employed in trading between any port or place in India and any other port or place in the continent of India or between ports or places in India and port or places in Sri Lanka, Bangladesh or Myanmar.

Collier - Generally a coastal ship designed to carry coal.

Craft - A term in marine parlance applied to every kind of vessels but more especially to small vessels when referred to collectively. For marine insurance purposes, a craft is any barge, lighter, river trades or any other boat or vessel employed in carrying, shipping or discharging the goods insured.

Dumb Barge - A barge which has no means of self propulsion in the way of sails or engine power and which has to be towed or is allowed to drift under the influence of the tide or current.

Fishing Vessel - A ship fitted with mechanical means of propulsion which is exclusively engaged in sea fishing for profit.

Foreign-Going Ship - A ship not being a home trade ship employed in trading between any port or place in India and any other port or place or between ports or places outside India.

Freighter - A ship designed to carry general cargo (with a limited passenger accommodation) operating on fixed routes with fixed sailing schedules and serving a group of ports.

Home-Trade Ship - A ship not exceeding three thousand tons gross which is employed in trading between any port or place in India and any other port or place in the continent of India or between ports or places in India and ports or places in Sri Lanka, Maldives Islands, Federation of Malaysia, Singapore, Bangladesh or Myanmar.

Hopper Barge - A steel or wooden barge with hopper doors employed in harbours and used for the disposal of mud, gravel, sand etc., taken from a dredger and then conveyed to a dumping ground where the cargo is discharged through the bottom; also called 'dump scow' and then conveyed to a dumping ground where the cargo is discharged through the bottom; also called 'dump scow'.

Inland Steam Vessel - A steam vessel which ordinarily plies on inland water.

Compensated Gross Tonnage (cgt) - Calculated by multiplying the tonnage of a ship by a coefficient, which is determined according to type and size of a particular ship. cgt is used as an indicator of volume of work that is necessary to build a gross ship.

Gross Tonnage (gt) - gt indicates that the ship has been measured in accordance with the requirements of the International Convention on Tonnage Measurement of Ships 1969 and is derived by formula in accordance with those requirements.

Lash - Lighter aboard ship.

Launch - A large, heavy and beamy ship's boat with flat floors and rather shallow draft, formerly used and designed for carrying stores and men.

Liner Ship - A ship that plies on regular scheduled services between groups of ports. The ships of a liner company are common carriers, offering cargo space or passenger accommodation to all shippers and passengers who require them. A liner company is generally engaged on trade-routes where large volume of cargo or passenger traffic is available.

Mooring Vessel - A vessel which is secured by moorings.

Ore/Oil and Bulk Carriers - A bulk cargo ship designed to carry ore and oil enabling it thereby to be loaded in both directions.

Passenger Liner - A ship or vessel employed in carrying passengers, mail and goods at stated intervals between regular ports.

Passenger Ship - A ship carrying more than twelve passengers.

Pilgrim Ship - A ship which makes a voyage to or from the Hedjaz during the season of the pilgrimage and which carries pilgrims in a proportion of not less than one pilgrim for every one hundred tons of the gross tonnage of the ship.

Reefer - A vessel with refrigerating facilities

Rig - The Rig of a vessel is the distinctive manner in which her masts and sails are disposed.

Roll On/Roll Off vessel - It is frequently called a vehicle FEERY. It is designed for the conveyance of road vehicles and private cars. At each terminal port, a tramp or linkspan is provided enabling the vehicles to drive on or off the vessels, thereby eliminating craneage and cargo handling (and also pilferage) and permitting a quick turn round of the ship.

Sailing Vessel - Any description of vessel provided with sufficient sail area for navigation under sails alone - whether or not fitted with mechanical means of propulsion, and would include rowing boat or crane but does not include a pleasure craft.

Sea-going Vessel - A vessel proceeding to sea beyond inland water or beyond waters declared to be smooth or partially smooth by the Central Government by notification in the official Gazette.

Sponson - In a paddle-wheel-steamer, a small out board platform strongly bracketed to the side plating and supporting the paddle-wheel bearing.

Steam Vessel - Every description of vessel propelled wholly or in part by the agency of steam.

Survey Vessel - Mechanically propelled sea-going vessel specially built and equipped to carry out hydrographic and other nautical surveys in coastal waters and on the high seas. Surveying vessels are in most instances Government owned.

Tanker - A cargo ship constructed or adopted for carriage in bulk of liquid cargoes of an inflammable nature.

Tramp - A cargo ship operating in all ports of the world without a fixed route and sailing schedule in search of primarily bulk cargo carried generally in ship-loads.

Trawler - A sail or mechanically propelled vessel engaged in sea fisheries with a drag net, the most modern development of which is the otter trawl; also called dragger.

Tug Boat - A mechanically propelled vessel of small tonnage with little or no cargo capacity, used for towing or assisting vessels at sea, in or out of harbour, rivers, and docks, also for coastal or harbour towage of barges, lighters and other small craft; also called tow boat, tug.

Unberthed Passenger - A passenger of the age of twelve years or upwards for whom no separate accommodation in any cabin, state room or saloon is reserved. In the computation of passengers, two persons of the age of one year or upwards and under the age of twelve years shall be reckoned as one un-berthed passenger.

Unberthed Passenger Ship - A ship carrying more than thirty un-berthed passengers.
