



STATISTICS OF INDIA'S SHIP BUILDING AND SHIP REPAIRING INDUSTRY

2023-24



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

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सत्यमेव जयते

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P R E F A C E

“Statistics of India’s Ship Building and Ship Repairing Industry” is an Annual Publication 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 Transport Research Wing Team in bringing out this edition in time. Suggestions from the readers/users of the report are welcome in order to further improve the quality and coverage.


(T.K. Ramchandran)

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ABBREVIATIONS USED

TEU	-	Twenty Foot Equivalent Unit
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
SOEPL	-	Sadhav Offshore Engineering a Pvt. Ltd.
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 11,098.81 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 2024, Indian shipping tonnage was 13.66 million Gross Tonnage (GT) with 1521 ships. During the 2023-24 FY Indian owned ships/vessels carried 4.11% 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 was sought from 64 Ship Building/ Ship Repairing companies. However, information was received from 32 Ship Building/ Ship Repairing companies, out of which 8 Ship Building/ 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 42 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 eight 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. and Patra Shpping Pvt. Ltd. (10 thousand DWT) each, San Marine, Mandovi Drydocks Ltd. (MDD) and Waterways Shipyard Pvt. Ltd. (WSPL) (8 thousand DWT) each, Chowgule & Co. Ltd. (C&CL) (6 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 2023-24 amongst reporting companies, the companies had an order book of 410 ships with gross DWT 601.08 thousand tonnes. During the period the public sector companies had orders of 168 ships of 293.84 thousand DWT. In private sector companies the order book had 242 ships of total 307.24 thousand DWT. During the period public sector and private sector accounted for a share of 48.89% (293.84 thousand DWT) and 51.11% (307.24 thousand DWT) respectively in the total tonnage (601.08 thousand DWT).

8.3 SHIPS DELIVERED : At the end of 2023-24 amongst reporting companies, both the public and private sector companies delivered 201 ships with 31.97 thousand DWT. Public sector companies delivered 32 ships with 2.71 thousand DWT and private sector companies delivered 169 ships with 29.27 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), Patra Shipping Pvt. Ltd. (10.00 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 2023-24.

9.2 SHIPS REPAIRED : During the year 2023-24 amongst reporting public and private sector companies, total number of ships repaired were 418 out of which 227 ships were repaired by private sector companies and 191 ships were repaired by public sector companies.

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

At the end of 2023-24 amongst reporting public and private sector companies, the total numbers of employees employed were 19,036 which included 4030 officers. Under Public Sector companies there were 14256 employees including 3003 officers consisting 21.1% officers of the total number of employees. Under private sector companies there were 4780 employees including 1027 officers consisting 21.5% 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 (DGS) 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
2023-24	₹89.93 Cr

Further, shipbuilding financial assistance policy guidelines have been amended to promote the green shipping. Amendments made in the guidelines are as follows:

- (i) Flat 30% Financial Assistance for vessels where main propulsion is achieved by means of green fuels such as Methanol/ Ammonia / Hydrogen fuel cells etc.
- (ii) Flat 20% Financial Assistance for vessels fitted with fully electric or hybrid propulsion system.

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

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 shipbuilding in India, so as to make India a Atmanirbhar/self-reliant Bharat, in terms of tonnage and shipbuilding in India. The following is the revised hierarchy of RoFR (copy of notification enclosed):

- (1) Indian built, Indian flagged and Indian owned
- (2) Indian built, Indian flagged and Indian IFSCA owned
- (3) Foreign built, Indian flagged and Indian owned

(4) Foreign built, Indian flagged and Indian IFSCA owned

(5) Indian built, Foreign flagged and 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.

International Ship Repair Facility (ISRF) with an investment of Rs 970 crores and New Dry Dock (NDD) with an investment of Rs 1800 crores were inaugurated in 2024 adding to the Ship building and Ship repair capacity in India.

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	Patra Shipping Pvt. Ltd.	10.0
5	San Marine	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	Patra Shipping Pvt. Ltd.	10.0
4	Waterways Shipyard Pvt. Ltd.	8.0
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)
2020-21	280	69	17131	10455.96
2021-22	338	113	16254	13142.52
2022-23	433	206	17844	15872.01
2023-24	410	201	19036	22245.70

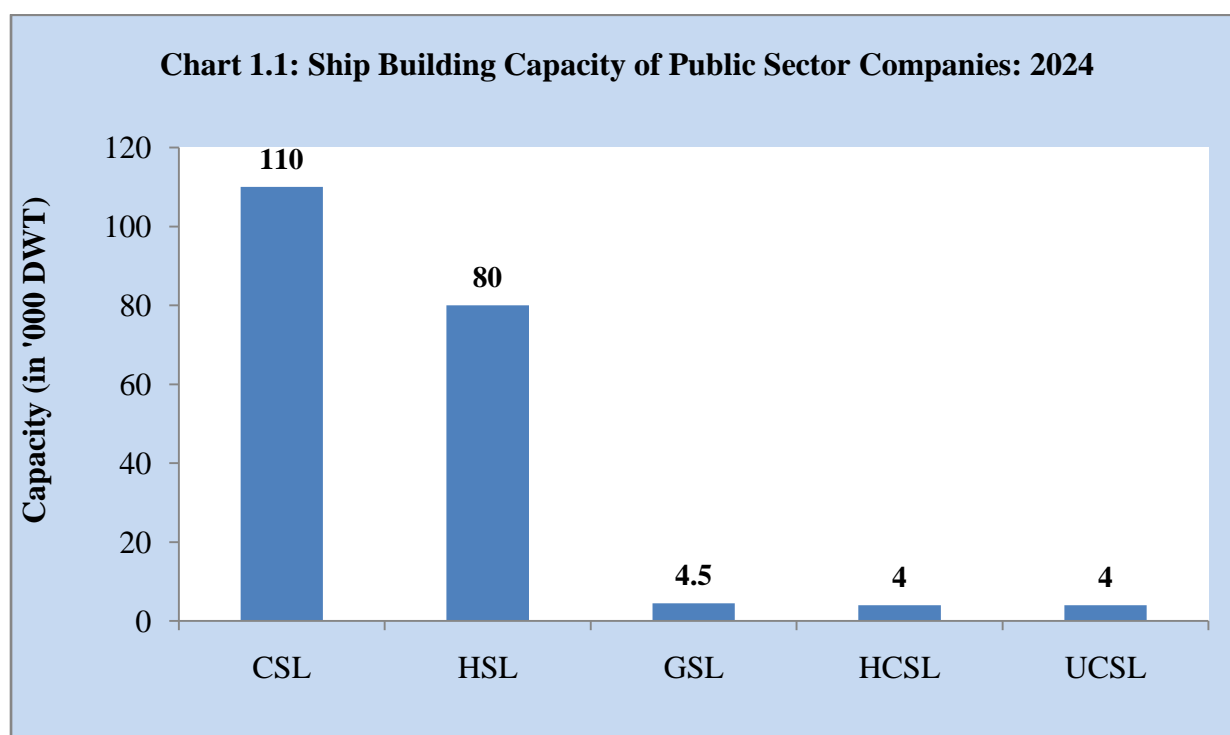
CHAPTER-1
STATISTICS ON INDIAN SHIP-
BUILDING COMPANIES

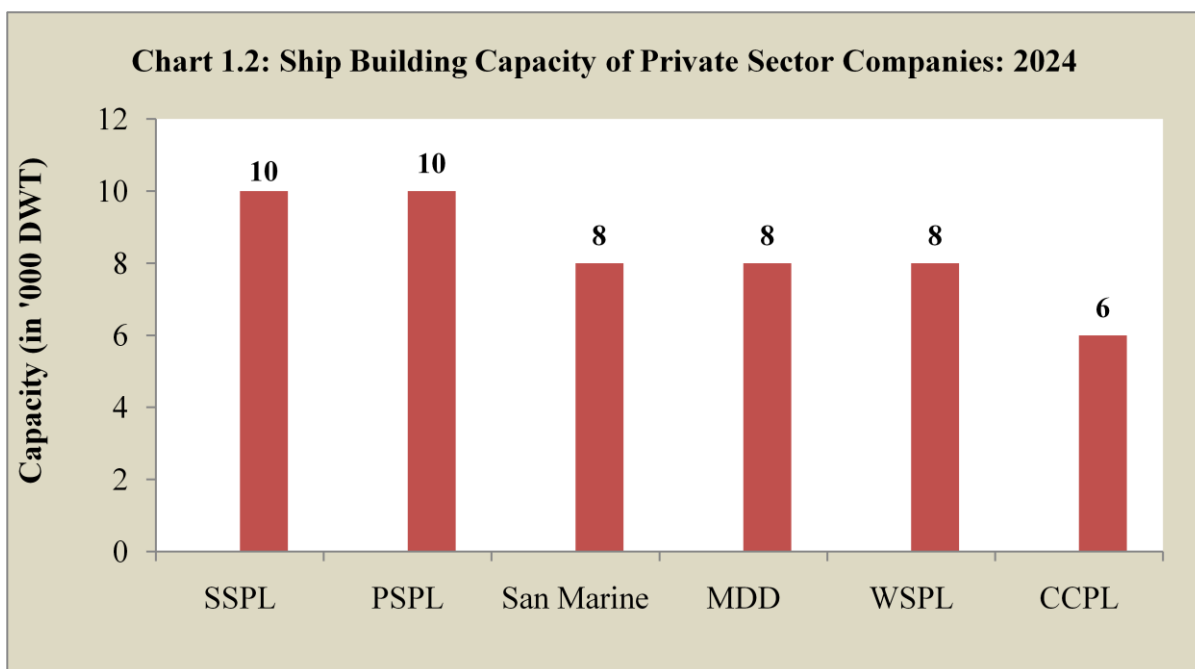
SHIPBUILDING CAPACITY:

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 reporting 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), Hooghly Cochin Shipyard Ltd. (HCSL) and Udupi Cochin Shipyard Ltd. (UCSL) (4.0 thousand DWT) each. Amongst the reporting private sector companies, Shoft Shipyard Pvt. Ltd. (SSPL) and Patra Shipping Pvt. Ltd. (PSPL) possess the maximum ship building capacity (10 thousand DWT) each followed by San Marine, Mandovi Drydocks Ltd. (MDD) and Waterways Shipyard Pvt. Ltd. (WSPL) (8 thousand DWT) each and Chowgule & Co. Ltd. (C&CL) (6 thousand DWT) (Table 1.2 (page 10)).

Charts 1.1 and 1.2 present ship building capacity (in terms of their DWT) of some of these shipbuilding companies in public & private sector respectively as on 31st March 2024. Table 1.2 (page 10) provides the information on company wise shipbuilding capacity from the year 2020-21 to 2023-24 (both in public & private sector).





SHIPS ON ORDER

1.3 As on 31st March, 2024, Indian ship-building companies had orders of 410 ships with gross DWT 601.08 thousand tonnes. Public sector shipyards had orders of 168 ships of 293.84 thousand DWT. Out of these, 29 ships with total capacity of 102.80 thousand DWT were export orders and remaining 139 ships with total capacity of 191.04 thousand DWT were domestic orders. Amongst reporting companies, in terms of numbers, Cochin Shipyard Ltd. (46) had the highest number of ships on order followed by Mazagaon Dock Shipbuilders Ltd. (30), Garden Reach Ship-Building & Engineers Ltd. (25), Goa Shipyard Ltd and Udupi Cochin Shipyard Ltd. (22) each, Hooghly Cochin Shipyard Ltd. (9) and Hindustan Shipyard Ltd. (8). Order book in terms of DWT was highest for Hindustan Shipyard Ltd with 150.37 thousand DWT, followed by Cochin Shipyard Ltd (96.91 thousand DWT) and Udupi Cochin Shipyard Ltd. with (24.46 thousand DWT) (Table 1.3 & 1.3 (a) (page 11-13) & 1.4 (page 14)).

1.4 As on 31st March, 2024, private sector companies had orders for 242 ships of total 307.24 thousand DWT. Out of these, 28 ships with total capacity of 267.90 thousand DWT were export orders and remaining 214 ships with total capacity of 39.33 thousand DWT were domestic orders. Amongst the reporting ship building companies in the private sector, A.H Wadia Boat Builders (110) had the highest number of ships on order followed by AC Roy &

Co. Ltd. (43) with a total capacity of 1.01 thousand DWT, Chowgule & Co. Ltd. (23) with a total capacity of 262.28 thousand DWT and Titagarh Rail Systems Ltd. (16) with a total capacity of 0.66 thousand DWT in 2023-24.

Amongst reporting companies, in terms of tonnage order book, the public sector and private sector accounted for a share of 48.89% (293.84 thousand DWT) and 51.11% (307.24 thousand DWT) respectively in the total tonnage (601.08 thousand DWT) of order book during 2023-24. Table 1.3 (a) (page 13) contains Total Ship Order Book of Vessels by Domestic Order and by Export Order as on 31st March 2024.

ORDER BOOK STATUS BY TYPE OF VESSEL:

1.5 In the current order book, out of total 410 ships, 168 are with public sector yards and 242 are with private sector yards amounting to 293.84 thousand DWT and 307.24 thousand DWT respectively. **Table 1 (a)** gives the Order Book with Indian Shipyards as on 31st March, 2024. The details are given in Table 1.3. (page 11-12) and Table 1.4 (page 14) providing information on company wise number of ships on order from the year 2020-21 to 2023-24 in public and private sector.

Table- 1 (a): Current Order Book by Types of Vessels of reporting companies as on 31st March, 2024

(‘000 DWT)

Type Yards	Vessel	Tankers	Dry Cargo	Bulk Cargo	Passengers	Others	Total
	No.						
Public Sector	No.	8	6	12	19	123	168
	DWT	135.86	22.80	69.42	8.15	57.62	293.84
Private Sector	No.	1	1	23	9	208	242
	DWT	1.70	2.10	262.28	1.75	39.41	307.24

SHIPS DELIVERED

1.6 As on 31st March, 2024, among public sector companies, Garden Reach Shipbuilders and Engineers Ltd delivered highest tonnage with 1.40 thousand DWT consisting of 2 ships followed by Shalimar Works Ltd. with 0.51 thousand DWT (1 Ship), Udupi Cochin Shipyard Ltd. with 0.42 thousand DWT (9 Ships) and Cochin Shipyard Ltd with 0.34 thousand DWT (7 Ships). Amongst reporting companies in the private sector, the highest tonnage was

delivered by Vijai Marine Shipyards with 9.40 thousand DWT (7 ships) followed by Mandovi Drydocks with 6.94 thousand DWT (8 ships) and Chowgule & Co. Ltd. with 5.42 thousand DWT (1 ship).

Amongst reporting companies, in terms of tonnage delivered, the private sector and public sector accounted for a share of 90.7% (26.30 thousand DWT) and 9.3% (2.71 thousand DWT) respectively in the total tonnage (29.01 thousand DWT) delivered during 2023-24. Company wise number of ships delivered along with their size from financial year 2020-21 to 2023-24 in both public and private sector are given in the Table 1.5 (page 15-17).

1.7 Company wise number of ships on order and ships delivered from 2020-21 to 2023-24 is given in Table 1.6 (page 18) and number of ships by keel laid, launched and ships under construction from financial year 2020-21 to 2023-24 are given in Table no 1.7 (page 19-20).

1.8 **Table 1 (b)** depicts the size and number of ships delivered by both public and private ship yards in India during 2022-23 and 2023-24.

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

Name of Companies	Ships Delivered			
	2022-23		2023-24	
	No.	DWT('000)	No.	DWT('000)
(1)	(2)	(3)	(4)	(5)
A. PUBLIC SECTOR (Total)	27	3.13	32	2.71
1. Cochin Shipyard Ltd.	14	2.88	7	0.34
2. Garden Reach Ship- Builders & Engineers	1	0.06	2	1.40
3. Goa Shipyard Ltd.	1	0.03	12	0.04
4. Hindustan Shipyard Ltd.	3		0	0.00
5. Hooghly Cochin Shipyard Ltd	2	0.17	NIL	NIL
6. Mazagaon Dock Shipbuilders Ltd.	2		1	-
7. Shalimar Works Ltd.	4		1	0.51
8. Udupi Cochin Shipyard Ltd.	9	0.14	9	0.42
B. PRIVATE SECTOR (Total)	179	29.40	163	26.30
9. Abhishek Engineers**	Carry out maintenance work of own vessels			
10. A.C. Roy & Comp. Ltd.	8	0.76	6	0.57
11. A.H. Wadia Boat Builders	86	0	110	-

12. Bristol Boats Pvt. Ltd. ##	3	2.05		
13. Chidambaram Shipcare Pvt. Ltd	N.A	N.A	N.A	N.A
14. Chowgule & Co. Ltd.	6	2.50	1	5.42
15. Chowgule Lavgan Shipcare Ltd	N.A	N.A	N.A	N.A
16. DempoShipbuilding & Engineering Ltd.	0	0	1	0.03
17. Equiptrans Logistics Pvt. Ltd.**				
18. Ferromar Shipping Pvt. Ltd.	N.A	N.A	N.A	N.A
19. M/s Glory Shipmanagement Pvt. Ltd.	N.A	N.A	N.A	N.A
20. High Seas Shipping Associates	N.A	N.A	N.A	N.A
21. Homa Engineering Works##	N.A	N.A		
22. Island Ship Repairers			N.A	N.A
23. JITF Shipyard Ltd.	N.A	N.A	N.A	N.A
24. KSINC	N.A	N.A	N.A	N.A
25. Larsen & Toubro Ltd.**	5			
26. Mandovi Dry Docks	14	13.4	8	6.94
27. Marine Care & Associates**	N.A	N.A		
28. Marine Frontiers Pvt. Ltd.**				
29. Modest Infrastructure Pvt. Ltd.	7	0.59	2	0.64
30. N.N. Shipbuilders &Engineers Ltd. ##				
31. Patra Shipping Pvt. Ltd.	3	N.A	5	2.00
32. Roshini Ship Repairs and Engineers	N.A	N.A	N.A	N.A
33. San Marine	10	3.63	0	0.00
34. Sea Blue Shipyard Ltd.	17	5.4	0	0.00
35. Sadhav Offshore Engineering Pvt. Ltd			1	0.04
36. Shoft Shipyard Pvt. Ltd.	5	0.30	11	N.A
37. Titagarh Wagons Ltd.	2	0.53	5	0.07
38. Vijai Marne Shipyards	4	0.1	7	9.40
39. West Coast Shipyard Ltd.**				
40. Waterways Shipyard Pvt. Ltd.	0	0	6	1.20
41. Yeoman Marine Service Ltd**	N.A	N.A		

Note: New companies (At S.No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

** No information is received for 2023-24.

Shipyard/ Business closed

Table No. 1.1

Ship Building Capacity of the reporting Companies by Types & Size
(As on 31st March, 2024)

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)	Dry Dock No. 1 (Old) of Main Unit (Dry Dock's Length: 180 mts., Width: 27 mts. & Draft: 8 mts. above KODS*) Dry Dock No. 2 (New) of Main Unit (Dry Dock's Length: 180 mts., Width: 29 mts. Draft: 10 Mts. & 10,000 DWT (actually 12 mts. of which 02 mts. below KODS* and 10 mts. above KODS*) Dry Dock No. 1 of RBD Unit (Dry Dock's Length: 185 mts., Width: 12 mts. & Depth: 6.4 mts.) Dry Dock No. 2 of RBD Unit (Dry Dock's Length: 160 mts., Width: 18 mts. & Draft:-9 mts.) Dry Dock No. 3 of RBD Unit (Dry Dock's Length: 100.58 mts., Width: 14.28 mts. & Depth: 6.09 mts.) Building Berth (BB)/ Inclined Berth (IB)/ Slipway No. 1 (Old) of Main Unit (Length: 180 mts., Width: 25 mts. and Sill Height: 0.9 mts. above KODS*) Building Berth (BB)/ Inclined Berth (IB)/ Slipway No. 2 (New) of Main Unit (Length: 180 mts., Width: 23 mts., 4,500 DWT and Sill Height: 0.0 mts. above KODS*) Building Berth (BB)/ Inclined Berth (IB)/ Slipway No. 1 of RBD Unit (Length: 180 mts., Width: 25 mts.) Naval Jetty of FOJ Unit with one 15 T Tower Crane (Length: 229 mts., Width: 10 mts. & Draft: 7.0 mts. minimum above KODS*) Finger Jetty (both side in use) of FOJ Unit with one 20 T Level Luffing Crane (Finger Jetty's Length: 184.5 mts., Width: 11.43 mts. & Draft: 7.0 mts. minimum above KODS*) Wet Basin(Non-Tidal) of Main Unit (Wet Basin's Length: 109 mts., Width: 25 mts. Draft: 8.0 mts., with Sill Height: 1.83 mts. above KODS*) 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.) 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.) Hooghly (Pontoon) 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.) Ganga (Pontoon) 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.)	< 180 < 180 ≤ 80 < 110 < 80 < 180 < 180 < 80 < 180 ≤ 80 ≤ 80 ≤ 80 ≤ 110 ≤ 110	< 27 < 29 ≤ 12 < 18 < 12 < 25 < 23 < 12 < 24 < 24 ≤ 11 ≤ 11 ≤ 11 ≤ 16 ≤ 16	4.00 4.00 4.00 4.00 3.50 4.00 4.00 3.50 4.00 4.00 4.00 4.00 4.00 4.00	- - - - - - - - - - - - -
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	240.00	53.00	17.00	80.00
5	Hooghly Cochin Shipyard Ltd. (HCSL)	Inland Water Coastal	80.00	16.00	4.90	4.00

Table No. 1.1 Cont...

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
8	Udupi Cochin Shipyard Ltd/ Tebma Shipyards Ltd. (TSL)	Bulk Carriers, Barges and Offshore Vessels	90.00	15.00	6.00	4.00
		Tugs	40.00	15.00	4.20	0.26
		Ferries	80.00	20.00	4.00	3.00
		Fishing Vessels	70.00	15.00	4.00	3.50
B. PRIVATE SECTOR						
9	Abhishek Engineers**					
10	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
11	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)	15'- 00"	4'-09"	2'-00"	-
		FRP Fishing Boat (with 08 HP engine)	16'- 00"	5'-03"	2'-00"	-
		FRP Fishing Boat	18'- 03"	5'-03"	2'-00"	-
		Rescue Boat with 15 HP 2 stroke OBM engine	4.57	1.82	0.75	-
		FRP 8seater rescue boat with 40 HP 2 stroke remote OBM Engine	4.87	1.82	0.66	-
		FRP Electric operated Passenger Boat	6.00	1.30	-	-
		Pilot/ Patrol Boat	15.00	4.50	2.25	-
		Pilot/ Security Boat	18.00	4.50	2.25	-
		Steel Passenger Ferry	30.00	10.00	2.00	-
12	Bristol Boats Pvt. Ltd(BBPL) ##					
13	Chidambaram Shipcare Pvt. Ltd. (CSPL)	Not a Ship Builder				
14	Chowgule & Co. Pvt. Ltd. (C&CL)	Dry Cargo Vessels	115.00	18.00	2 to 3.5	6.00
		Tankers, Containers	115.00	18.00	2 to 3.5	6.00
		Defence Vessels	115.00	18.00	2 to 3.5	6.00
15	Chowgule Lavgan Shipcare Pvt. Ltd. (CLSPL)	Not a Ship Builder				
16	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	125.00	24.00	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.	80.00	20.00	1.80	-
17	Equiptrans Logistics Pvt. Ltd.(ELPL)**					
18	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
19	M/s Glory Shipmanagement Pvt. Ltd.(GSM)	Not a Ship Builder				
20	High Seas Shipping Associates (HSSA)	Not a Ship Builder				
21	Homa Engineering Works (HEW) ##					
22	M/s Island Ship Repairers (ISR)	Not Applicable				
23	JITF Shipyard Ltd (JITF)	Not a Ship Builder				
24	KSINC	Tug	17.5	8	1.8	-
		Ferry Boat	26.0	8	1.5	-
		Barge	38.0	10	2.0	-
25	L&T Shipbuilding Ltd.(L&T)**					

Table No. 1.1 Cont...

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)
26	Mandovi Dry Docks (MDD)	Bulk Carrier Crane Barge 50 Ton Bollard Pull TUG	120.00 60.00 33.00	20.00 26.00 10.00	3.50 3.50 3.50	8.00 1.00 0.24
27	Marine Care 'N' Associates (MCA)	Not a Ship Builder				
28	Marine Frontiers Pvt. Ltd. (MFPL)**					
29	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 Floating Dock	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) 40.00 125.75	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 25.00	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 11.00	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 5.35
30	N N Shipbuilders and Engineers Pvt. Ltd.(NNSE) ##					
31	Patra Shipping Pvt. Ltd (PSPL)	Cargo Vessel/ Ferry Launch Barge & Pontoon Dredgers & Cruise Ships	135.00 135.00 135.00	25.00 25.00 25.00	4.00 4.00 4.00	10.00 10.00 10.00
32	Roshini Ship Repairs and Engineers (RSRE)	N.A				
33	San Marine	Bulk Carriers Tugs/ Survey Boats/ Utility Vessels Tankers	85.00 40.00 68.00	20.00 9.50 12.00	6.50 2.70 4.00	8.00 0.21 1.70
34	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
35	Sadhav Offshore Engineering Pvt. Ltd. (SOEPL)	Pilot Launch	19.50	5.44	1.40	0.07
36	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, FPs, 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
37	Titagarh Rail Systems Ltd. (TRSL)	Diving Support Craft 25 T BP Tugs 100 PAX Ferry	30.00 29.50 23.00	13.00 9.00 6.00	2.50 2.50 1.10	0.04 0.07 0.01
38	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
39	West Coast Shipyard Ltd. (WCSL)**					
40	Waterways Shipyard Pvt. Ltd.(WSPL)	All Types	130.00	30.00	3.00	8.00

Table No. 1.1 Cont...

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)
41	Yeoman Marine Services Ltd.(YMSL)**					

*Khidderpore Outer Dock Sill

** No information is received for 2023-24

Shipyard/ Business closed

BP: Berthing Pontoon MP: Movement Pontoon

Note : New company (At S. No. 35) has been added from 2023-24; based on the list obtained from Indian Register of Shipping.

Table No. 1.2

**Ship Building Capacity - Company-wise
(2020-21 to 2023-24)**

S. No.	Name of The Company	(DWT in thousand tons)			
		2020-21	2021-22	2022-23	2023-24
(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.	NIL		3.50	4.00
6	Mazagaon Dock Shipbuilders Ltd.	-	-	-	-
7	Shalimar Works Ltd.	1.20	1.20	1.20	1.20
8	Udupi Cochin Shipyard Ltd.		3.50	3.50	4.00
	<u>B. PRIVATE SECTOR</u>				
9	Abhishek Engineers**	Carry out maintenance work of own vessels only			
10	A.C.Roy & Co. Ltd.	1.50	1.50	1.50	1.50
11	A.H. Wadia Boats Builders	0.02	0.01	-	-
12	Bristol Boats Pvt. Ltd. ##	0.05	0.05	0.05	
13	Chidambaram Shipcare Pvt. Ltd.		Not a Ship Builder		
14	Chowgule & Co. Pvt. Ltd.	8.00	8.00	8.00	6.00
15	Chowgule Lavgan Shipcare Pvt. Ltd			Not a Ship Builder	
16	Dempo Shipbuilding and Engineering Pvt. Ltd.	4.50	4.50	4.50	4.50
17	Equiptrans Logistics Pvt. Ltd.**	8.00			
18	Ferromar Shipping Pvt. Ltd.	2.50	2.50	2.50	2.50
19	M/s Glory Shipmanagement Pvt. Ltd.		Not a Ship Builder		
20	High Seas Shipping Associates		Not a Ship Builder		
21	Homa Engineering Works ##		Not a Ship Builder		
22	M/s Island Ship Repairers		Not a Ship Builder		
23	JITF Shipyard Ltd		Not a Ship Builder		
24	KSINC	0.30	0.30	-	-
25	L&T Shipbuilding Ltd.**		*	*	
26	Mandovi Dry Docks	8.00	8.00	8.00	8.00
27	Marine Care 'N' Associates**		Not a Ship Builder		
28	Marine Frontiers Pvt. Ltd.**	0.12	0.12		
29	Modest Infrastructure Pvt. Ltd.	3.50	3.50	3.50	5.35
30	N N Shipbuilders And Engineers Pvt Ltd ##	2.00	0.10		
31	Patra Shipping Pvt Ltd		-	5.00	10.00
32	Roshini Ship Repairs and Engineers				N.A
33	San Marine	8.22	8.00	8.00	8.00
34	Sea Blue Shipyard Ltd.	0.34	0.34	0.34	0.34
35	Sadhav Offshore Engineering Pvt. Ltd.				0.07
36	Shoft Shipyard Pvt. Ltd.	9.00	9.00	10.00	10.00
37	Titagarh Rail Systems Ltd.	8.00	-	0.47	0.07
38	Vijai Marine Shipyards	2.90		3.00	3.00
39	West Coast Shipyard Ltd.**	N.A			
40	Waterways Shipyard Pvt. Ltd	8.00	8.00	8.00	8.00
41	Yeoman Marine Services Ltd.**			5.00	

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

Note : New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

** No information is received for 2023-24

Shipyard/ Business closed

Table No. 1.3

Company-wise Ship Order Book Position by Type of Vessels
(As on 31st March, 2024)

(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	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.	-	-	-	-	-	-	18	8.14	-	-	1	12.00	-	-	-	-	-	-	-	-	14	2.13	33	22.27		
2	Garden Reach Ship-builders and Engineers Ltd.	-	-	-	-	-	-	1	0.01	-	-	18	9.83	-	-	-	-	-	-	-	-	-	-	19	9.84		
3	Goa Shipyard Ltd.	NIL	NIL	NIL	NIL	2	0.280	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	19	2.98	21	3.26		
4	Hindustan Shipyard Ltd.	5	135.00	-	-	-	-	-	-	-	-	3	15.37	-	-	-	-	-	-	-	-	-	-	8	150.37		
5	Hooghly Cochin Shipyard Ltd.	-	-	-	-	-	-	-	-	1	2.30	2	0.20	-	-	-	-	-	-	-	6	0.01	-	-	9	2.51	
6	Mazagaon Dock Shipbuilders Ltd.	-	-	-	-	-	-	-	-	-	-	27	-	-	-	-	-	-	-	-	-	-	-	27	0.00		
7	Shalimar Works Ltd.	3	0.86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0.3	1	0.01	6	1.15		
8	Udupi Cochin Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	4	1.04	-	-	12	0.61	-	-	-	-	-	-	16	1.66		
	Total (A)	8	135.86	0	0.00	2	0.28	19	8.15	1	2.30	55	38.44	0	0.00	12	0.61	0	0.00	8	0.29	34	5.11	139	191.04		
	B. Private Sector																										
9	Abhishek Engineers**																										
10	A.C.Roy & Co. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	1.01	-	-	43	1.01		
11	A.H. Wadia Boat Builders	-	-	-	-	-	-	5	-	-	-	105	-	-	-	-	-	-	-	-	-	-	-	110	0.00		
12	Bristol Boats Pvt. Ltd. ##																										
13	Chidambaram Shipcare Pvt. Ltd.																										
14	Chowgule & Co. Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00		
15	Chowgule Lavgan Shipcare Pvt. Ltd																										
16	Dempo Shipbuilding and Engineering Pvt. Ltd.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	5	0.14	5	0.14		
17	Equiptrans Logistics Pvt. Ltd**																										
18	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		
19	M/s Glory Shipmanagement Pvt. Ltd.																										
20	High Seas Shipping Associates																										
21	Homa Engineering Works ##																										
22	M/s Island Ship Repairers																										
23	JITF Shipyard Ltd																										
24	KSINC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	0.45	-	-	3	0.45		
25	L&T Shipbuilding Ltd.**																										
26	Mandovi Dry Docks	-	-	-	-	-	-	-	-	-	-	1	0.33	-	-	-	-	-	-	-	-	4	9.34	5	9.67		
27	Marine Care 'N' Associates**																										
28	Marine Frontiers Pvt. Ltd.**																										
29	Modest Infrastructure Pvt. Ltd.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	5	6.76	5	6.76		
30	N N Shipbuilders And Engineers Pvt Ltd ##																										
31	Patra Shipping Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	10	0.00		
32	Roshini Ship Repairs and Engineers	-	-	-	-	-	-	-	-	-	-	1	0.02	-	-	-	-	-	-	-	-	-	-	1	0.02		
33	San Marine	1	1.70	-	-	-	-	-	-	-	-	2	0.18	-	-	-	-	-	-	-	-	-	-	3	1.88		
34	Sea Blue Shipyard 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		
35	Sadhav Offshore Engineering 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		
36	Shoft Shipyard Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	3	N.A	-	-	-	-	-	-	1	12.00	4	12.00		
37	Titagarh Rail Systems Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	6	0.40	-	-	5	0.20	5	0.07	-	-	16	0.66		
38	Vijai Marine Shipyards	-	-	1	2.10	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2.10		
39	West Coast Shipyard Ltd.**																										
40	Waterways Shipyard Pvt. Ltd.	Nil	Nil	Nil	Nil	Nil	Nil	1	1.35	Nil	Nil	5	3.30	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	6	4.65		
41	Yeoman Marine Services Ltd.**																										
	Total (B)	1	1.70	1	2.10	0	0.00	8	1.35	0	0.00	114	3.83	9	0.40	0	0.00	5	0.20	61	1.53	15	28.24	214	39.33		

** No information is received for 2023-24

Note : New company (At S. No. 35) has been added from 2023-24; based on the list obtained from Indian Register of Shipping.

Shipyard/ Business closed

Table No. 1.3 (Contd.)

(DWT in thousand tons)

S. No.	Name of Company	Type of Ship on Export Order (A - For Sea Going Vessels)												Type of Ship on Export 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		Total (A + B)	
		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.	-	-	-	-	10	69.14	-	-	-	-	3	5.50	-	-	-	-	-	-	-	-	-	-	13	74.64
2	Garden Reach Ship-builders and Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	0.02	6	0.02
3	Goa Shipyard Ltd.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	1	5	1	5.34
4	Hindustan Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
5	Hooghly Cochin Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
6	Mazagaon Dock Shipbuilders Ltd.	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	3	0.00
7	Shalimar Works Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
8	Udupi Cochin Shipyard Ltd.	-	-	6	22.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	22.80
	Total (A)	0	0.00	6	22.80	10	69.14	0	0.00	0	0.00	6	5.50	0	0.00	0	0.00	0	0.00	0	0.00	7	5.36	29	102.80
	B. Private Sector																								
9	Abhishek Engineers**																								
10	A.C.Roy & Co. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
11	A.H. Wadia Boat Builders	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
12	Bristol Boats Pvt. Ltd. ##																								
13	Chidambaram Shipcare Pvt. Ltd.																								
14	Chowgule & Co. Pvt. Ltd.	-	-	-	-	23	262.73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	262.73
15	Chowgule Lavgan Shipcare Pvt. Ltd																								
16	Dempo Shipbuilding and Engineering 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
17	Equiptrans Logistics Pvt. Ltd**																								
18	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
19	M/s Glory Shipmanagement Pvt. Ltd.																								
20	High Seas Shipping Associates																								
21	Homa Engineering Works ##																								
22	M/s Island Ship Repairers																								
23	JITF Shipyard Ltd																								
24	KSINC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
25	L&T Shipbuilding Ltd.**																								
26	Mandovi Dry Docks	-	-	-	-	-	-	-	-	-	-	2	3.47	-	-	-	-	-	-	-	-	-	-	2	3.47
27	Marine Care 'N' Associates**																								
28	Marine Frontiers Pvt. Ltd.**																								
29	Modest Infrastructure 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
30	N N Shipbuilders And Engineers Pvt Ltd ##																								
31	Patra Shipping Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
32	Roshini Ship Repairs and Engineers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
33	San Marine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
34	Sea Blue Shipyard Ltd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
35	Sadhav Offshore Engineering 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
36	Shoft Shipyard Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
37	Titagarh Rail Systems Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.00
38	Vijai Marine Shipyards	-	-	-	-	-	-	1	0	-	-	-	-	-	-	-	-	-	-	-	-	1	0.03	2	0.43
39	West Coast Shipyard Ltd.**																								
40	Waterways Shipyard Pvt. Ltd.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	1.73	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	1.73
41	Yeoman Marine Services Ltd.**																								
	Total (B)	0	0.00	0	0.00	23	262.73	1	0.40	0	0.00	3	5.20	0	0.00	0	0.00	0	0.00	0	0.00	1	0.03	28	268.35

** No information is received for 2023-24

Shipyard/ Business closed

Note : New company (At S. No. 35) has been added from 2023-24; based on the list obtained from Indian Register of Shipping.

Table No. 1.3 (a)

**Ship Order Book of Vessels by Domestic Order and
Export Order of reporting companies (As on 31st March, 2024)**

(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.	33	22.27	13	74.64	46	96.91
2	Garden Reach Ship-builders and Engineers	19	9.84	6	0.02	25	9.86
3	Goa Shipyard Ltd.	21	3.26	1	5.34	22	8.60
4	Hindustan Shipyard Ltd.	8	150.37	0	0.00	8	150.37
5	Hooghly Cochin Shipyard Ltd.	9	2.51	0	0.00	9	2.51
6	Mazagaon Dock Shipbuilders Ltd.	27	0.00	3	0.00	30	0.00
7	Shalimar Works Ltd.	6	1.15	0	0.00	6	1.15
8	Udupi Cochin Shipyard Ltd.	16	1.66	6	22.80	22	24.46
	Total (A)	139	191.04	29	102.80	168	293.84
	B. Private Sector						
9	Abhishek Engineers**						
10	A.C.Roy & Co. Ltd.	43	1.01	0	0.00	43	1.01
11	A.H. Wadia Boat Builders	110	-	-	-	110	
12	Bristol Boats Pvt. Ltd. ##						
13	Chidambaram Shipcare Pvt. Ltd.			Not a Ship Builder			
14	Chowgule & Co. Pvt. Ltd.	0	0.00	23	262.73	23	262.73
15	Chowgule Lavgan Shipcare Pvt. Ltd			Not a Ship Builder			
16	Dempo Shipbuilding and Engineering Pvt. Ltd.	5	0.14	0	0.00	5	0.14
17	Equiptrans Logistics Pvt. Ltd.**						
18	Ferromar Shipping Pvt. Ltd.	0	0.00	0	0.00	0	0.00
19	M/s Glory Shipmanagement Pvt. Ltd.			Not a Ship Builder			
20	High Seas Shipping Associates			Not a Ship Builder			
21	Homa Engineering Works ##						
22	M/s Island Ship Repairers			Not a Ship Builder			
23	JITF Shipyard Ltd			Not a Ship Builder			
24	KSINC	3	0.45	0	0.00	3	0.45
25	L&T Shipbuilding Ltd.**						
26	Mandovi Dry Docks	5	9.67	2	3.47	7	13.14
27	Marine Care 'N' Associates**						
28	Marine Frontiers Pvt. Ltd.**						
29	Modest Infrastructure Pvt. Ltd.	5	6.76	0	0.00	5	6.76
30	N N Shipbuilders And Engineers Pvt Ltd ##						
31	Patra Shipping Pvt. Ltd.	10	0.00	0	0.00	10	0.00
32	Roshini Ship Repairs and Engineers	1	0.02	0	0.00	1	0.02
33	San Marine	3	1.88	0	0.00	3	1.88
34	Sea Blue Shipyard Ltd	0	0.00	0	0.00	0	0.00
35	Sadhav Offshore Engineering Pvt. Ltd.	0	0.00	0	0.00	0	0.00
36	Shoft Shipyard Pvt. Ltd.	4	12.00	0	0.00	4	12.00
37	Titagarh Rail Systems Ltd.	16	0.66	0	0.00	16	0.66
38	Vijai Marine Shipyards	3	2.10	2	0.43	5	2.53
39	West Coast Shipyard Ltd.**						
40	Waterways Shipyard Pvt. Ltd.	6	4.65	1	1.73	7	6.38
41	Yeoman Marine Services Ltd.**						
	Total (B)	214	39.33	28	268.35	242	307.69

** No information is received for 2023-24

Note : New company (At S. No.35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

Shipyard/ Business closed

Table No. 1.4

**No. of Ships on Order - Company-wise
2021-2024**

S.No.	Name of the Company	As on 31st March			
		2021	2022	2023	2024
(1)	(2)	(3)	(4)	(5)	(6)
	A. PUBLIC SECTOR(Total)	125	141	135	168
1	Cochin Shipyard Ltd.	50	49	44	46
2	Garden Reach Ship-builders and Engineers Ltd.	17	23	27	25
3	Goa Shipyard Ltd.	25	34	36	22
4	Hindustan Shipyard Ltd.	9	6	3	8
5	Hooghly Cochin Shipyard Ltd.	0		2	9
6	Mazagaon Dock Shipbuilders Ltd.	14	9	8	30
7	Shalimar Works Ltd.	10	9	5	6
8	Udupi Cochin Shipyard Ltd.	0	11	10	22
	B. PRIVATE SECTOR(Total)	155	197	298	242
9	Abhishek Engineers**	8	Carry out maintenance work of own vessels only		
10	A.C.Roy & Co. Ltd.	36	36	47	43
11	A.H. Wadia Boat Builders	12	53	86	110
12	Bristol Boats Pvt. Ltd.##	0	0	0	
13	Chidambaram Shipcare Pvt. Ltd.		Not a Shp Builder		
14	Chowgule & Co. Pvt. Ltd.	14	16	31	23
15	Chowgule Lavgan Shipcare Pvt. Ltd		Not a Shp Builder		
16	Dempo Shipbuilding and Engineering Pvt. Ltd.	0	0	0	5
17	Equiptrans Logistics Pvt. Ltd**	0			
18	Ferromar Shipping Pvt. Ltd.	0	0	N.A	N.A
19	M/s Glory Shipmanagement Pvt. Ltd.		Not a Shp Builder		
20	High Seas Shipping Associates		Not a Shp Builder		
21	Homa Engineering Works ##				
22	M/s Island Ship Repairers		Not a Shp Builder		
23	JITF Shipyard Ltd		Not a Shp Builder		
24	KSINC	N.A	N.A	3	3
25	L&T Shipbuilding Ltd.**	0	0	12	
26	Mandovi Dry Docks	6	10	13	7
27	Marine Care 'N' Associates**		Not a Shp Builder		
28	Marine Frontiers Pvt. Ltd.**	0	0		
29	Modest Infrastructure Pvt. Ltd.	1	10	10	5
30	N N Shipbuilders And Engineers Pvt Ltd ##	0	0		
31	Patra Shipping Pvt. Ltd.		6	10	10
32	Roshini Ship Repairs and Engineers				1
33	San Marine	14	6	11	3
34	Sea Blue Shipyard Ltd	18	16	19	0
35	Sadhav Offshore Engineering Pvt. Ltd.				0
36	Shoft Shipyard Pvt. Ltd.	26	24	19	4
37	Titagarh Wagons Ltd.	12	18	18	16
38	Vijai Marine Shipyards	6		11	5
39	West Coast Shipyard Ltd.**	0			
40	Waterways Shipyard Pvt. Ltd.	2	2	8	7
41	Yeoman Marine Services Ltd.**			N.A	

** No information is received for 2023-24

Note : New company (At S. No.35) have been added from 2023-24; 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
(2020-21 to 2023-24)**

S.No	Name of the Company	Year	Ship Delivered		Size (DWT)	
			No.	DWT	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	A. PUBLIC SECTOR	2023-24	32	2.71		
		2022-23	36	3.26		
		2021-22	24	37.94		
		2020-21	22	7.49		
	Cochin Shipyard Ltd.	2023-24	7	0.34	0.05	0.05
		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
	Garden Reach Ship-Builders and Engineers Ltd.	2023-24	2	1.40	0.90	0.50
		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
	Goa Shipyard Ltd.	2023-24	12	0.04	0.04	0.04
		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
	Hindustan Shipyard Ltd.	2023-24	NIL	NIL	NIL	NIL
		2022-23	3	-	-	-
		2021-22	4	0.51	0.13	0.128
		2020-21	1	3.35	3.35	3.35
	Hooghly Cochin Shipyard Ltd	2023-24	NIL	NIL	NIL	NIL
		2022-23	2	0.17	0.08	0.08
		2021-22				
		2020-21	0	0.00	0.00	0.00
	Mazagaon Dock Shipbuilders Ltd.	2023-24	1	-	-	-
		2022-23	2	-	-	-
		2021-22	2	N.A	N.A	N.A
		2020-21	1	N.A	N.A	N.A
	Shalimar Works Ltd.	2023-24	1	0.51	0.51	0.51
		2022-23	4	-	-	-
		2021-22	1	0.01	0.01	0.01
		2020-21	2	0.60	0.51	0.09
	Udupi Cochin Shipyard Ltd.	2023-24	9	0.42	0.26	0.04
		2022-23	9	0.14	0.04	0.01
		2021-22	2	0.02	0.01	0.01
		2020-21				
	B. PRIVATE SECTOR	2023-24	163	26.30		
		2022-23	170	29.27		
		2021-22	89	71.73		
		2020-21	47	22.79		
9	Abhishek Engineers**					
10	A.C.Roy & Comp. Ltd.	2023-24	6	0.57	0.11	0.04
		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
11	A.H. Wadia Boat Builders	2023-24	110	-	-	-
		2022-23	86	-	-	-
		2021-22	18	0.00	0.00	0.00
		2020-21	2	0.01	0.01	0.01
12	Bristol Boats Pvt. Ltd. ##	2023-24				
		2022-23	3	2.05	0.70	0.65
		2021-22	11	0.00	0.00	0.00
		2020-21	8	0.00	0.00	0.00

Table No. 1.5

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)
13	Chidambaram Shipcare Pvt. Ltd.	Not a Ship Builder				
14	Chowgule & Co. Pvt. Ltd.	2023-24	1	5.42	5.42	5.42
		2022-23	6	2.50	2.50	2.50
		2021-22	3	8.44	4.22	4.22
		2020-21	4	8.44	4.22	4.22
15	Chowgule Lavgan Shipcare Pvt. Ltd	Not a Ship Builder				
16	Dempo Shipbuilding & Engineering Pvt. Ltd.	2023-24	1	0.03	0.03	0.03
		2022-23	NIL	NIL	NIL	NIL
		2021-22	0	0.00	0.00	0.00
		2020-21	1	0.74	0.74	0.74
17	Equiptrans Logistics Pvt. Ltd**	2023-24				
		2022-23				
		2021-22				
		2020-21	N.A	N.A	N.A	N.A
18	Ferromar Shipping Pvt. Ltd.	2023-24	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
		2020-21	N.A	N.A	N.A	N.A
19	M/s Glory Shipmanagement Pvt. Ltd.	Not a Ship Builder				
20	High Seas Shipping Associates	Not a Ship Builder				
21	Homa Engineering Works ##					
22	M/s Island Ship Repairers	Not a Ship Builder				
23	JITF Shipyard Ltd	Not a Ship Builder				
24	KSINC	2023-24	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
		2020-21	N.A	N.A	N.A	N.A
25	L&T Shipbuilding Ltd**	2023-24				
		2022-23	5	-	-	-
		2021-22	10	-	-	-
		2020-21				
26	Mandovi Dry Docks	2023-24	8	6.94	2.45	0.07
		2022-23	14	13.44	2.20	0.00
		2021-22	5	4.62	2.20	0.08
		2020-21	7	5.57	3.20	0.00
27	Marine Care 'N' Associates**					
28	Marine Frontiers Pvt. Ltd.**	2023-24				
		2022-23				
		2021-22	0	0.00	0.0	0.00
		2020-21	0	0.00	0.0	0.00
29	Modest Infrastructure Pvt. Ltd.	2023-24	2	0.64	0.32	0.32
		2022-23	7	0.59	0.45	0.01
		2021-22	6	0.14	0.03	0.01
		2020-21	1	1.66	1.66	1.66
30	N N Shipbuilders and Engineers Pvt Ltd ##	2023-24				
		2022-23				
		2021-22	N.A	N.A	N.A	N.A
		2020-21	N.A	N.A	N.A	N.A
31	Patra Shipping Pvt. Ltd.	2023-24	5	2.00	0.40	0.40
		2022-23	3	-	-	-
		2021-22	1	0.02	0.02	0.02
32	Roshini Ship Repairs and Engineers					
33	San Marine	2023-24	0	0.00	0.00	0.00
		2022-23	10	3.63	0.95	0.03
		2021-22	7	10.29	8.00	0.50
		2020-21	5	1.36	0.83	0.06
34	Sea Blue Shipyard Ltd.	2023-24	0	0.00	0.00	0.00
		2022-23	17	5.41	1.10	0.09
		2021-22	16	45.16	26.50	0.05
		2020-21	6	1.30	0.35	0.05
35	Sadhav Offshore Engineering Pvt. Ltd.	2023-24	1	0.04	0.04	0.04

Table No. 1.5

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)
36	Shoft Shipyard Pvt. Ltd.	2023-24	11	N.A	N.A	N.A
		2022-23	5	0.30	0.150	0.150
		2021-22*	8	0.20	0.03	0.03
		2020-21	3	0.08	0.03	0.025
37	Titagarh Rail Systems Ltd.	2023-24	5	0.07	0.01	0.01
		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
38	Vijai Marine Shipyards	2023-24	7	9.40	4.50	1.40
		2022-23	4	0.06	0.04	0.01
		2021-22				
		2020-21	7	0.86	0.70	0.40
39	West Coast Shipyard Ltd.**	2023-24				
		2022-23				
		2021-22				
		2020-21	N.A	N.A	N.A	N.A
40	Waterways Shipyard Pvt. Ltd.	2023-24	6	1.20	0.59	0.05
		2022-23		All Ships are under Construction		
		2021-22	4	2.86	2.50	0.12
		2020-21	1	2.50	2.50	2.50
41	Yeoman Marine Services Ltd.**	2023-24				
		2022-23	-	-	-	-
		2021-22				

** No information is received for 2023-24

* Includes one Hull Structure

Shipyard/ Business closed

Note: New company (At S. No. 35) have been added from 2023-24; 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 (2020-21 to 2023-24)

S.No.	Name of The Company	No. of Ships On Order During the year				Ships Delivered During the year			
		2020-21	2021-22	2022-23	2023-24	2020-21	2021-22	2022-23	2023-24
1	2	3	4	5	6	7	8	9	10
	<u>A. PUBLIC SECTOR</u>	125	141	135	168	22	24	36	32
1	Cochin Shipyard Ltd.	50	49	44	46	13	12	14	7
2	Garden Reach Shipbuilders & Eng. Ltd	17	23	27	25	3	0	1	2
3	Goa Shipyard Ltd.	25	34	36	22	2	3	1	12
4	Hindustan Shipyard Ltd.	9	6	3	8	1	4	3	0
5	Hooghly Cochin Shipyard Ltd.	0		2	9	0		2	0
6	Mazagaon Dock Shipbuilders Ltd.	14	9	8	30	1	2	2	1
7	Shalimar Works Ltd.	10	9	5	6	2	1	4	1
8	Udupi Cochin Shipyard Ltd.		11	10	22		2	9	9
	<u>B. PRIVATE SECTOR</u>	155	197	298	242	47	89	170	163
9	Abhishek Engineers**	8				Carry out maintenance work of own vessels only			
10	A.C.Roy & Comp. Ltd.	36	36	47	43	1	0	8	6
11	A.H. Wadia Boat Builders	12	53	86	110	2	18	86	110
12	Bristol Boats Pvt. Ltd. ##	0	0	0		8	11	3	
13	Chidambaram Shipcare Pvt. Ltd.				Not a Ship Builder				
14	Chowgule & Co. Pvt. Ltd.	14	16	31	23	4	3	6	1
15	Chowgule Lavgan Shipcare Pvt. Ltd				Not a Ship Builder				
16	Dempo Shipbuilding & Engineering Pvt. Ltd.	0	0	0	5	1	0	0	1
17	Equiptrans Logistics Pvt. Ltd**	N.A				N.A			
18	Ferromar Shipping Pvt. Ltd.	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A
19	M/s Glory Shipmanagement Pvt. Ltd.				Not a Ship Builder				
20	High Seas Shipping Associates				Not a Ship Builder				
21	Homa Engineering Works ##								
22	M/s Island Ship Repairers		N.A				N.A		
23	JITF Shipyard Ltd				Not a Ship Builder				
24	KSINC	N.A	N.A	3	3	N.A	N.A	N.A	N.A
25	L&T Shipbuilding Ltd**		0	12			10	5	
26	Mandovi Dry Docks	6	10	13	7	7	5	14	8
27	Marine Care 'N' Associates**	Not a Ship Builder				Not a Ship Builder			
28	Marine Frontiers Pvt. Ltd.**	0	0			0	0		
29	Modest Infrastructure Pvt. Ltd.	1	10	10	5	1	6	7	2
30	N N Shipbuilders and Engineers Pvt Ltd ##	N.A	N.A			N.A	N.A		
31	Patra Shipping Pvt. Ltd		6	10	10		1	3	5
32	Roshini Ship Repairs and Engineers				1				
33	San Marine	14	6	11	3	5	7	10	0
34	Sea Blue Shipyard Ltd.	18	16	19	0	6	16	17	0
35	Sadhav Offshore Engineering Pvt. Ltd.				0				1
36	Shoft Shipyard Pvt. Ltd.	26	24	19	4	3	8	5	11
37	Titagarh Rail Systems Ltd.	12	18	18	16	1	0	2	5
38	Vijai Marine Shipyards	6		11	5	7		4	7
39	West Coast Shipyard Ltd**	N.A				N.A			
40	Waterways Shipyard Pvt. Ltd.	2	2	8	7	1	4	0	6
41	Yeoman Marine Services Ltd.**			N.A				N.A	

** No information is received for 2023-24

Shipyard/ Business closed

Note : New company (At S. No. 35) have been added from 2023-24; 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 (2020-21 to 2023-24)

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.	2023-24	4	11	-	15
		2022-23	7	7	-	18
		2021-22	1	3	0	9
		2020-21	6	2	NA	7
2	Garden Reach Shipbuilding & Engineers Ltd.	2023-24	-	-	6	12
		2022-23	-	-	15	7
		2021-22	5	2	16	3
		2020-21	4	1	4	1
3	Goa Shipyard Ltd.	2023-24	5	-	14	-
		2022-23	18	13	5	1
		2021-22	6	0	16	2
		2020-21	3	NIL	15	3
4	Hindustan Shipyard Ltd.	2023-24	-	-	1	2
		2022-23	-	1	2	-
		2021-22	2	1	NIL	2
		2020-21	2	2	NIL	5
5	Hooghly Cochin Shipyard Ltd.	2023-24	7	-	7	-
		2022-23	1	-	-	-
		2021-22	-	-	-	-
		2020-21	0	0	0	0
6	Mazagaon Dock Shipbuilders Ltd.	2023-24	6	6	-	-
		2022-23	15	13	-	-
		2021-22	1	3	3	1
		2020-21	2	3	3	2
7	Shalimar Works Ltd.	2023-24	0	1	1	3
		2022-23	-	-	-	9
		2021-22	0	0	4	5
		2020-21	0	0	4	6
8	Udupi Cochin Shipyard Ltd.	2023-24	1	-	1	1
		2022-23	0	0	8	0
		2021-22	12	3	9	0
		2020-21	-	-	-	-
	<u>B. PRIVATE SECTOR</u>					
9	Abhishek Engineers**	2023-24	Carry out maintenance work of own vessels only			
		2022-23				
		2021-22				
		2020-21	1	NA	NA	NA
10	A. C. Roy & Comp. Ltd.	2023-24	12	6	-	25
		2022-23	19	-	-	28
		2021-22	0	36	NA	NA
		2020-21	10	26	NA	NA
11	A.H. Wadia Boat Builders	2023-24	5	0	0	0
		2022-23	4	-	-	-
		2021-22	NIL	NIL	NIL	NIL
		2020-21	5	2	1	0
12	Bristol Boats Pvt. Ltd. ##	2023-24	-	-	-	-
		2022-23	NIL	NIL	NIL	NIL
		2021-22	NA	NA	NA	NA
		2020-21	NA	NA	NA	NA
13	Chidambaram Shipcare Pvt. Ltd.	Not a Ship Builder				
14	Chowgule & Co. Pvt. Ltd.	2023-24	5	3	6	2
		2022-23	5	-	11	-
		2021-22	1	0	11	0
		2020-21	2	NA	5	NA
15	Chowgule Lavgan Shipcare Pvt. Ltd	Not a Ship Builder				
16	Dempo Shipbuilding & Engineering Pvt. Ltd.	2023-24	-	-	1	-
		2022-23	-	-	1	-
		2021-22	NIL	NIL	NIL	NIL
		2020-21	NA	NA	NA	NA
17	Equiptrans Logistics Pvt. Ltd**	2023-24	-	-	-	-
		2022-23	-	-	-	-
		2021-22	-	-	-	-
		2020-21	NA	NA	NA	NA
18	Ferromar Shipping Pvt. Ltd.	2023-24	NA	NA	NA	NA
		2022-23	NA	NA	NA	NA
		2021-22	NA	NA	NA	NA
		2020-21	NA	NA	NA	NA

Table No. 1.7(Contd...)

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)
19	M/s Glory Shipmanagement Pvt. Ltd.	Not a Ship Builder				
20	High Seas Shipping Associates	Not a Ship Builder				
21	Homa Engineering Works ##					
22	M/s Island Ship Repairers	Not a Ship Builder				
23	JITF Shipyard Ltd	Not a Ship Builder				
24	KSINC	2023-24	0	0	0	1
		2022-23	1	1	1	1
		2021-22	0	0	1	1
		2020-21	0	1	1	0
25	L&T Shipbuilding Ltd.**	2023-24				
		2022-23	5	-	-	3
		2021-22	0	0	0	0
		2020-21				
26	Mandovi Dry Docks	2023-24	0	0	6	0
		2022-23	2	0	6	2
		2021-22	0	0	3	4
		2020-21	0	0	6	0
27	Marine Care 'N' Associates**					
28	Marine Frontiers Pvt. Ltd.**	2023-24				
		2022-23				
		2021-22	0	0	0	0
		2020-21	NA	NA	NA	NA
29	Modest Infrastructure Pvt. Ltd.	2023-24	4	4	4	4
		2022-23	10	NIL	10	NIL
		2021-22	10	Nil	10	Nil
		2020-21	1	Nil	1	Nil
30	N N Shipbuilders and Engineers Pvt Ltd ##	2023-24				
		2022-23				
		2021-22	2	0	0	0
		2020-21	2	0	2	0
31	Patra Shipping Pvt. Ltd	2023-24	NA	NA	NA	NA
		2022-23	NA	NA	NA	NA
		2021-22	5	0	0	0
32	Roshini Ship Repairs and Engineers	N.A				
33	San Marine	2023-24	2	0	0	0
		2022-23	0	1	1	0
		2021-22	NA	NA	NA	NA
		2020-21	NA	NA	5	6
34	Sea Blue Shipyard Ltd	2023-24	0	0	0	0
		2022-23	0	0	0	0
		2021-22	NA	NA	NA	NA
		2020-21	NA	NA	NA	NA
35	Sadhav Offshore Engineering Pvt. Lt	2023-24	NA	NA	NA	NA
36	Shoft Shipyard Pvt. Ltd.	2023-24	0	0	1	3
		2022-23	13	0	3	0
		2021-22	13	0	3	3
		2020-21	24	5	23	23
37	Titagarh Rail Systems Ltd.	2023-24	1	2	3	2
		2022-23	6	6	12	6
		2021-22	1	NA	7	NA
		2020-21	NA	NA	NA	NA
38	Vijai Marine Shipyards	2023-24	0	0	2	0
		2022-23	0	0	6	5
		2021-22				
		2020-21	NA	1	3	2
39	West Coast Shipyard Ltd.**	2023-24				
		2022-23				
		2021-22				
		2020-21	NA	NA	NA	NA
40	Waterways Shipyard Pvt. Ltd.	2023-24	0	0	7	0
		2022-23	-	-	8	-
		2021-22	1	0	1	0
		2020-21	NA	NA	2	NA
41	Yeoman Marine Services Ltd.**	2023-24				
		2022-23	NA	NA	NA	NA
		2021-22				

** No information is received for 2023-24

Includes 3 Mega Blocks at Under Construction at Berth

Note : New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

Shipyard/ Business closed

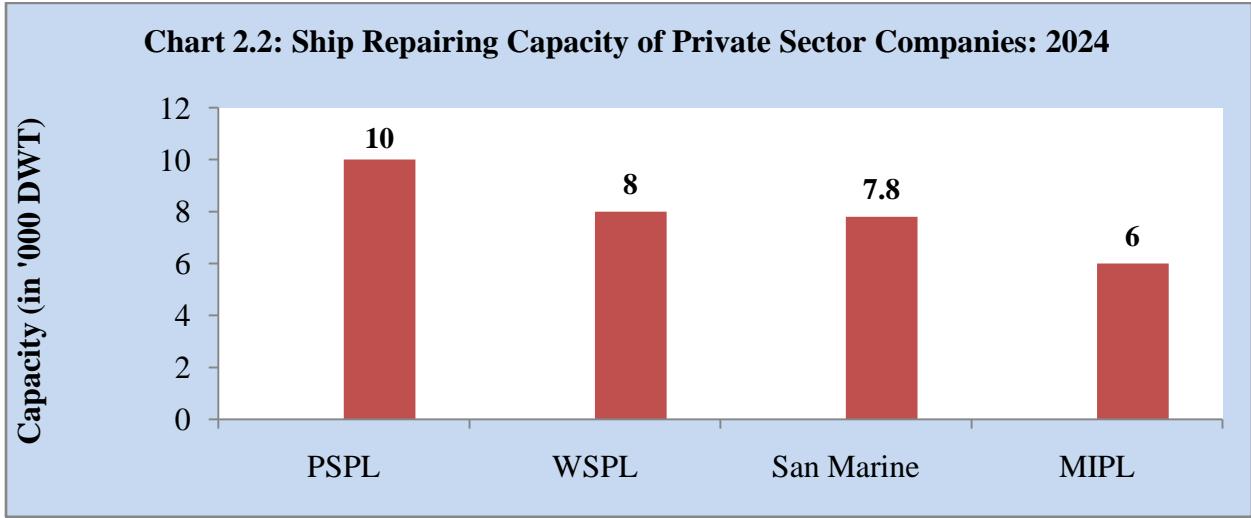
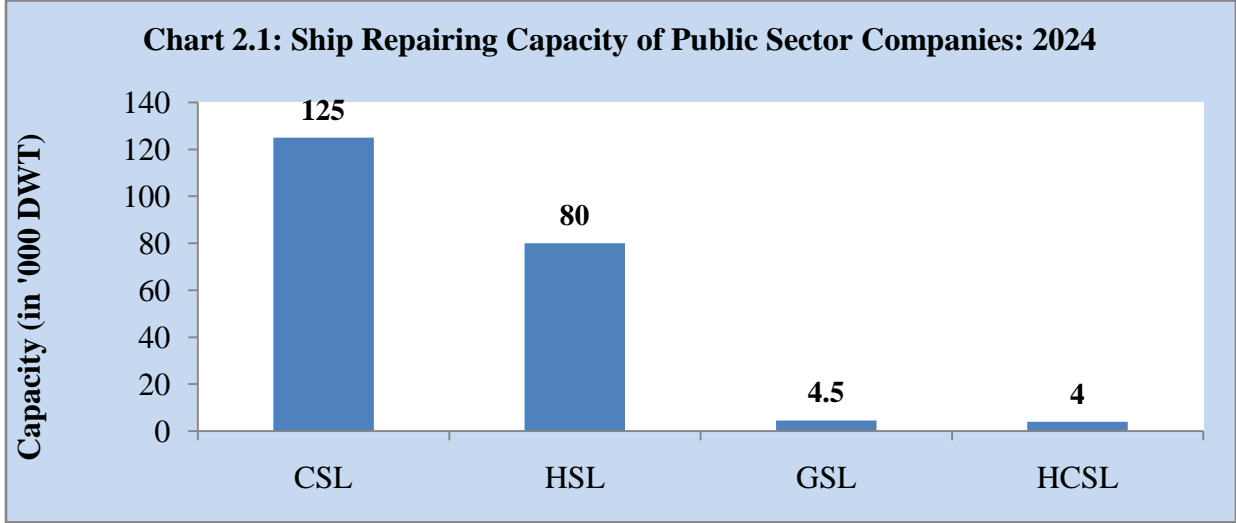
CHAPTER-2

**STATISTICS ON INDIAN SHIP-
REPAIRING COMPANIES**

SHIP-REPAIRING CAPACITY

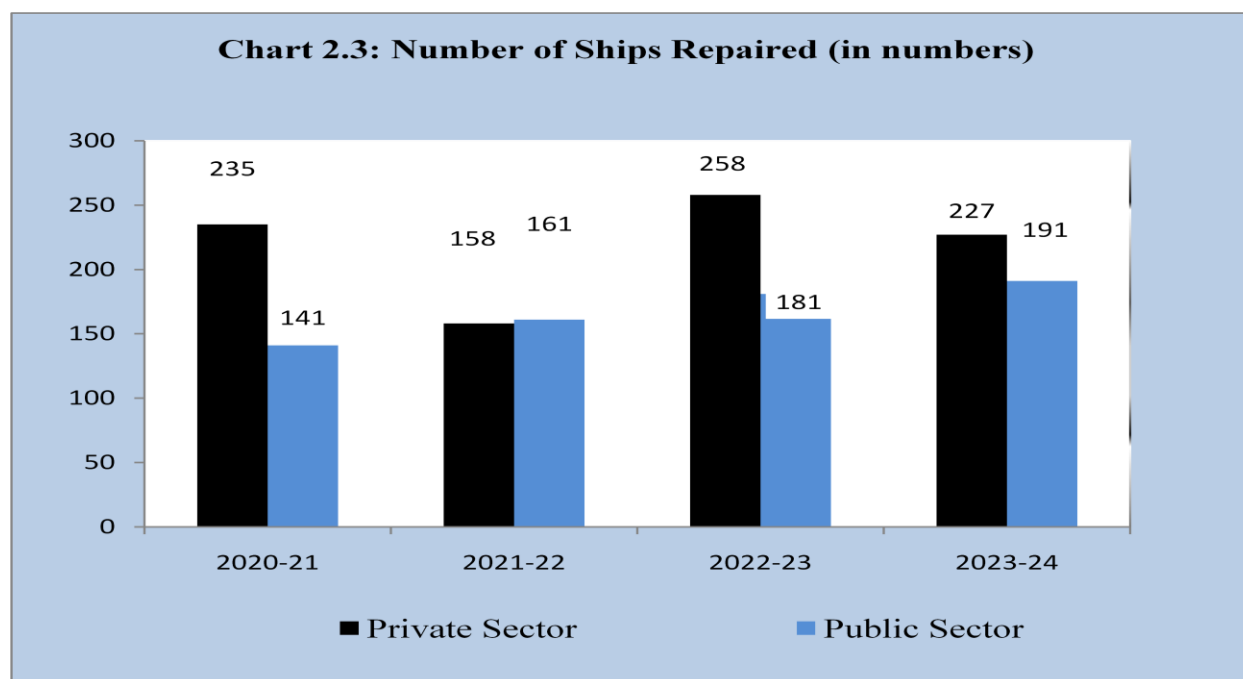
2.1 Ship repair capacity essentially reflects capability in terms of the number of ships repaired and maximum size of ship that can be repaired in terms of DWT.

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), Goa Shipyard Ltd. (GSL) (4.5 thousand DWT) and Hooghly Cochin Shipyard Ltd. (GSL) (4 thousand DWT) in 2023-24. In private sector category amongst the reporting companies, Patra Shipyard Pvt. Ltd. (PSPL) had the highest capacity for ship repairing (10 thousand DWT) followed by Waterways Shipyard Pvt. Ltd. (WSPL) (8 thousand DWT), San Marine (7.80 thousand DWT) and Modest Infrastructure Pvt. Ltd. (MIPL) (6 thousand DWT). Charts 2.1 & 2.2 depict the ship repairing capacity of major public and private sector shipbuilding yards as on 31st March 2024 and details of the same are given in table 2.1 (page 26-28).



NUMBER OF SHIPS REPAIRED

2.3 In 2023-24, total 418 ships were repaired out of which 227 ships were repaired by private sector companies and 191 ships were repaired by public sector companies against 439 ships repaired in 2022-23. Chart–2.3 depicts comparative picture of the number of ships repaired by all public and private sector shipbuilding yards during 2020-21 to 2023-24 and details of the same are given in Table 2.4 (page 33-35).



2.4 In 2023-24 amongst the Public sector, Cochin Shipyard Ltd had repaired the highest number of ships (119 ships with earnings of ₹ 975.01 crore) followed by Goa Shipyard Ltd. (38 ships with earnings of ₹ 145.37 crore) and Garden Reach Shipbuilders & Engineers Ltd. (11 ships with earnings of ₹ 74.81 crore). In the private sector, amongst the reporting companies Chidambaram Shipcare Pvt. Ltd. had the highest number of ships repaired (90 ships with earnings of ₹ 5.09 crore), followed by Chowgule Lavgan Shipcare Pvt. Ltd. (40 ships with earnings of ₹ 167.08 crore), Dempo Shipbuilding & Engineering Pvt. Ltd. (16 ships with earnings of ₹ 5.60 crore), Sea Blue Shipyard Ltd.(16 ships repaired with an earnings of ₹ 17.12 crore) and Sadhav Offshore Engineering Pvt. Ltd. (13 ships with earnings of ₹ 61.65 crore). Amongst reporting companies, in terms of ships repaired, the private sector and public sector accounted for a share of 54.3% (227 Ships) and 45.7% (191 Ships) respectively in the total ships repaired (418 Ships) during 2023-24. Company wise ship repairing facilities for dry docks, wet docks and other

repairing facilities as on 31st March 2024 is given in Table 2.3 (page 30) & 2.3(a) (page 31-32) respectively. Company wise earnings from the year 2020-21 to 2023-24 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) depicts the number of ships repaired and earnings by both public and private ship yards in India during 2022-23 and 2023-24.

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

Name of The Company	2022-23						2023-24					
	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)	178	129184.04	3	4071.26	181	133255.30	187	157129.31	4	4010.37	191	161139.68
1. Cochin Shipyard Ltd.	104	54454.84	1	470.81	105	54925.65	118	97224.44	1	276.68	119	97501.12
2. Garden Reach Shipbuilders & Engineers Ltd.	13	1413.42	0	0	13	1413.42	11	7480.85	-	-	11	7480.85
3. Goa Shipyard Ltd.	42	27385.44	2	3600.45	44	30985.89	36	11081.86	2	3454.69	38	14536.55
4. Hindustan Shipyard Ltd.	7	28143.98	0	0	7	28143.98	7	11396.00	1	279.00	8	11675.00
5. Hooghly Cochin Shipyard Ltd \$	2	88.50	0	0	2	88.50	0	0	0	0	0	0
6. Mazagon Dock Shipbuilders Ltd.	2	16867.00	0	0	2	16867.00	8	29864.00	-	-	8	29864.00
7. Shalimar Works Ltd.	7	222.21	0	0	7	222.21	7	82.16	-	-	7	82.16
8. Udupi Cochin Shipyard Ltd	1	608.65	0	0	1	608.65	0	0	0	0	0	0
B. PRIVATE SECTOR (Total)	214	28425.70	44	368.14	258	28793.85	181	29698.00	46	270.60	227	29968.60
9. Abhishek Engineers**	Carry out maintenance work of own vessels only											
10. A.C.Roy & Co. Ltd.	6	259.00	0	0	6	259.00	6	329.00	-	-	6	329.00
11. A.H. Wadia Boat Builders	0	0	0	0	0	0	0	0	0	0	0	0
12. Bristol Boats Pvt. Ltd.##	2	1.02	0	0	2	1.02						
13. Chidambaram Shipcare Pvt. Ltd	34	211.69	41	368.14	75	579.84	44	238.75	46	270.60	90	509.35
14. Chowgule & Co. Pvt. Ltd	0	0	0	0	0	0	-	-	-	-	-	-
15. Chowgule Lavgan Shipcare Pvt. Ltd.	49	15986.00	0	0	49	15986.00	40	16707.85	-	-	40	16707.85
16. Dempo Shipbuilding & Engg. Ltd.	24	509.48	0	0	24	509.48	16	560.22	-	-	16	560.22
17. Equiptrans Logistics Pvt. Ltd.**												
18. 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

19. M/s Glory Shipmanagement Pvt. L	9	459.00	0	0	9	459.00	11	459.00	0	0	11	459.00
20. High Seas Shipping Associates	N.A	N.A	N.A	N.A	N.A	N.A	2	614.33	-	-	2	614.33
21. Homa Engineering Works ##	3	1141.37	0	0	3	1141.37						
22. M/s Island Ship Repairers							3	605.96	-	-	3	605.96
23. JITF Shipyards Ltd.	10	77.81	0	0	10	77.81	9	131.58	-	-	9	131.58
24. KSINC	1	14.00	0	0	1	14.00	7	10.00	-	-	7	10.00
25. L&T Shipbuilding Ltd**	18		3		21							
26. Mandovi Drydocks	13	472.00	0	0	13	472.00	6	252.00	0	0.00	6	252.00
27. Marine Care 'N' Associates**	3	760.00	0	0	3	760.00						
28. Marine Frontiers Pvt. Ltd.**												
29. Modest Infrastructure Pvt. Ltd.	5	1085.60	0	0	5	1085.60	3	1419.30	0	0	3	1419.30
30. NN Shipbuilders & Engg. Pvt Ltd ##												
31. Patra Shipping Pvt. Ltd.	4	1006.61	0	0	4	1006.61	N.A	N.A	N.A	N.A	N.A	N.A
32. Roshini Ship Repairs and Engineers	1	124.09	0	0	1	124.09	1	186.00	-	-	1	186.00
33. San Marine	0	0	0	0	0	0	0	0	0	0	0	0
34. Sea Blue Shipyard Ltd.	19	2476.37	0	0	19	2476.37	16	1712.22	-	-	16	1712.22
35. Sadhav Offshore Engineering Pvt Ltd							13	6164.90	-	-	13	6164.90
36. Shoft Shipyard Pvt. Ltd.	8	2764.02	0	0	8	2764.02	3	93.06	-	-	3	93.06
37. Titagarh Wagons Ltd.	0	0	0	0	0	0	0	0	0	0	0	0
38. Vijai Marine Shipyards	4	621.50	0	0	4	621.50	1	213.84	0	0	1	213.84
39. West Coast Shipyard Ltd.**												
40. Waterways Shipyard Pvt. Ltd.	0	0	0	0	0	0	0	0	0	0	0	0
41. Yeoman Marine Services Ltd.**	1	456.14	0	0	1	456.14						

Note (1): S : No. of Ships ; E : Earnings in ₹ Lakh; - : NIL

Note (2): Note: New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Shipping Register.

** No information is received for 2023-24

Shipyard/ Business closed

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 viz. 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 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 7 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, 2024)**

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. %	Dry Dock No. 1 (Old) of Main Unit (Dry Dock's Length: 180 mts., Width: 27 mts. & Draft: 8 mts. above KODS*) Dry Dock No. 2 (New) of Main Unit (Dry Dock's Length: 180 mts., Width: 29 mts. Draft: 10 Mts. & 10,000 DWT (actually 12 mts. of which 02 mts. below KODS* and 10 mts. above KODS*) Dry Dock No. 1 of RBD Unit (Dry Dock's Length: 185 mts., Width: 12 mts. & Depth: 6.4 mts.) Dry Dock No. 2 of RBD Unit (Dry Dock's Length: 160 mts., Width:- 18 mts. & Draft:- 9 mts.) Dry Dock No. 3 of RBD Unit (Dry Dock's Length: 100.58 mts., Width: 14.28 mts. & Depth: 6.09 mts.) GRSE-KPDD Dry Dock No 1 (Dry Dock's Length: 164 mts., Width: 20 mts. & Draft: 09 mts.) GRSE-KPDD Dry Dock No 2 (Dry Dock's Length: 148 mts., Width: 20 mts. & Draft: 8.85 mts.) GRSE-KPDD Dry Dock No 3 (Dry Dock's Length: 102 mts., Width: 15 mts. & Draft: 8.5 mts.) Naval Jetty of FOJ Unit with one 15 T Tower Crane (Length: 229 mts., Width: 10 mts. & Draft: 7.0 mts. minimum above KODS*) Finger Jetty (both side in use) of FOJ Unit with one 20 T Level Luffing Crane (Finger Jetty's Length: 184.5 mts., Width: 11.43 mts. & Draft: 7.0 mts. minimum above KODS*) Wet Basin (Non-Tidal) of Main Unit (Wet Basin's Length: 109 mts., Width: 25 mts. Draft: 8.0 mts., with Sill Height: 1.83 mts. above KODS*) 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.) 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.,) Hooghly (Pontoon) 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.,) Ganga (Pontoon) 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.,)	< 180 < 180 < 80 < 110 < 80 <164 <148 <102 ≤ 180 ≤ 180 ≤ 80 ≤ 80 ≤ 80 ≤ 110 ≤ 110	< 27 < 29 < 12 < 18 < 12 < 20 < 20 < 15 ≤ 24 ≤ 24 ≤ 11 ≤ 11 ≤ 11 ≤ 16 ≤ 16	4 4 4 4 3.5 4 4 4 4 4 4 4 4 4 4	
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	4.50
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
5	Hooghly Cochin Shipyard Ltd.	Cargo Vessels	80.00	16.00	4.90	4.00
6	Mazagaon Dock Shipbuilders Ltd.	Warships Merchant Ships Medium Refit with Life Certification (MRLC) of submarine	200.00 200.00 70.00	18.00 19.00 6.50	5.50 5.50 5.50	- - -
7	Shalimar Works Ltd.	Survey Vessels Ro-Ro Vessels, Passenger Vessels	55.00 27.00	11.00 11.00	3.00 1.50	0.07 0.09
8	Udupi Cochin Shipyard Ltd	Tugs Barges	30.00 50.00	15.00 15.00	3.00 3.00	0.25 1.50

Table No. 2.1 contd.

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
B.	PRIVATE SECTOR (Contd.)					
9	Abhishek Engineers**					
10	A.C. Roy & Co. Ltd.	Launch Tug Barge	25.00 20.00 60.00	7.00 6.00 16.00	2.00 2.00 3.50	0.03 0.03 2.00
11	A.H. Wadia Boat Builders	NIL				
12	Bristol Boats Pvt. Ltd. ##					
13	Chidambarm Shipcare Pvt. Ltd.	N.A				
14	Chowgule & Company Pvt. Ltd.	Bulk Carrier, Tanker and OPV	115.0	17.0	2 to 3.5	6.00
15	Chowgule Lavgan Shipcare Pvt. Ltd	Accommodation Barges, Deck Barges, AHTS, OSV, PSV, Tug, DSV, MV, ORV, Bulk Carrier, Cement Carrier, Container, Dredger, FPV, OPV, PCB, IB, Rig, Ferry Passenger etc	140.00 260.00	26.00 No Limitation	6.00 10.00	N.A No Limitation
16	Dempo Shipbuilding and Engineering Pvt. Ltd.	MBC - Sea going, RSV, container. Barges - Sea Going, RSV, Containers, Tankers, MPV, Crane Barges, Passengers, Ferries, Split Barges, Ro-Ro Vessels, Spud Pontoon, Jackup Barges Tugs - Sea Going, IV, RSV, Dredgers, AHTS	80.00 80.00 80.00	16.00 16.00 16.00	1.80 1.80 1.80	3.00 2.50 -
17	Equiptrans Logistics Pvt. Ltd**					
18	Ferromar Shipping Pvt. Ltd.	Inland Vessel Coastal Vessel	70.00 100.00	13.00 13.00	1.20 1.30	2.00 2.50
19	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	-
20	High Seas Shipping Associates	NIL				
21	Homa Engineering Works ##					
22	M/s Island Ship Repairers	Interceptor Boats of Indian Coast Guard and Navy Fast Patrolling vessels of Indian Coast Guard and Navy	28.4 50	6.6 7.6	1.55 1.5	- -
23	JITF Shipyard Ltd	Cargo	75.00	14.00	3.50	2.71
24	KSINC	Tug Ferry Boat Barge	17.50 26.00 38.00	8.00 8.00 10.00	1.80 1.50 2.00	- - -
25	L&T Shipbuilding Ltd**					
26	Mandovi Drydocks	Bulk Carrier	80.00	15.00	3.00	5.00
27	Marine Care 'N'Associates**					
28	Marine Frontiers Pvt. Ltd.**					
29	Modest Infrastructure Pvt. Ltd.	General Cargo Tug Survey Vessel OSV Cement Carrier Product Tanker Dry Bulk Carrier Container Carrier Ferry Craft Grab Hooper Dredger Ammunition cum Torpedo cum Missile Non Propelled Barge	99.00 33.00 42.18 59.20 97.00 75.00 82.00 67.20 62.10 44.14 25.25	18.00 11.50 8.53 15.00 17.00 13.00 14.00 12.80 9.40 10.00 8.50	4.50 4.10 3.96 2.50 4.20 5.60 4.20 3.20 2.00 2.80 1.71	6.00 Bollard Pull - 65 T NIL NIL 4.00 3.30 4.20 94 TEU 0.80 0.75 0.12

Table No. 2.1 contd.

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
30	NN Shipbuilders and Engineers Pvt Ltd ##					
31	Patra Shipping Pvt. Ltd	Cargo Vessel/ Ferry Launch	135.00	25.00	4.00	10.00
		Barge & Pontoon	135.00	25.00	4.00	10.00
		Dredgers & Cruise Ship	135.00	25.00	4.00	10.00
32	Roshini Ship Repairs and Engineers	ICGS C-145	25.50	6.20	1.30	0.02
33	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
34	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
35	Sadhav Offshore Engineering Pvt. Ltd.	Fast Patrol Vessels	50.00	7.60	1.80	0.06
		Tugs	30.00	9.60	4.60	0.07
		Commercial Vessels	32.00	12.00	5.00	0.09
36	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
37	Titagarh Rail Systems Ltd.	NIL				
38	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
39	West Coast Shipyard Ltd.**					
40	Waterways Shipyard Pvt. Ltd.	All Types	130.00	30.00	3.00	8.00
41	Yeoman Marine Services Ltd.**					

** No information is received for 2023-24

Shipyard/ Business closed

Note : New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

% All the facilities are for repair & Refit of Defence and Commercial (Medium & Small) Ships [like Survey Vessel (Large), Offshore Patrol Vessel, Landing Craft Utility, Anti-Submarine Warfare Shallow Water Craft, Water Jet Fast Attack Craft, Inshore Patrol Vessel, Fast Patrol Vessel, Dredgers, Ocean Going Vessel, Ocean Research Vessel, Hovercrafts etc.

Table No. 2.2

Company-wise maximum Ship Repairing Capacity (2021-2024)

(DWT in thousand)

S.No	Name of The Company	As on 31st March			
		2021	2022	2023	2024
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	-	-
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		3.50	4.00
6	Mazagaon Dock Shipbuilders Ltd.	N.A	N.A	-	-
7	Shalimar Works Ltd.	0.09	0.09	0.09	0.09
8	Udupi Cochin Shipyard Ltd		2.50	1.50	1.50
	B. PRIVATE SECTOR				
9	Abhishek Engineers**	2.40	Carry out maintenance work of own vessels only		
10	A.C Roy & Comp. Ltd.	2.00	2.00	2.00	2.00
11	A.H. Wadia Boat Builders	0.02	-	0.00	0.00
12	Bristol Boats Pvt. Ltd. ##	0.05	0.05	0.05	
13	Chidambaram Shipcare Pvt. Ltd.	N.A	N.A	N.A	N.A
14	Chowgule & Co. Pvt. Ltd.	N.A	N.A	-	6.00
15	Chowgule Lavgan Shipcare Pvt. Ltd			N.A	N.A
16	Dempo Shipbuilding & Engineering Pvt. Ltd.	3.00	3.00	3.00	3.00
17	Equiptrans Logistics Pvt. Ltd.**	8.00			
18	Ferromar Shipping Pvt. Ltd.	2.50	2.50	2.50	2.50
19	M/s Glory Shipmanagement Pvt. Ltd.	N.A	N.A	-	-
20	High Seas Shipping Associates	0.30	NIL	-	NIL
21	Homa Engineering Works ##				
22	M/s Island Ship Repairers			N.A	N.A
23	JITF Shipyard Ltd	2.71	2.71	2.71	2.71
24	KSINC	0.30	0.30	-	-
25	L&T Shipbuilding Ltd**		*	*	
26	Mandovi Drydocks	5.00	5.00	5.00	5.00
27	Marine Care 'N' Associates**	N.A	N.A	-	
28	Marine Frontiers Pvt. Ltd.**	0.15	0.15		
29	Modest Infrastructure Pvt. Ltd.	6.00	6.00	6.00	6.00
30	N N Shipbuilders and Engineers Pvt Ltd ##	2.00	0.10		
31	Patra Shipping Pvt. Ltd		N.A	5.00	10.00
32	Roshini Ship Repairs and Engineers		0.02	0.02	0.02
33	San Marine	7.80	0.65	7.80	7.80
34	Sea Blue Shipyard Ltd.	0.55	0.55	0.55	0.55
35	Sadhav Offshore Engineering Pvt. Ltd.				0.09
36	Shoft Shipyard Pvt. Ltd.	3.00	3.00	3.00	3.00
37	Titagarh Rail Systems Ltd.	N.A	N.A	N.A	NIL
38	Vijai Marine Shipyards	2.50		2.50	2.50
39	West Coast Shipyard Ltd.**	2.95			
40	Waterways Shipyard Pvt. Ltd.	N.A	8.00	8.00	8.00
41	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 2023-24

Note : New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

Shipyard/ Business closed

Table No. 2.3

Company-Wise Ship Repairing Facilities - Dry Docks and Wet Docks (As on 31st March, 2024)

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)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
A.	<u>PUBLIC SECTOR</u>										
1	Cochin Shipyard Ltd.	8	270.0	45.0	12.0	125.0	-	-	-	-	-
2	Garden Reach Shipbuilders & Engineers Ltd.	1	180.0	27.0	8.0		1	109.0	25.0	8.0	
		1	180.0	29.0	10.0		-	-	-	-	-
		1	185.0	12.0	6.4		-	-	-	-	-
		1	160.0	18.0	9.00		-	-	-	-	-
		1	100.6	14.3	6.09		-	-	-	-	-
		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	89.93	17.00	5.00		1	225.0	112.0	6.0	
7	Shalimar Works Ltd.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
8	Udupi Cochin Shipyard Ltd	-	-	-	-	-	-	-	-	-	-
B.	<u>PRIVATE SECTOR</u>										
9	Abhishek Engineers**										
10	A.C. Roy & Co. Ltd.	-	-	-	-	-	2	50.0	18.0	3.0	2.0
11	A.H. Wadia Boat Builders	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
12	Bristol Boats Pvt. Ltd. ##										
13	Chidambaram Shipcare Pvt. Ltd.	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A
14	Chowgule & Co. Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-
15	Chowgule Lavgan Shipcare Pvt. Ltd	6	150	26	6	N.A	1	260	No Limitation	10	No Limitation
16	Dempo Shipbuilding and Engineering Pvt. Ltd.	2	90.0	18.0	1.8	3.0	-	-	-	-	-
17	Equiptrans Logistics Pvt. Ltd**										
18	Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	3	100.0	1.3	3.2	2.5
19	M/s Glory Shipmanagement Pvt. Ltd.	1					1	90.0	17.0	5.0	
20	High Seas Shipping Associates	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A
21	Homa Engineering Works ##										
22	M/s Island Ship Repairers Ltd	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A	N.A
23	JITF Shipyard Ltd	-	-	-	-	-	-	-	-	-	-
24	KSINC	-	-	-	-	-	-	-	-	-	-
25	L&T Shipbuilding Ltd**										
26	Mandovi Drydocks	2	80	16	2.5	5.00	-	-	-	-	-
27	Marine Care'N' Associates**										
28	Marine Frontiers Pvt. Ltd.**										
29	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
30	N N Shipbuilders and Engineers Pvt Ltd ##										
31	Patra Shipping Pvt. Ltd	3	135	25	4	10.00	1	60	25	4	10.00
32	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
33	San Marine	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
34	Sea Blue Shipyard Ltd	1	60	14	4	1.56	1	94	15	6	1.08
35	Sadhav Offshore Engineering Pvt. Ltd.	1	75	15	9	N.A	1	80	N.A	9	N.A
36	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.			
37	Titagarh Rail Systems Ltd.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
38	Vijai Marine Shipyards	1	75	16	2.2	2.9	-	-	-	-	-
39	West Coast Shipyard Ltd.**										
40	Waterways Shipyard Pvt. Ltd.	-	-	-	-	-	1	100.00	15.00	3.00	8.00
41	Yeoman Marine Services Ltd.**	2	125	25	-	-	1	125	25	-	-

** No information is received for 2023-24

Shipyard/ Business closed

Note : New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

Table No. 2.4

Company-wise No. of Ships Repaired And Earnings (2020-21 to 2023-24)

(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)	2023-24	187	157129.31	4	4010.37	191	161139.68
		2022-23	178	129184.04	3	4071.26	181	133255.30
		2021-22	156	132385.42	5	3093.34	161	135478.76
		2020-21	138	118915.61	3	568.74	141	119484.35
	Cochin Shipyard Ltd.	2023-24	118	97224.44	1	276.68	119	97501.12
		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
	Garden Reach Shipbuilders and Engineers Ltd.	2023-24	11	7480.85	-	-	11	7480.85
		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 2020-21				0	0.00
	Goa Shipyard Ltd.	2023-24	36	11081.86	2	3454.69	38	14536.55
		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
	Hindustan Shipyard Ltd.	2023-24	7	11396.00	1	279.00	8	11675.00
		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	6	21174.16
5	Hooghly Cochin Shipyard Ltd.	2023-24	NIL	NIL	NIL	NIL	0	0.00
		2022-23	2	88.50	-	-	2	88.50
		2021-22					0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
6	Mazagaon Dock Shipbuilders Ltd.	2023-24	8	29864.00	-	-	8	29864.00
		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
7	Shalimar Works Ltd.	2023-24	7	82.16	-	-	7	82.16
		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
8	Udupi Cochin Shipyard Ltd	2023-24	NIL	NIL	NIL	NIL	0	0.00
		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
	B. PRIVATE SECTOR (Total)	2023-24	181	29698.00	46	270.60	227	29968.60
		2022-23	214	28425.70	44	368.14	258	28793.85
		2021-22	157	8375.10	1	278.10	158	8653.20
		2020-21	211	8308.07	24	173.67	235	8481.74
9	Abhishek Engineers**	2023-24		Carry out maintenance work of own vessels only				
		2022-23						
		2021-22			NIL	NIL	0	0.00
		2020-21	6	150.00	NIL	NIL	6	150.00
10	A.C.Roy & Co. Ltd.	2023-24	6	329.00	-	-	6	329.00
		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
11	A.H. Wadia Boat Builders	2023-24	NIL	NIL	NIL	NIL	0	0.00
		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
12	Bristol Boats Pvt. Ltd ##	2023-24					0	0.00
		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
13	Chidambaram Shipcare Pvt. Ltd.	2023-24	44	238.75	46	270.60	90	509.35
		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
14	Chowgule & Co. Pvt. Ltd.	2023-24	-	-	-	-	0	0.00
		2022-23	-	-	-	-	0	0.00
		2021-22	3	446.34	NIL	NIL	3	446.34
		2020-21	NIL	NIL	NIL	NIL	0	0.00
15	Chowgule Lavgan Shipcare Pvt. Ltd	2023-24	40	16707.85	-	-	40	16707.85
		2022-23	49	15986.00	-	-	49	15986.00

Table No. 2.4 (Contd...)

(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	Dempo Shipbuilding & Engineering Pvt. Ltd.	2023-24	16	560.22	-	-	16	560.22
		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
17	Equiptrans Logistics Pvt. Ltd**	2023-24					0	0.00
		2022-23					0	0.00
		2021-22					0	0.00
		2020-21	21	678.39	NIL	NIL	21	678.39
18	Ferromar Shipping Pvt. Ltd.	2023-24	N.A	N.A	N.A	N.A	0	0.00
		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
19	M/s Glory Shipmanagement Pvt. Ltd.	2023-24	11	459.00	0	0.00	11	459.00
		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
20	High Seas Shipping Associates	2023-24	2	614.33	-	-	2	614.33
		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
21	Homa Engineering Works ##	2023-24					0	0.00
		2022-23	3	1141.37	-	-	3	1141.37
		2021-22					0	0.00
		2020-21	1	452	NIL	NIL	1	452.12
22	M/s Island Ship Repairers Ltd	2023-24	3	605.96	0	0	3	605.96
		2022-23					0	0.00
		2021-22	3	605.96	NIL	NIL	3	605.96
23	JITF Shipyard Ltd	2023-24	9	131.58	-	-	9	131.58
		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
24	KSINC	2023-24	7	10.00	-	-	7	10.00
		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
25	L&T Shipbuilding Ltd**	2023-24					0	0.00
		2022-23	18	-	3	-	21	0.00
		2021-22					0	0.00
		2020-21			NIL	NIL	0	0.00
26	Mandovi Drydocks	2023-24	6	252.00	0	0.00	6	252.00
		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
27	Marine Care 'N' Associates**	2023-24					0	0.00
		2022-23	3	760.00	-	-	3	760.00
		2021-22	2	286.00	NIL	NIL	8	987.00
		2020-21	8	987.00	NIL	NIL	8	987.00
28	Marine Frontiers Pvt. Ltd.**	2023-24					0	0.00
		2022-23					0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
29	Modest Infrastructure Pvt. Ltd.	2023-24	3	1419.30	NIL	NIL	3	1419.30
		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
30	N N Shipbuilders and Engineers Pvt. Ltd.##	2023-24					0	0.00
		2022-23					0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21	NIL	NIL	NIL	NIL	0	0.00
31	Patra Shipping Pvt. Ltd	2023-24	NA	NA	NA	NA	0	0.00
		2022-23	4	1006.61	-	-	4	1006.61
		2021-22					0	0.00
32	Roshini Ship Repairs and Engineers	2023-24	1	186.00	-	-	1	186.00
		2022-23	1	124.09	-	-	1	124.09
		2021-22	4	186.82	NIL	NIL	4	186.82

Table No. 2.4 (Contd...)

(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)
33	San Marine	2023-24	NIL	NIL	NIL	NIL	0	0.00
		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
34	Sea Blue Shipyard Ltd	2023-24	16	1712.22	-	-	16	1712.22
		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
35	Sadhav Offshore Engineering Pvt. Ltd.	2023-24	13	6164.90	0	0	13	6164.90
36	Shoft Shipyard Pvt. Ltd.	2023-24	3	93.06	-	-	3	93.06
		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
37	Titagarh Rail Systems Ltd.	2023-24	NIL	NIL	NIL	NIL	0	0.00
		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
38	Vijai Marine Shipyards	2023-24	1	213.84	0.00	0.00	1	213.84
		2022-23	4	621.50	-	-	4	621.50
		2021-22					0	603.37
		2020-21	1	35.03	NIL	NIL	1	35.03
39	West Coast Shipyard Ltd.**	2023-24					0	0.00
		2022-23					0	0.00
		2021-22					0	0.00
		2020-21	1	14.09	NIL	NIL	1	14.09
40	Waterways Shipyard Pvt. Ltd.	2023-24	NIL	NIL	NIL	NIL	0	0.00
		2022-23	NIL	NIL	NIL	NIL	0	0.00
		2021-22	NIL	NIL	NIL	NIL	0	0.00
		2020-21					0	0.00
41	Yeoman Marine Services Ltd.**	2023-24					0	0.00
		2022-23	1	456.14	-	-	1	456.14

** No information is received for 2023-24

Note : New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

* Includes expenditure on others

Shipyard/ Business closed

Table No. 2.5

Dry Dock & Ship Repairing Facilities at Major Ports 2023-24

Name of Ports		No. of Dry Docks and their Size	No. of Work-shops	No. of Cranes & Capacity	No. of Vessels Repaired during 2023-24	No. of days at Dry Dock Occupancy during 2023-24
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 2023-24.				
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	22	303
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	7 Nos. (3 cranes of 3T, 1 of 80T, 1 of 150T, 1 of 12 T and 1 of 12.2T)	5	328
	KPDD-1	E-(166.72X21.23X7.62) B-(163.98X20.39X7.62)	NIL		14	291
	KPDD-2	E-(151.48X21.23X7.46) B-(148.8X20.57X7.46)		1 No. 7T		198
	KPDD-3	E-(106.68X18.28X7.31) B-(102.87X17.44X7.31)				168
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	329
Visakhapatnam		<u>One</u> Length : 140.24 mtrs. Breadth : 18.28 mtrs. Depth : 5.6 mtrs.	1	<u>One</u> 6 T	10	183
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 2023-24.					
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	2513.20	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. 769500/-					
SMP Haldia	No Dry Dock facility available					
Vishakapatnam	1st day to 14th day		15th day to 30th day		31st day onwards	
Coastal Vessels	Rs. 112635.18		Rs. 168898.40		Rs. 225270.35	
Foreign going Vessels	\$ 4007.81		\$ 6009.78		\$ 8015.60	
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	3344.70	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	66893.90
10001 & above	5017.04	117064.33	4180.87	108702.59	2508.52	69681.15

Note: FV (Foregin 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 2023-24.
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	Not available
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. 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 and accounting for more than 20% of total order placed in this segment. The total new orders added in 2023 is 48 ships and Indian rank improved to 4th place among countries other than big three (China, Korea, Japan) and EU.

3.1.3 In continuation to the Maritime India Vision 2030 (MIV 2030)', the Government further came with various vision documents such as:

- a. Maritime Amritkal Vision 2047 for Shipping Sector
- b. Haritha Nauka Guideline – Greening of the Inland water segment.
- c. Green Tug Transition Program for Port Tugs.

3.1.4 The above documents clearly sets out targets such as to make India the 5th largest shipbuilding nation by 2047 and to make India a leading shipbuilding country towards green transition in maritime segment.

3.1.5 The enhanced Ship Building Financial Assistance Policy (SBFA) for green ships indicates Government commitment towards supporting green initiatives in the segment.

Some Key Sectors focused by CSL

3.1.6 Defence Shipbuilding: The Indian defence shipbuilding industry is having a huge outlay and CSL is very much involved in many of the future projects which are under discussion.

Short sea/ Coastal and Inland

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

3.1.8 The Company's pilot project of a hydrogen fuel cell powered catamaran vessels is in the final stage of trials. Similar projects are under discussion and it is expected to generate huge demand.

3.1.9 The new generation vessels with the alternate 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

3.1.10 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) and Hooghly Cochin Shipyard Limited (HCSL) are actively working to bag many more orders. Further, with the new GTTP program on green tugs, company is ready to roll out green tugs meeting the GTTP tugs.

3.1.11 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 ready to meet any market demands in this segment.

Renewables and Offshore Wind Segment

3.1.12 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 fossils 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. Company after its prestigious contract to build two (2) nos. of high end onstruction Support Operation Vessels (CSOV) is likely to further enhance the order book in this segment with many more such projects.

Transition towards Green Shipping/ Low-carbon Shipping segment

3.1.13 To accelerate efforts on climate change mitigation, the IMO came out with a new revised GHG strategy as well as mid-term measures, including some that are market-based. At the EU level, EU admitted shipping also the EU Emission Trading Scheme which could have important implications for both intra and extra EU trade. With developments at IMO and the EU amongst others, the regulatory and policy framework being evolved reflects almost 50% of new build orders (by GT) is with alternative fuelled technology. The fillip due to the prospects of large ageing fleet replacements and new regulatory restrictions impact positively on long term basis driving new ship acquisition investments. CSL is strongly engaged in this segment and with strong track record, further demonstrated the capability by piloting a hydrogen fuel cell f is earing its completion. CSL was successful in bagging orders from Europea clients for construction of new generation green technology vessels. This is a sunrise segment opening multiple opportunities for the company. The policy measures impacted the green vessels building order books with more than 50% of world orders account for vessels with green technology and 65% for CSL.

Ship Repair Industry

3.1.14 The current Global ship repair market is expected to reach \$40 billion+ by 2030. Asia Pacific (APAC) dominates the ship repair and maintainance services market because of the increased sea-borne trade activities within the region. Shipyards in China, Singapore, Korea and Middle East largely due to availability of skilled workforce and latest technology has always been in the forefront of the ship repair industry. The global market for ship repair and maintenance service is expected to witness significant growth, supported by developments in

the markets in South-East Asia and India. Europe is also expected to witness significant growth during the forecast period of 2024 to 2029 due to the improvements in region. Though India's share in global ship repair is currently less than 1%, the country is favourably located in respect of major trade routes/ shipping routes with 7 to 9% of the global trade passing within 300 NM of the coastline. Additionally, India is poised well to offer repair services in the defence segment providing an array of ship repairing services catering to both the Indian defence and the International Navies as more significance importance is being accorded to the Indian Ocean Region (IOR) being the important sea route to be protected.

3.1.15 India's annual ship repair market is estimated to be around Rs. 2000 crore, with an overall estimated potential of Rs. 6000 crore, however more than 30% of the commercial ship repair is conducted outside India catering this market. However over the next 10 years India has potential to create Rs. 14000+ crore ship repair market which is critical to indigenize the ship repair business in the country.

3.1.16 India has a strong work force that can potentially cater to the labour-intensive ship repair industry. 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 types of vessels. Other reasons for the cost disadvantage include high financing costs, lack of readily available ship spares in India, insufficient ancillary support, and technology related issues that increase the ship repair execution time. To address these gaps, the Government of India, under the MIV 2030 initiative, is actively supporting the industry through multiple initiatives. These include channelizing domestic demands by leveraging the 'Atmanirbhar Bharat' (Self-Reliant India) policy, developing infrastructure through better access to financial instruments, and providing better opportunities for overall development and enhanced business in the industry by creating free trade depots and maritime clusters.

CSL Initiatives in Ship Repair

3.1.17 With the new International ship repair facility (ISRF), CSL ship repair infrastructure has been made world class enabling to take up additionally about 100 vessels a year. This facility at Willingdon Island, Kochi which would host a state-of-the-art ship lift system with six independent work stations. Presently four work stations and afloat repair berths have been made operational. Construction works pertaining to the balance two more work stations are

progressing in full swing and is targeted for completion by September, 2024. This new Greenfield facility, in close proximity to the Southern Naval Command in Kochi is scheduled to be up and running shortly and would be capable of accommodating vessels upto 130 Mtrs length & 6000 T displacement. 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. 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 ₹2638.91 Crores during 2023-24 as against ₹1,766.45 Crores in 2022-2023. During the year Hon'ble Prime Minister Shri Narendra Modi flagged off India's first indigenously built Hydrogen fuel cell ferry. The inauguration of this project will provide impetus for using hydrogen in marine application as envisaged under National Green Hydrogen Mission and early adoption of hydrogen fuel cell technology in the marine sector will provide it a global competitive advantage where by meeting sustainable green energy aspiration of our Nation for net zero emission. Further, CSL successfully delivered five nos. of hybrid electric catamaran hull vessels to Kochi Metro Rail Limited (KMRL). Furthermore CSL also delivered 2 nos. of Hybrid Electric Catamaran Passenger Vessels for Inland Waterways Authority of India (IWAI).

3.1.20 During the year, the Company achieved a total ship repair income of ₹1,006.37 Crores as compared to ₹564.01 Crores during the year 2022-23. Major Vessels repaired during the year in the CSL Kochi yard include SRGD of aircraft carrier 'INS Vikrant', INS Tarangini, INS Sutlez, Vishva Jyoti, ICGS Veera, Sagar Sampada, Kalighat, Dredge XII and RV Sindhu Sadhana. Major vessels repaired during the year in ISRF include UTLA vessels like Cheriyanani, Valiyapani, Tug kalpitti, M V Kodithala, installation work of Stabilized Remote Control Guns (SRCG) onboard Fast Patrol Vessels, Ro-Ro sethu Sagar and M V Laccadives. CSL Mumbai Ship Repair Unit has successfully undertaken repairs of around 104 vessels since operationalization. During the financial year 2023-24, CMSRU undertook the dry dock

and afloat repairs of 19 ships, including normal refits, short refits, for Indian Navy and Indian Coast Guard vessels, as well as repairs for various commercial clients. CSL Kolkatta ship repair unit (CSKRU) has successfully completed 22 refit projects since the commencement of operations in October 2019. During the financial year 2023-24, CSKRU completed dry dock repairs of 5 vessels. Including the refit of Shanti Sagar-24, emergency repairs of DCI Dredge XII, and dry dock and afloat repair of DCI Dredge XIV. CKSRU also undertook the repair of the NSD Ni. 1 Box Caisson from Syama Prasad Mookerjee Port, Kolkata. CSL commenced ship repair operations at the Andaman and Nicobar Islands through its Andaman and Nicobar ship repair unit (CANSRU). During the fiscal year 2023-24, CANSRU has completed dry dock repair for 20 vessels, performed 12 afloat repairs along with various other minor repairs. To further develop the ship repair facilities and enhance the ship repair ecosystem at CANSRU, various capital expenditure procurements have been undertaken, including the establishment of a well-equipped Safety cum Skill Development Center at the Marine Dockyard.

During 2023-24, about 66.8% of its income is from Shipbuilding, 25.5% from Ship repairing and 7.8% 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, Hon'ble Union Minister of Ports, Shipping and Waterways, Government of India on 16th August, 2022 in the presence of Ministers from Centre & State and other 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 2023-24, about 86.2% of its income is from Shipbuilding and 13.8% from 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 51.1% of its shareholding held by the Government of India & 47.2% held by Mazagaon Docks Limited.

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. Virtual Reality Centre (VRC) is set up, to create an immersive virtual reality environment that is used to visualize the 3D stereoscopic model of warship, It aids in solving complex design problems and analysis of various aspects related to ergonomics at early design phase.

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 230 ships and 171 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 2023-24, about 72.3% of its income is from Shipbuilding, 7.2% from Ship repairing and 20.5% 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 2023-24, about 79.2% of its income is from Shipbuilding, 13.1% from Ship repairing and 7.7% 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 2023-24, about 47.5% of income is from Shipbuilding, 41.7% from Ship repairing and 10.8% from other sources.

3.6. MAZGAON DOCK SHIPBUILDERS LIMITED

3.6.1 Mazagon Dock Shipbuilders Limited (MDL) is the oldest shipyard in India with its origin in 1774 and 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). 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 802 vessels indigenously including 28 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 Presently, MDL is constructing six Scorpene 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 sea trials), four Visakhapatnam Class Destroyers (three out of four delivered) and four Nilgiri Class Stealth Frigates for the Indian Navy. Medium Refit cum Life certification (MRLC) of Conventional Submarine, INS Shishumar completed on 17 Mar 24 and MRLC of INS Shankush is in Progress. MDL has also received orders from Coast Guard for the construction of one Training Ship, six Next Generation Offshore Patrol Vessels (NGOPVs) and fourteen Fast Patrol Vessels (FPVs). On the exports front, MDL is executing orders from European client for construction of six Multi-Purpose Vessels (MPVs).

3.6.4 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.

3.6.5 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. As on 31 Mar 24, MDL has a healthy Order Book of Approx. Rs. 38,000 Cr.

During 2023-24, about 86.5% of income is from Shipbuilding, 2.8% from Ship repairing and 10.7% 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 46,000M² has a total river frontage of approx. 240M of which open land water frontage is 85M for shipbuilding berths. The river being tidal has a varying high-draft of 5.1M to 6.8M and corresponding low-draft of 0.8M to 1.5M 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 2023-24, about 87.31% of income is from Shipbuilding, 6.43% from Ship repairing and 6.26% from other sources.

CHAPTER- 4

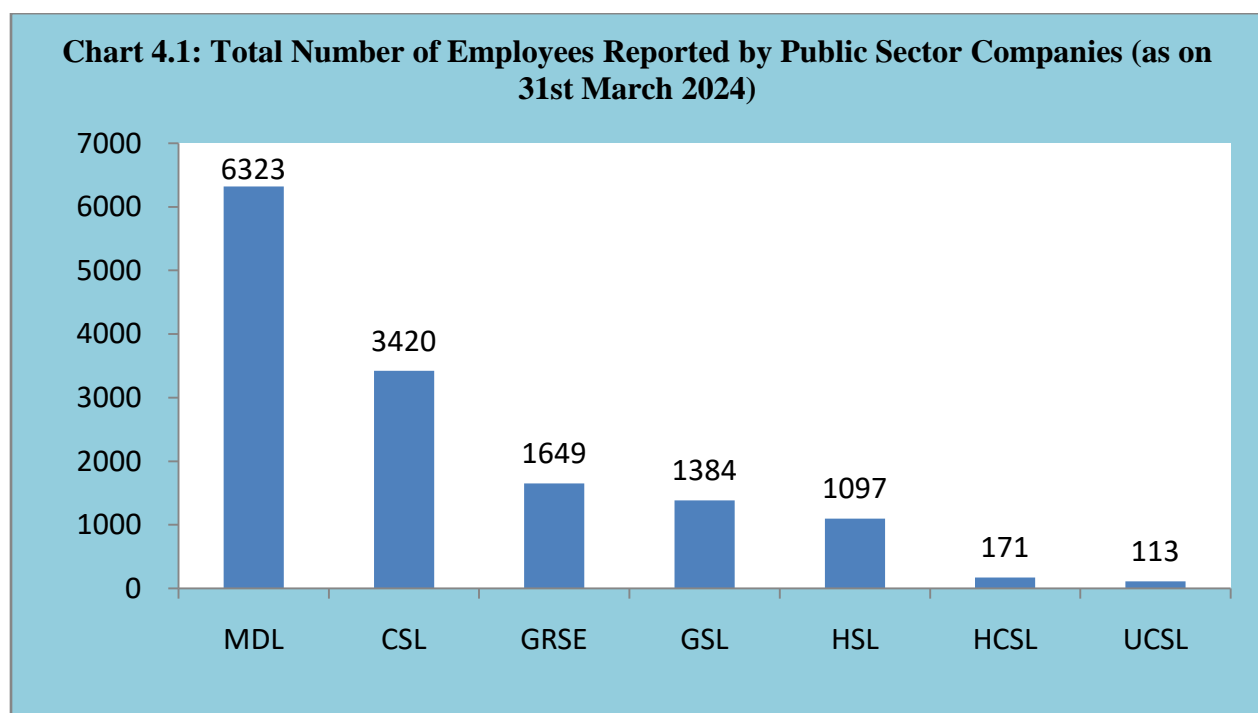
**EMPLOYMENT IN SHIP-
BUILDING/SHIP-REPAIRING
COMPANIES**

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

4.1 The total number of employees under Public Sector reporting companies during 2023-24 were 14256 which includes 3003 officers (21.1% of the employees of Public companies). As on 31st March, 2024 Mazgaon Dock Shipbuilders Ltd (MDSL) had maximum number of employees (6323) followed by Cochin Shipyard Ltd (CSL) (3420), Garden Reach Shipbuilders and Engineers Ltd.(GRSE) (1649), Goa Shipyard Ltd. (GSL) (1384) and Hindustan Shipyard Ltd. (HSL) (1097).

4.2 The total number of employees in private sector reporting companies were 4780 as on 31st March 2024 of which total number of officers were 1027 (21.5% of the employees of Private companies). Amongst the reporting companies, Chowgule & Co. Ltd. had highest number of employees (1134) followed by Shoft Shipyard Pvt. Ltd. (SSPL) (1092 employees) and Chowgule Lavgan Shipcare Pvt. Ltd. (562 employees).

4.3 The total number of employees among the public sectors undertakings during 2023-24 is shown in chart 4.1 and details of the same are given in Table 4.1 (page 63).



4.4 Chart 4.2 depicts the trend in Ship-building and Ship-repairing industry during the period 2019-20 to 2023-24 and details of the same are given in Table 4.2 (page 64-65).

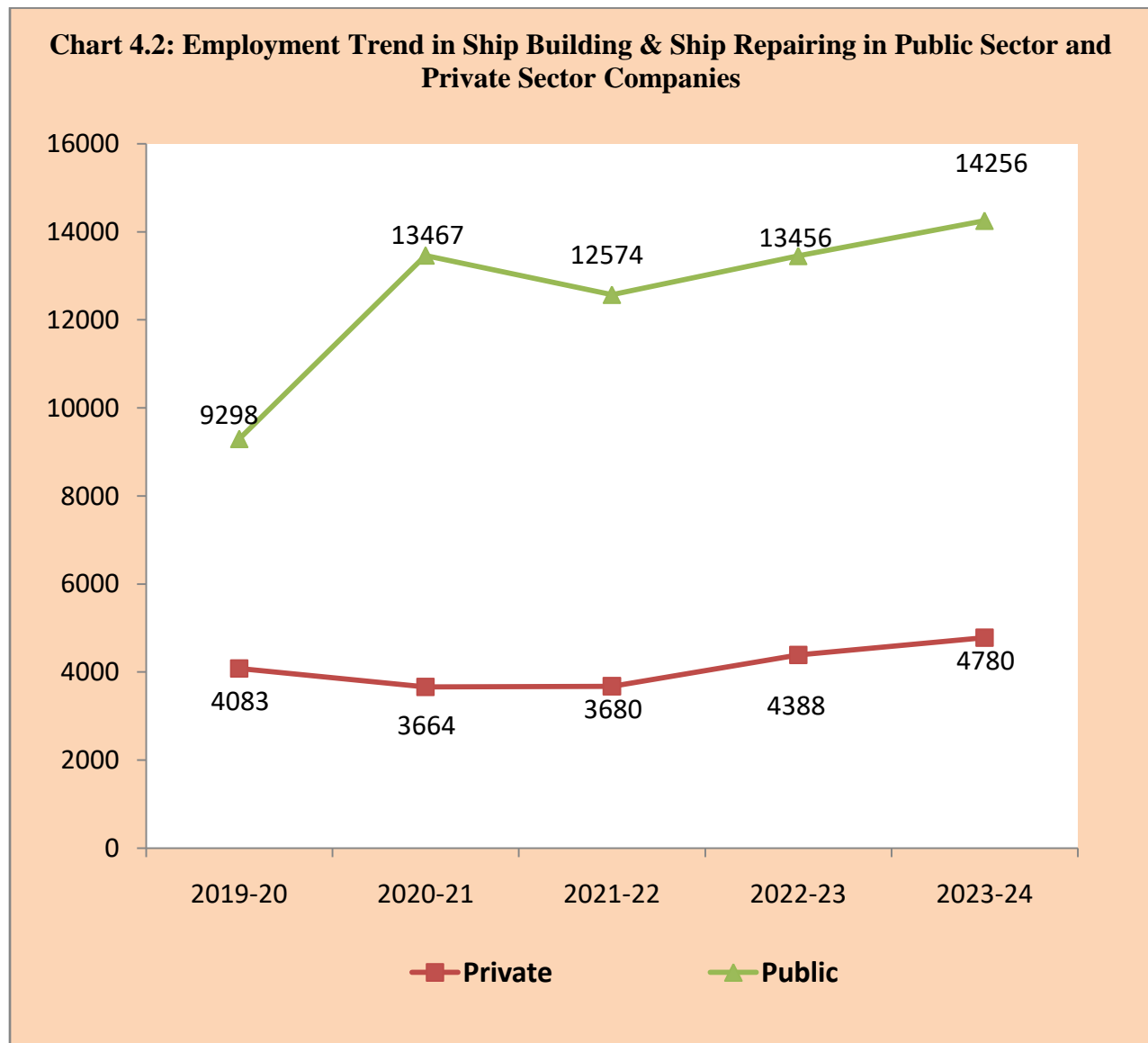


Table No. 4.1

**Employment In Ship-Building/Ship-Repairing Companies
(As on 31st March, 2024)**

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)	2658	345	298	83	5085	4621	588	578	8629	5627
1	Cochin Shipyard Ltd.	668	168	0	2	1212	1007	284	79	2164	1256
2	Garden Reach Shipbuilders & Engineers Ltd	473	11	111	60	929	1	64	0	1577	72
3	Goa Shipyard Ltd.	225	16	123	1	876	51	78	14	1302	82
4	Hindustan Shipyard Ltd.	283	73	59	18	282	292	31	59	655	442
5	Hooghly Cochin Shipyard Ltd.	40	7	5	0	5	14	0	100	50	121
6	Mazagaon Dock Shipbuilders Ltd.	942	0	0	0	1745	3205	123	308	2810	3513
7	Shalimar Works Ltd.	5	26	0	0	30	30	8	0	43	56
8	Udupi Cochin Shipyard Ltd	22	44	0	2	6	21	0	18	28	85
	B. PRIVATE SECTOR (Total)	886	141	37	3	949	2527	172	65	2044	2736
9	Abhishek Engineers**										
10	A.C.Roy & Comp. Ltd.	34	0	2	0	4	12	13	0	53	12
11	A.H. Wadia Boat Builders	5	3	0	0	8	55	6	7	19	65
12	Bristol Boats Pvt. Ltd. ##										
13	Chidambaram Shipcare Pvt. Ltd.	21	0	0	0	35	0	0	0	56	0
14	Chowgule & Co. Pvt. Ltd.	92	0	0	0	79	956	7	0	178	956
15	Chowgule Lavgan Shipcare Pvt. Ltd	106	8	0	0	31	417	0	0	137	425
16	Dempo Shipbuilding & Engineering Pvt. Ltd.	28	0	0	0	0	189	0	30	28	219
17	Equiptrans Logistics Pvt. Ltd**										
18	Ferromar Shipping Pvt. Ltd.	2	0	0	0	0	0	0	0	2	0
19	M/s Glory Shipmanagement Pvt. Ltd.	14	0	0	0	0	0	0	0	14	0
20	High Seas Shipping Associates	11	0	0	0	16	0	5	0	32	0
21	Homa Engineering Works ##										
22	M/s Island Ship Repairers	17	0	2	0	65	15	7	4	91	19
23	JITF Shipyard Ltd	13	0	0	0	0	0	0	0	13	0
24	KSINC	12	2	4	0	0	0	0	0	16	2
25	L&T Shipbuilding Ltd**										
26	Mandovi Drydocks	46	30	0	0	0	182	0	0	46	212
27	Marine Care 'N' Associates**										
28	Marine Frontiers Pvt. Ltd.**										
29	Modest Infrastructure Pvt. Ltd.	77	0	4	0	6	0	14	0	101	0
30	N N Shipbuilders and Engineers Pvt Ltd ##										
31	Patra Shipping Pvt Ltd	7	0	2	0	72	0	12	0	93	0
32	Roshini Ship Repairs and Engineers	3	0	0	0	31	12	3	3	37	15
33	San Marine	15	12	5	3	30	29	12	9	62	53
34	Sea Blue Shipyard Ltd	33	6	7	0	28	79	1	0	69	85
35	Sadhav Offshore Engineering Pvt. Ltd.	33	0	0	0	178	0	34	0	245	0
36	Shoft Shipyard Pvt. Ltd.	175	75	0	0	314	505	11	12	500	592
37	Titagarh Rail Systems Ltd.	70	3	9	0	0	0	0	0	79	3
38	Vijai Marine Shipyards	11	0	2	0	26	0	47	0	86	0
39	West Coast Shipyard Ltd.**										
40	Waterways Shipyard Pvt. Ltd	61	2	0	0	26	76	0	0	87	78
41	Yeoman Marine Services Ltd.**										

** No information is received for 2023-24

Shipyard/ Business closed

Note : New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

Table No. 4.2

**Employment Pattern In Ship-Building/
Ship-Repairing Companies - (2021-2024)**

(in numbers)

S.No	Name of The Company	Particulars	2021	2022	2023	2024
			(4)	(5)	(6)	(7)
	A. PUBLIC SECTOR (Total)	Total	13467	12574	13456	14256
		Officers	2611	2638	2778	3003
1	Cochin Shipyard Ltd.	Total	2841	3165	3129	3420
		Officers	518	549	637	836
2	Garden Reach Shipbuilders & Engineers Ltd.	Total	1900	1790	1748	1649
		Officers	490	483	491	484
3	Goa Shipyard Ltd.	Total	1389	1287	1277	1384
		Officers	269	250	248	241
4	Hindustan Shipyard Ltd.	Total	1252	1173	1140	1097
		Officers	323	335	355	356
5	Hooghly Cochin Shipyard Ltd.	Total	16		46	171
		Officers	7		24	47
6	Mazagaon Dock Shipbuilders Ltd.	Total	5939	4967	5907	6323
		Officers	974	963	936	942
7	Shalimar Works Ltd.	Total	130	115	107	99
		Officers	30	28	30	31
8	Udupi Cochin Shipyard Ltd	Total		77	102	113
		Officers		30	57	66
	B. PRIVATE SECTOR (Total)	Total	3664	3680	4388	4780
		Officers	1027	954	1075	1027
9	Abhishek Engineers**	Total	305		Carry out maintainance work of supplies only	
		Officers	136			
10	A.C.Roy & Comp. Ltd.	Total	58	58	59	65
		Officers	30	30	31	34
11	A.H. Wadia Boat Builders	Total	68	72	86	84
		Officers	8	4	7	8
12	Bristol Boats Pvt. Ltd.##	Total	13	20	18	
		Officers	5	5	5	
13	Chidambaram Shipcare Pvt. Ltd.	Total	50	50	55	56
		Officers	23	23	21	21
14	Chowgule & Co. Pvt. Ltd.	Total	544	523	1051	1134
		Officers	112	120	171	92
15	Chowgule Lavgan Shipcare Pvt. Ltd	Total			562	562
		Officers			114	114
16	Dempo Shipbuilding & Engineering Pvt. Ltd	Total	199	199	199	247
		Officers	29	29	29	28
17	Equiptrans Logistics Pvt. Ltd**	Total	277			
		Officers	41			
18	Ferromar Shipping Pvt. Ltd.	Total	2	2	2	2
		Officers	2	2	2	2
19	M/s Glory Shipmanagement Pvt. Ltd.	Total	65	65	14	14
		Officers	65	65	14	14
20	High Seas Shipping Associates	Total	28	0	50	32
		Officers	10	0	7	11
21	Homa Engineering Works ##	Total	13		13	
		Officers	4		4	
22	M/s Island Ship Repairers	Total		85		110
		Officers		14		17
23	JITF Shipyard Ltd	Total	13	13	13	13
		Officers	13	13	13	13
24	KSINC	Total	43	43	-	18
		Officers	15	15	-	14
25	L&T Shipbuilding Ltd**	Total			-	
		Officers			-	
26	Mandovi Drydcks	Total	221	232	239	258
		Officers	57	64	68	76
27	Marine Care 'N'Associates**	Total	66	68	92	
		Officers	27	29	31	
28	Marine Frontiers Pvt. Ltd.**	Total	37	37		
		Officers	12	12		
29	Modest Infrastructure Pvt. Ltd.	Total	83	102	104	101
		Officers	57	70	80	77
30	N N Shipbuilders and Engineers Pvt Ltd ##	Total	6	41		
		Officers	2	41		
31	Patra Shipping Pvt. Ltd	Total		135	65	93
		Officers		14	11	7
32	Roshini Ship Repairs and Engineers	Total		52	52	52
		Officers		3	3	3
33	San Marine	Total	67	67	115	115
		Officers	15	15	27	27

Table No. 4.2

(In numbers)

S.No	Name of The Company	Particulars				
			2021	2022	2023	2024
(1)	(2)	(3)	(4)	(5)	(6)	(7)
34	Sea Blue Shipyard Ltd	Total	139	158	181	154
		Officers	28	38	39	39
35	Sadhav Offshore Engineering Pvt. Ltd.	Total				245
		Officers				33
36	Shoft Shipyard Pvt. Ltd.	Total	775	1092	1092	1092
		Officers	216	250	250	250
37	Titagarh Rail Systems Ltd.	Total	387	510	77	82
		Officers	75	86	67	73
38	Vijai Marine Shipyards	Total	86		86	86
		Officers	11		11	11
39	West Coast Shipyard Ltd.**	Total	19			
		Officers	10			
40	Waterways Shipyard Pvt. Ltd.	Total	100	56	112	165
		Officers	24	12	54	63
41	Yeoman Marine Services Ltd.**	Total			51	
		Officers			16	

** No information is received for 2023-24

Shipyard/ Business closed

Note : New company (At S. No. 35) have been added from 2023-24; 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 2023-24 was ₹ 10604.60 crore by Mazagon Dock Shipbuilders Ltd followed by ₹ 3952.66 crore by Cochin Shipyard Ltd, ₹ 3892.26 crore by Garden Reach Shipbuilders & Engineers Ltd, ₹ 2026.00 crore by Goa Shipyard Ltd and ₹ 1539.70 crore by Hindustan Shipyard Ltd.

5.2 In terms of profit, amongst the reporting public companies, the highest profit was earned by Mazagon Dock Shipbuilders Ltd (₹ 2461.38 crore), followed by Cochin Shipyard Ltd (₹ 1093.62 crore), Garden Reach Shipbuilders & Engineers Ltd. (₹ 480.92 crore), Goa shipyard Ltd (₹ 365.68 crore) and Hindustan Shipyard (₹ 172.92 crore).

5.3 In private sector, the highest income earned during 2023-24 amongst the reporting companies was by Chowgule & Co. Pvt. Ltd. (₹ 382.25 crore) followed by Shoft Shipyard Pvt. Ltd. (₹ 222.82 crore), Chowgule Lavgan Shipcare Pvt. Ltd (₹ 167.85 crore), San Marine (₹ 133.29 crore), Mandovi Drydocks (₹ 117.29 crore), Waterways Shipyard Pvt. Ltd. (₹ 108.63 crore) and Titagarh Wagons (₹ 98.61 crore).

5.4 In terms of profit, amongst the reporting private companies, the highest profit was earned by Shoft Shipyard Pvt. Ltd. (₹ 39.43 crore) followed by Vijai Marine Shipyards (₹ 36.48 crore), Mandovi Drydocks (₹ 22.12 crore), Chowgule Lavgan Shipcare Pvt. Ltd (₹ 21.97 crore), A.C. Roy & Co. Ltd. (₹ 13.48 crore) and San Marine (₹ 12.10 crore).

5.5 Chart 5.1 shows the financial performance in terms of profit/ loss of the major public and private sector companies engaged in ship building/ repairing as on 31st March 2024 and details of the same from the financial year 2021 to 2024 is given in Table 5.1 (page 68-70).

Chart 5.1: Financial Performance of Major Public and Private Companies in 2023-24

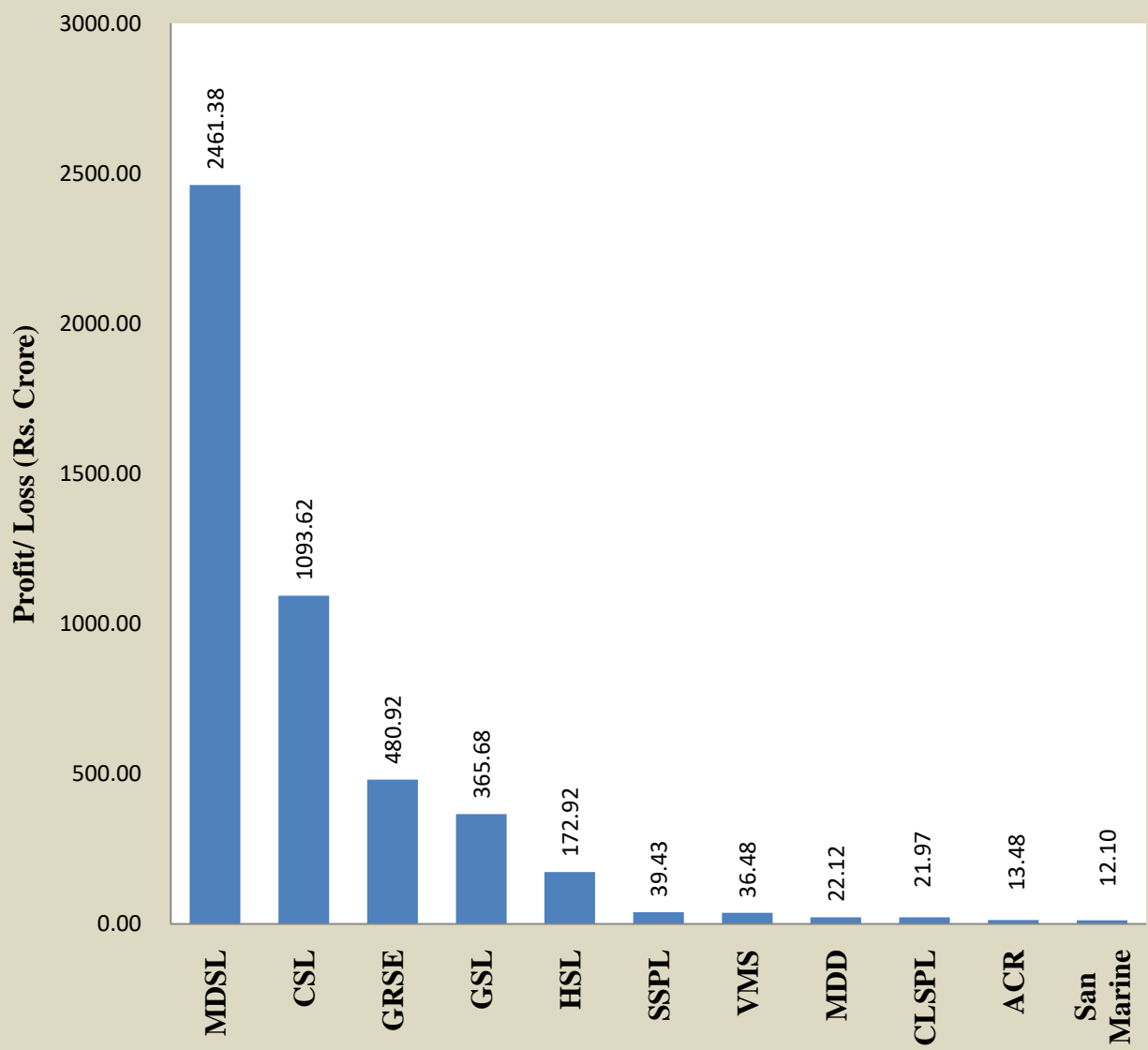


Table No. 5.1

Financial Performance (Income & Expenditure) : Company - wise (2021 to 2024)

(₹ 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.	2024	263891.24	100636.73	30738.25	395266.22	277055.74	5693.48	3154.60	285903.82	109362.40
		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
2	Garden Reach Shipbuilders & Engineers Ltd.	2024	308305.71	50958.52	29962.19	389226.42	335852.75	4132.66	1148.92	341134.33	48092.09
		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
3	Goa Shipyard Ltd.	2024 (P)	146491.00	14536.55	41572.61	202600.16	158692.09	7300.00	40.00	166032.09	36568.07
		2023	50933.55	31563.42	22083.29	104580.26	77847.21	6185.49	46.50	84079.20	20501.06
		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
4	Hindustan Shipyard Ltd.	2024	73114.59	64218.01	16637.62	153970.22	133998.46	385.43	2294.54	136678.43	17291.79
		2023	64962.84	42331.00	1508.32	108802.16	99982.68	357.04	1938.92	102278.64	6523.52
		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
5	Hooghly Cochin Shipyard Ltd.	2024	2071.68	-	332.79	2404.47	3324.83	842.30	718.94	4886.07	-2481.60
		2023	969.34	156.37	635.62	1761.33	1927.96	723.64	889.98	3541.58	-1780.25
		2022	41.78	338.00	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
6	Mazagaon Dock Shipbuilders Ltd.	2024	916794.00	29864.00	113802.00	1060460.00	805497.00	8313.00	512.00	814322.00	246138.00
		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
7	Shalimar Works Ltd.	2024 (P)	1742.59	128.28	125.00	1995.87	2509.97	28.75	2590.75	5129.47	-3133.60
		2023	155.61	143.01	113.87	412.49	2117.94	29.15	2486.81	4633.90	-4221.41
		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
8	Udupi Cochin Shipyard Ltd.	2024	17971.62	-	674.96	18646.58	17219.74	952.54	169.62	18341.90	304.68
		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
B. PRIVATE SECTOR											
9	Abhishek Engineers **	2024	Carry out maintenance work of own vessels only							0.00	0.00
		2023		75.00	N.A	75.00				0.00	75.00
		2022									
		2021	75.00	50.00	N.A	125.00	120.00	15.00	3.50	138.50	-13.50
10	A.C.Roy & Comp. Ltd.	2024	2577.00	329.00	929.00	3835.00	2395.00	68.00	24.00	2487.00	1348.00
		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
11	A.H. Wadia Boat Builders	2024	825.24	-	43.11	868.35	808.71	17.22	29.77	855.70	12.65
		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
12	Bristol Boats Pvt. Ltd. ##	2024				0.00				0.00	0.00
		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
13	Chidambaram Shipcare Pvt. Ltd.	2024	N.A	509.35	1354.30	1863.65	1745.05	11.18	1.19	1757.42	106.22
		2023	N.A	579.84	1059.89	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
14	Chowgule & Co. Pvt. Ltd.	2024	26765.15	-	11460.14	38225.29	35713.00	658.14	810.11	37181.25	1044.04
		2023	11015.23	-	2584.40	13599.63	14240.21	270.27	234.79	14745.27	-1145.64
		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

Financial Performance (Income & Expenditure) : Company - wise (2021 to 2024)

(₹ 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)
15	Chowgule Lavgan Shipcare Pvt. Ltd	2024 (P) 2023 2022	- - -	16641.24 15525.78 2892.70	143.33 3366.58 215.37	16784.57 18892.36 3108.07	12434.20 11455.16 2696.25	2153.02 2787.31 2757.85	- - -	14587.22 14242.47 5454.10	2197.35 4649.89 -2346.03
16	Dempo Shipbuilding and Engineering Pvt. Ltd.	2024 2023 2022 2021	0.00 0.00 0.00 2379.62	1184.95 880.37 840.31 513.21	58.60 84.73 552.86 -866.99	1243.55 965.10 1393.17 2025.84	1444.69 1195.36 852.23 2196.71	102.88 123.79 131.12 130.88	78.24 44.19 46.67 68.19	1625.81 1363.34 1030.02 2395.78	-382.26 -398.24 363.15 -369.94
17	Equiptrans Logistics Pvt. Ltd**	2024 2023 2022 2021	 -	 678.39	 -	0.00 0.00 0.00 678.39	 523.65	 -	 -	0.00 0.00 0.00 523.65	0.00 0.00 0.00 154.74
18	Ferromar Shipping Pvt. Ltd.	2024 2023 2022 2021	30.83 - 79.13 261.09	- - - N.A	503.15 578.55 1209.35 527.52	533.98 578.55 1288.48 788.61	300.56 332.80 535.49 628.97	217.80 227.76 256.56 385.10	3.75 3.29 1.58 37.19	522.11 563.85 793.63 1051.26	11.87 14.70 494.85 -262.65
19	M/s Glory Shipmanagement Pvt. Ltd.	2024 2023 2022 2021	0.00 0.00 0.00 0.00	459.00 640.00 640.00 152.00	4519.00 4417.00 4417.00 4977.00	4978.00 5057.00 5057.00 5129.00	3860.00 3805.00 3805.00 3111.00	476.00 453.00 453.00 989.00	152.00 150.00 150.00 345.00	4488.00 4408.00 4408.00 4445.00	490.00 649.00 649.00 684.00
20	High Seas Shipping Associates	2024 (P) 2023 2022 2021	N.A N.A N.A N.A	614.33 1072.87 986.77 378.82	11.84 0.42 N.A N.A	626.17 1073.29 986.77 378.82	542.92 987.29 903.12 270.50	2.13 2.52 3.03 2.97	26.57 20.78 22.31 24.07	571.62 1010.59 928.47 297.53	54.55 62.70 58.30 81.29
21	Homa Engineering Works ##	2024 2023 2022 2021	 - - N.A	 696.78 1277.55 452.12	 24.37 7.51 12.12	0.00 721.15 1285.06 464.24	 679.54 1225.09 412.65	 5.56 5.76 6.99	 17.92 36.29 27.24	0.00 703.03 1267.14 446.88	0.00 18.13 17.92 17.36
22	M/s Island Ship Repairers	2024 2023 2022 2021	 0.00 0.00 0.00	Financial information for 2023-24 is not finalized			 2458.87 1950.46 1296.30	 8.73 10.28 12.10	 24.96 45.68 47.12	2492.56 2006.42 1355.52	82.26 -244.44 39.23
23	JITF Shipyard Ltd	2024 2023 2022 2021	N.A N.A N.A N.A	543.05 441.77 316.27 236.47	50.69 44.08 43.67 42.01	593.74 485.85 359.94 278.48	443.59 466.84 210.98 277.73	18.57 21.85 22.16 22.28	0.00 0.00 0.00 0.00	462.16 488.69 233.14 300.01	131.58 -2.84 126.80 -21.53
24	KSINC	2024 2023 2022 2021	0.00 0.00 0.00 N.A	0.00 0.00 3.40 151.29	2693.00 3033.55 2149.08 1576.63	2693.00 3033.55 2152.47 1727.92	2303.60 2547.94 2410.58 1591.78	347.49 301.27 295.30 319.98	0.01 0.47 0.00 2.99	2651.10 2849.68 2705.87 1914.75	41.89 183.87 -553.40 -186.83
25	L&T Shipbuilding Ltd **	2024 2023 2022 2021	 	 	 	0.00 0.00 0.00 0.00	 	 	 	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00
26	Mandovi Drydocks	2024 2023 2022 2021	9441.00 8780.00 3516.00 4117.00	252.00 472.00 469.00 461.00	2036.00 1348.00 655.00 1190.00	11729.00 10600.00 4640.00 5768.00	9194.61 10516.00 6386.00 4120.00	177.89 84.00 82.00 54.00	144.77 154.00 141.00 161.00	9517.27 10754.00 6609.00 4335.00	2211.73 -154.00 -1969.00 1433.00
27	Marine Care 'N' Associates**	2024 2023 2022 2021	 N.A N.A N.A	 781.75 354.81 900.00	 14.00 2.72 N.A	0.00 795.75 357.53 900.00	 735.23 325.63 827.00	 5.46 5.80 8.00	 7.39 6.48 5.00	0.00 748.08 337.91 840.00	0.00 47.67 19.62 60.00
28	Marine Frontiers Pvt. Ltd.*	2024 2023 2022 2021	 53.12 685.56	 34.93 153.95	 2.58 25.25	0.00 0.00 90.63 864.76	 219.51 795.49	 28.40 34.93	 78.67 85.01	0.00 0.00 326.58 915.43	0.00 0.00 -235.95 -50.67
29	Modest Infrastructure Pvt. Ltd.	2024 2023 2022 2021	4681.70 1416.99 1075.67 823.90	923.45 1221.68 2214.78 1686.63	65.56 69.63 611.38 64.32	5670.71 2708.30 3901.83 2574.85	5311.08 2382.54 1801.29 1953.57	113.47 143.06 149.99 162.36	633.44 591.69 743.58 984.97	6057.99 3117.29 2694.86 3100.90	-387.28 -408.99 1206.97 -526.05
30	N N Shipbuilders and Engineers Pvt Ltd ##	2024 2023 2022 2021	 62.22 N.A	 N.A N.A	 5.40 3.51	0.00 0.00 67.62 3.51	 39.50 -11.97	 7.87 10.49	 19.36 20.02	0.00 0.00 66.73 18.54	0.00 0.00 0.89 -15.03

Financial Performance (Income & Expenditure) : Company - wise (2021 to 2024)

(₹ 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)
31	Patra Shipping Pvt. Ltd	2024	1006.00	0.00	9.00	1015.00	934.00	12.00	3.00	949.00	66.00
		2023	1515.00	0.00	23.00	1538.00	1428.00	9.00	5.00	1442.00	96.00
		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
32	Roshini Ship Repairs and Engineers	2024	0.00	150.69	0.00	150.69	144.01	1.53	1.27	146.80	3.89
		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
33	San Marine	2024	2824.89	0.00	10503.69	13328.58	9813.41	1303.43	1001.05	12117.89	1210.69
		2023	3501.30	0.00	11909.31	15410.61	12362.47	1005.49	663.90	14031.86	1378.75
		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
34	Sea Blue Shipyard Ltd	2024	0.00	1712.22	163.14	1875.36	1495.53	233.00	54.40	1782.93	92.43
		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
35	Sadhav Offshore Engineering Pvt. Ltd.	2024	718.82	6164.90	19.68	6903.40	6215.25	17.89	112.41	6345.55	557.85
		2023	1815.41	3750.88	15.74	5582.03	5118.84	17.90	76.70	5213.44	368.59
36	Shoft Shipyard Pvt. Ltd.	2024	21359.08	93.06	829.56	22281.70	17630.24	517.00	191.09	18338.33	3943.37
		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
37	Titagarh Rail Systems Ltd	2024	9633.90	NIL	227.31	9861.21	11954.33	79.60	1.51	12035.44	-2174.23
		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
38	Vijai Marine Shipyards	2024	8753.45	213.84	790.50	9757.79	5896.71	28.47	184.29	6109.47	3648.32
		2023	2965.17	621.50	549.82	4136.49	3838.91	40.41	128.98	4008.30	128.19
		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
39	West Coast Shipyard Ltd.**	2024				0.00				0.00	0.00
		2023				0.00				0.00	0.00
		2022				0.00				0.00	0.00
		2021				0.00				0.00	0.00
40	Waterways Shipyard Pvt. Ltd.	2024	10441.47	N.A	421.60	10863.07	10351.62	90.30	132.04	10573.96	289.11
		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
41	Yeoman Marine Services Ltd.**	2024				0.00				0.00	0.00
		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

Note : New company (At S. No. 35) have been added from 2023-24; based on the list obtained from Indian Register of Shipping.

** No information is received for 2023-24

Shipyard/ Business closed

CHAPTER - 6

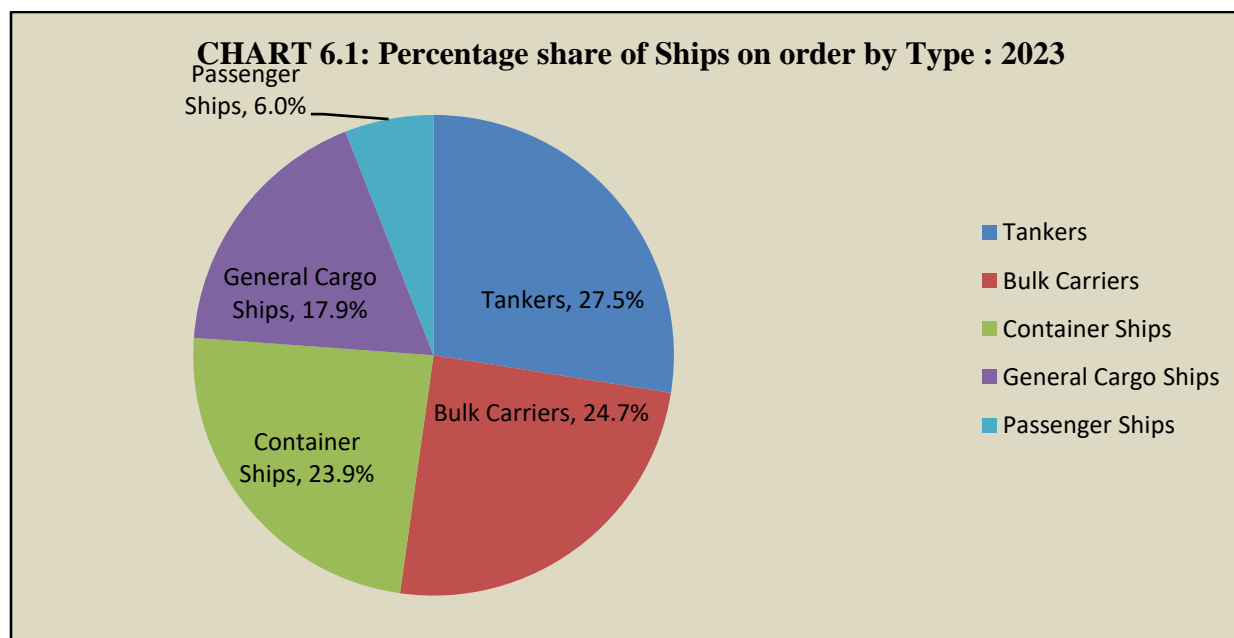
INTERNATIONAL SCENARIO ON SHIP- BUILDING/ SHIP- REPAIRING

6. INTERNATIONAL SCENARIO

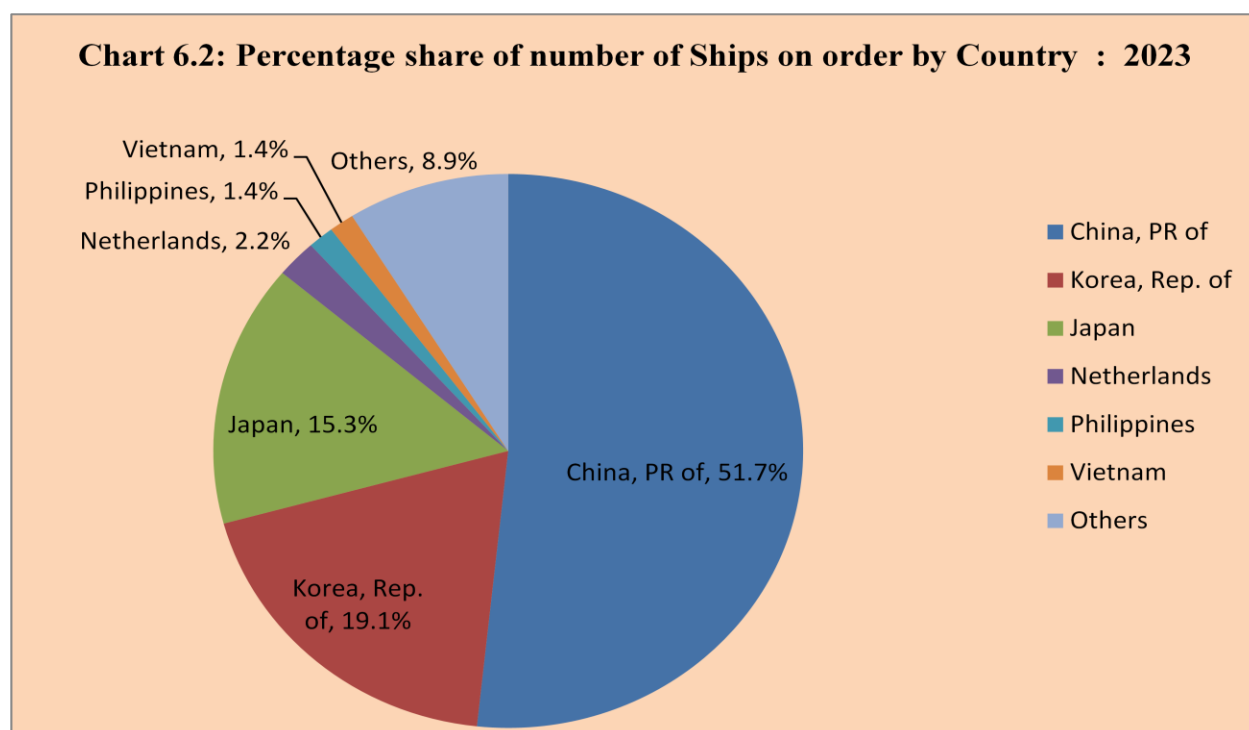
6.1 This section comprises of comparative time series data on ship building in terms of order and completion by type and country (Table 6.1 to 6.6 (page 74-80)).

6.2 Table 6.1 (page 74) shows that the number of ships on order reflecting the demand dynamics of the world shipping industry. Over the period 2006 to 2023 (as on 1st January), the number of ships on order globally has decreased from 4787 units in 2006 to 3451 units in 2023. During last three years from 2020 to 2023, number of ships on order has increased from 2677 ships in 2020 to 3451 ships in 2023. Ships on order (as on 1st January) in terms of compensated gross tonnage (CGT) have gone down from 106.21 million CGT in 2006 to 103.47 million CGT in 2023. During the year 2006 to 2023, order book of world ship building industry had witnessed Compounded Annual Growth Rate (CAGR) of (-1.80%) and (-0.15%) 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 Tanker ships (27.5%) followed by Bulk Carrier ships (24.7%), Container Ships (23.9%), General Cargo Ships (17.9%), and Passenger Ships (6.0%) shown in the chart 6.1. (Table 6.3 (page 76))

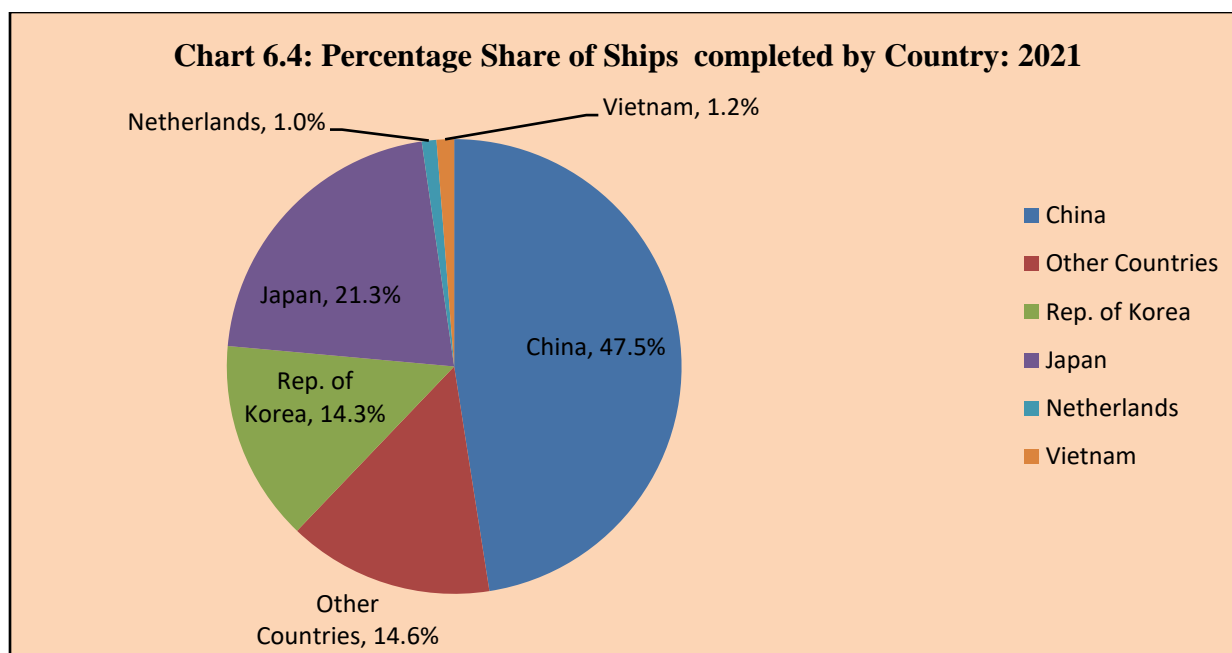
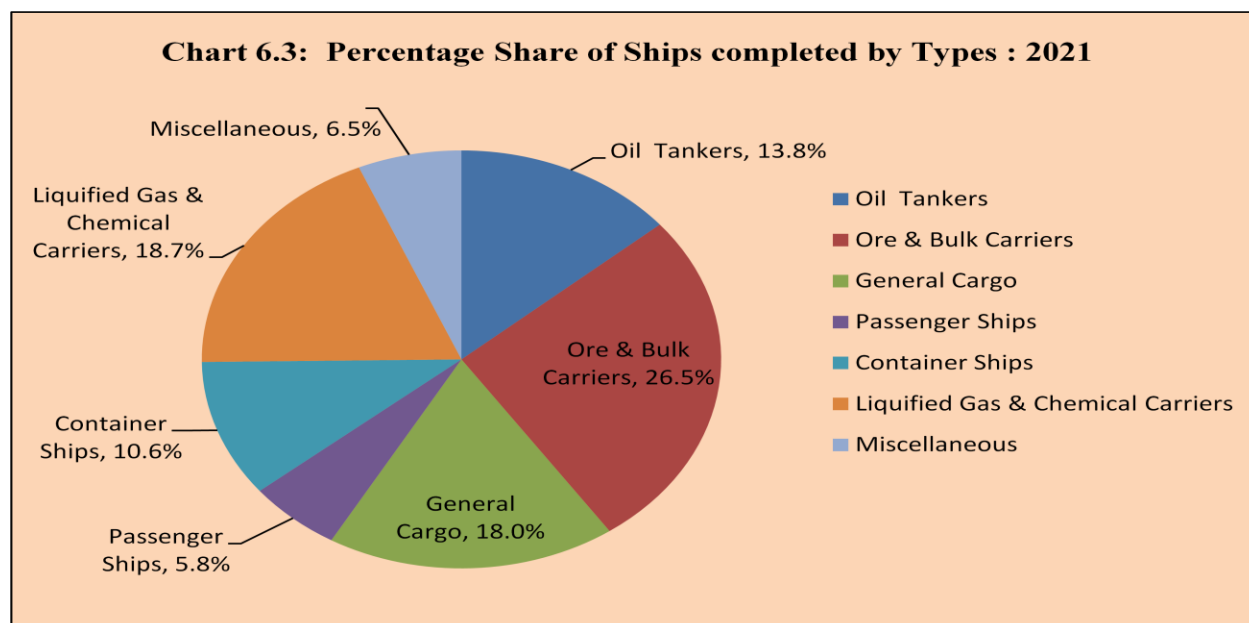


6.3 Table 6.2 (page 75) provides country-wise data on the ship order book position as on 1st July, 2023 and table 6.4 (page 77) presents the country-wise ships completion during the year 2021. Country-wise percentage share of Ships on order during 2023 is given in chart 6.2. The chart suggest that, China, Republic of Korea and Japan were the top three nations which accounted for a global share of around 51.7%, 19.1% and 15.3% respectively in number of ships on order in 2023. China, Republic of Korea and Japan were the top three nations which accounted for a global share of 46.0%, 34.6% and 10.0% respectively in ships on order in terms of compensated gross tonnage (CGT) in 2022.



6.4 Country-wise number of ships built and delivered in terms of gross tonnage (GT) were 59.22 million GT in 2021 (Table 6.4) reflecting an 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.



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

Source (for Ships on Order Book): Shipping Statistics Year Book 2023, Institute of Shipping Economics and Logistics, Germany

Source (for Ships completed): 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 2006 - 2023**

(as on 1st January)

Year	Ships on Order *		Ships Completed @	
	No	1000 cgt	No	1000 gt
(1)	(2)	(3)	(4)	(5)
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	2671	70045	1532	59223
2022	3367	89998	N.A	N.A
2023	3451	103466	N.A	N.A
2023\$	3716	109775	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 (for Ships on Order Book): Shipping Statistics Year Book 2023, Institute of Shipping Economics and Logistics

Source (for Ships Completed): Shipping Statistics Year Book 2022, Institute of Shipping Economics and Logistics

Table No.6.2

**Ships on Order by Major Types and Country of Build
(As on 1st July, 2023)**

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	409	12206	554	10382	536	19345	376	7549	46	972	1921	50454
2	Korea Rep.	425	26230	3	54	260	11167	16	375	5	158	709	37984
3	Japan	100	1592	301	5121	81	2971	81	1110	7	226	570	11020
4	Italy	-	-	-	-	-	-	-	-	25	2450	25	2450
5	Germany	1	26	-	-	-	-	9	67	9	929	19	1022
6	France	-	-	-	-	-	-	-	-	7	1043	7	1043
7	Finland	-	-	-	-	-	-	-	-	6	812	6	812
8	Philippines	2	6	48	883	-	-	1	2	2	10	53	901
9	Vietnam	33	827	8	136	-	-	7	26	3	28	51	1016
10	Russia	20	601	-	-	1	19	16	109	5	33	42	762
11	Norway	-	-	-	-	-	-	1	5	5	64	6	69
12	India	-	-	1	2	2	16	32	166	5	57	40	240
13	Spain	-	-	-	-	-	-	4	24	11	55	15	78
14	Croatia	1	23	-	-	-	-	1	8	3	120	5	152
15	US	1	31	1	31	4	102	1	7	4	30	11	201
16	Turkey	11	91	-	-	2	53	12	68	16	198	41	409
17	Bangladesh	1	2	-	-	-	-	22	61	13	52	36	115
18	Portugal	-	-	-	-	-	-	-	-	5	94	5	94
19	Netherlands	6	54	2	9	-	-	70	364	4	28	82	454
20	Others	12	123	1	11	3	65	15	56	41	239	72	499
	Total	1022	41812	919	16629	889	33738	664	9997	222	7598	3716	109775

Note 1: cgt-compensated gross tonnage

Source: Shipping Statistics Year Book 2023, Institute of Shipping Economics and Logistics, Germany

Table No. 6.3

Ships on order by Type

During 2021-2023

Ships of 300gt and over

Ship Type	2021		2022		2023	
	No of Ships	1000 cgt	No of Ships	1000 cgt	No of Ships	1000 cgt
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Tankers	840	27640	872	33319	1022	41812
Bulk Carriers	587	11856	829	15419	919	16629
Container Ships	305	10636	919	32631	889	33738
General Cargo Ships	342	3529	481	5719	664	9997
Passenger Ships	296	12106	221	8925	222	7598
Grand Total	2370	72346	3322	96013	3716	109775

Note 1: Figures from the year 2021 to 2023 is as on 1st January.

Note 2: cgt-compensated gross tonnage

Source: Shipping Statistics Year Book 2023, 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	353	13370	-	-	483	26239	251	2196	144	1624
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	141	8678	94	5289	-	-	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: 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,2023)

(Ships of 300 gt and over)

Country	2022			2023		
	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	1627	39930	101834	1921	96340	123924
Croatia	7	212	80	5	113	50
Phillippines	56	942	3449	53	1893	3447
Finland	10	985	100	6	960	53
France	11	1440	43	7	1149	54
Germany	19	1179	150	19	1041	203
Italy	27	2859	226	25	2268	99
Japan	525	10097	31680	570	21249	31549
Korea, Republic of	696	34236	69265	709	60879	65183
Netherlands	65	333	337	82	319	454
Poland	4	80	28	3	120	-
Romania	-	-	-	-	-	-
Russia	60	1549	3113	42	1345	2096
Spain	7	111	32	15	35	27
Turkey	26	216	107	41	320	256
U.S	7	98	90	11	323	426
Other Countries	175	1783	2793	207	2374	3688
Total	3322	96050	213327	3716	190728	231509

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

Source: Shipping Statistics Year Book 2023, 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.
