



STATISTICS OF INDIA'S SHIP BUILDING AND SHIP REPAIRING INDUSTRY

2020-21



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

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सत्यमेव जयते


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पत्तन, पोत परिवहन और
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MINISTRY OF PORTS,
SHIPPING AND WATERWAYS

PREFACE

Transport Research Wing (TRW) in the Ministry of Ports, Shipping & Waterways is the nodal agency for providing information/data on various facets of water borne transport. The present issue “**Statistics of India’s Ship Building and Ship Repairing Industry 2020-21**” gives information on India’s Ship Building and Ship Repairing Industry.

The present volume consists of five sections and is designed to provide information on developments in Ship Building, Ship Repairing, Employment and Financial position of India’s Ship Building & Ship Repair industry, including a section pertaining to Shipbuilding from a global perspective. The present volume includes features such as ship order book position in term of export order and domestic order respectively and permanent and contractual labour employed in domestic ship building industry.

Information contained in the volume is obtained from a large number of sources spread across both public as well as private sector. I wish to record my deep appreciation of the outstanding support and cooperation provided by all who have contributed to improve and complete this issue. This publication is a joint endeavor, with each officer contributing with their knowledge and professional commitment. Suggestions from the users of information are welcome to improve quality and coverage.


(Sanjeev Ranjan)

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ACRONYMS

| | | |
|------------|---|---------------------------------------|
| N.A | - | Not available |
| (P) | - | Provisional |
| 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 |
| ACRL | - | A.C. Roy & Comp. Ltd. |
| AHWBB | - | A.H. Wadia Boat Builders |
| ASMPL | - | A.S. Moolobhoy Pvt. Ltd. |
| ABGS | - | ABG shipyard Ltd. |
| AAL | - | Alcock Ashdown (Gujarat) Ltd. |
| BDIL | - | Bharati Defence & Infrastructure Ltd. |
| BBPL | - | Bristol Boats Pvt. Ltd. |

| | | |
|-------|---|---|
| CSL | - | Cochin Shipyard Limited |
| C&CL | - | Chowgule & Co 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. |
| GSPL | - | 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 |
| KSINC | - | Kerala Shipping and Inland Navigation Corp. Ltd. |
| L & T | - | Larsen & Turbo 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 |
| RNEL | - | Reliance Naval and Engineering Ltd. |
| SBSL | - | Sea Blue Shipyard Ltd. |
| SWL | - | Shalimar Works Ltd. |
| SKL | - | Sembmarine Kakinada Ltd |
| SSPL | - | Shoft Shipyard Pvt. Ltd. |
| TDPL | - | Timblo Drydocks Pvt. Ltd. |
| TSL | - | Tebma Shipyard Ltd |
| TWL | - | Titagarh Wagons Ltd. |
| VMS | - | Vijai Marine Shipyard |
| WCSL | - | West Coast Shipyard Ltd. |
| WSPL | - | Waterways Shipyard Pvt. Ltd. |

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AN OVERVIEW

India has a coastline of 7,517 Kms. with 12 Major ports and 212 notified Non-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. Indian owned ships/vessels carried 7.4% (Provisional) of India's overseas trade during 2020-21. India's emergence as a major economic power would mean greater integration in terms of trade with the rest of the world requiring huge shipping tonnage. As on 31st March 2021, Indian shipping tonnage was 12.77 million Gross Tonnage (GT) with 1471 ships (Source: D.G. Shipping).

2. With the opening 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 1.6% in 2020 (Source: World Trade Statistical Review, 2021). 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. As per information available, there are 36 Ship Building companies/ Ship Repairing companies, out of which 7 Ship Building companies/ Ship Repairing companies are in the public sector and the rest are in the private sector. 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 for 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 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.

6. There are 39 dry-docks for repairing ships in India both in public and private sector as per data reported. These dry docks include the 8 dry docks operated by 4 major ports. The major ports which have no dry-dock facilities are Mormugao Port, JNPT, New Mangalore, Chennai, Kamraj, Paradip, V.O. Chidambarnar and Haldia Dock Complex of Kolkata Port.

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

UNDER THE MINISTRY OF SHIPPING:

- Cochin Shipyard Limited, Kochi
- Hooghly Dock and Port Engineers Limited, Kolkata

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,

7.1 COCHIN SHIPYARD LIMITED (CSL)

1. 7.1.1 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 Greenfield shipyard was incorporated in the year 1972 under technical collaboration with M/s. MHI, Japan.

Shipbuilding Industry

7.1.2 With the objective of propelling India to the fore-front of the global maritime sector, Ministry of Ports, Shipping and Waterways has formulated Maritime India Vision 2030 (MIV 2030), a blueprint to ensure coordinated and accelerated growth of India's maritime sector in the next decade.

7.13 MIV 2030 envisions an overall investment of ₹3,00,000 – 3,50,000 crores across ports, shipping, and inland waterways categories. This vision roadmap is estimated to help unlock ₹20,000 plus Crores worth of potential annual revenue for Indian Ports. Further, it is expected to create an additional 20,00,000 plus jobs (direct and indirect) in the Indian maritime sector. Some of the Governmental initiatives already put in place are:

- a) Financial Assistance Policy on Shipbuilding (2016)
- b) Grant of Infrastructure Status (2016)
- c) Atmanirbhar Bharat Policy (Revised in 2020)
- d) SOP for chartering/procurement of tugs (2020)
- e) Pradhan Mantri Matsya Sampada Yojana (2020)

7.1.4 Vision 2030 envisions Indian shipbuilding to become competitive with reaching the threshold on volumes by 2025 and then build the momentum in high volumes to reach “Make in India Make for World” levels and be one of the top 10 shipbuilding nations in the world. Major initiatives include channelising the cargo to improve demand, improving the ecosystem for ancillary industries, generate standardised designs for better productivity with appropriate Governmental interventions to create level playing fields to make the industry competitive in International arena. The MIV document also advocates creation of a Maritime Development Fund to provide easy access to working capital and long-term finance needs across marine sectors thus giving access to Indian ship owners to improve their capacity and shipyards to improve the infrastructure.

Some Key Sectors focused by CSL

7.1.5 Defence Shipbuilding: The Indian shipbuilding industry still continues to be driven by the defence requirements and also to some extent on the domestic demand in coastal and inland vessels. The vision of Government of India (GOI) as per the Defence Production Policy, was “to make India among the top five countries of the world in Aerospace and Defence Industries”, with active participation of public and private sector, fulfilling the objective of self-reliance as well as demand of other friendly countries. In this segment, the Company after the success in obtaining a contract for 8 nos. ASW – SWC vessels (Anti-Submarine Warfare Shallow Water Craft), CSL is declared as the lowest bidder for the New Generation Missile Vessel (NGMV) project. Both these projects are for Indian Navy.

7.1.6 The future shipbuilding will be driven by green technology, autonomous vessels, and cost-efficient technologies. India has significant opportunity to build and scale up in short sea and coastal vessel segment.

Tugs, Dredgers and Port Craft

7.1.7 In addition, the Ministry has come out with an SOP which stipulates all the service requirement of Tugs for the major ports to be reserved to Indian Built Indian Flag Tugs only, thus opening a new business avenue for the Indian shipyards to service this segment. The demand in this segment is likely to bring some opportunities for CSL also.

Ship Repair Industry

7.1.8 As brought out in the Maritime India Vision 2030, the government is giving a strong push with initiatives such as channelizing the domestic demand leveraging Atmanirbhar Policy, increase and improve infrastructure through better access to financial instruments, ease of doing business and improve efficiencies by creating free trade depots, maritime clusters etc. These initiatives are expected to help the ship repair business in India to grow manifold in the years to come and make India hold a major share in the global ship repair market.

CSL Initiatives in Ship Repair

7.1.9 CSL Ship repair business has grown leaps and bounds. The Ship Repair Division is focusing on increased business volumes (at present close to 100 ships are being refitted

annually), and on niche areas such as Submarine Refits, Offshore Fabrication, Conversions etc.

7.1.10 CSL is in the final phase of completion of work at “International Ship Repair Facility (ISRF)” at Willingdon Island, Cochin which would host a state-of-the-art Ship Lift System with six independent work stations. This new Greenfield facility, in close proximity to the Southern Command in Kochi is scheduled to be up and running shortly and would be capable of accommodating vessels up to 130 Mtrs length & 6000 T displacement. The Yard is also setting up a new dry-dock within its main premises to cater for the shipbuilding and ship repair activity which includes building of larger capacity vessels and repair to offshore rigs. CSL has also expanded its foot prints across the Indian coast by setting up ship repair units at Mumbai, Kolkata & Port Blair to cater for the demand in ship repair segment.

7.1.11 As part of the expansion plans CSL entered into an agreement with Mumbai Port Trust on October 20, 2018 and commenced operations and management of the Indira Dock on January 18, 2019 and repaired around 49 vessels as on March 31, 2021. CSL has also commenced ship repair operations at Netaji Subhas Dock of Kolkata Port Trust which was taken on lease basis. CSL has also taken over ship repair operations at Marine Dockyard facility at Port Blair which is presently being operated by A&N Administration. These initiatives would help better utilisation of existing ship repair facilities in the country and is likely to positively impact the Company’s revenue. CSL has also signed MoUs with various stakeholders, with a view to enhance business growth and technological advancement in the field.

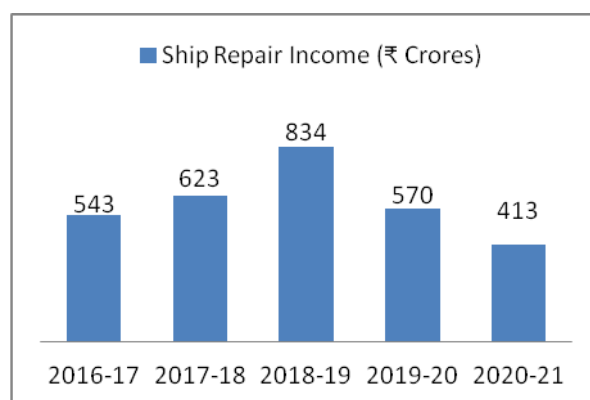
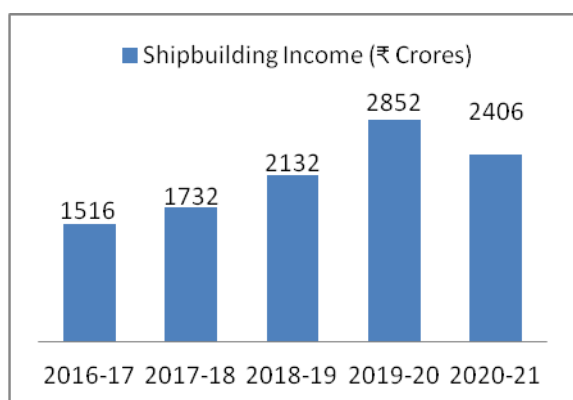
7.1.12 With GOI, MIV 2030 in place and fuelled with the various initiatives brought out by the Yard in line with the CRUISE 2030, CSL is poised for vibrant ship repair business times in the future.

Financial Highlights

7.1.13 The Company achieved a total shipbuilding income of ₹2,405.60 crores during 2020-21 as against ₹2,852.27 crores in 2019-20. During the year 2020-21, CSL delivered one no. of 500 Passenger cum 150 MT Cargo Vessel for Andaman and Nicobar Administration, two nos. of Ro-Ro Ferry for Inland Waterways Authority of India (IWAI), three nos. of Marine Ambulance Boat for the Fisheries Department of Government of Kerala and five nos. of Tuna

Long Liner cum Gillnetter Fishing Boat for the beneficiaries of Tamil Nadu. CSL also delivered two Brows and Pontoons for Indian Navy.

7.1.14 During the year, the Company achieved a total ship repair income of ₹413.30 crores as compared to ₹570.23 crores during the year 2019-20. Major vessels repaired during the year in the main yard include INS Magar, MODU Sagar Vijay, MT Swarna Krishna, GTV Samudra Sarvekshak, INS Sudarshini & DCI Dredge VII. Major vessels repaired during the year in CSL Mumbai Ship Repair Unit include INS Mumbai, MV Campbell Bay, ICGS Sangram & Separation of IN Submarine – 5 (INS Vagir). Major vessels repaired during the year in CSL Kolkata Ship Repair Unit are Dredge XVIII, Svitzer Foxtrot & DCI Survey Launch – III.



Research and Development Activities

7.1.15 R&D policy of CSL is to enhance the Company's pre-eminence in shipbuilding, ship repair and other chosen fields and products through research and development. In-house R&D activities have been undertaken during the year 2020-21 mainly in the areas of welding procedure development and qualification of welders.

Welding of Aluminum plates with Double pulsed Metal Inert Gas Welding is a new technique for which capability building in developing the weld procedure is of paramount importance to the yard. In the above context, weld procedure development has been undertaken in-house for welding of 5083 grade H116 Aluminum plates using Double pulsed Metal Inert Gas Welding. The weld procedure specification has been prepared and qualified to weld thickness from 5 mm to 20 mm Aluminum plates. This new process saves considerable

amount of man hour and effort. The procedure has been validated by IRS Classification Society

During 2020-21, about 79.8% of its income is from Ship-building, 13.7% from Ship-repairing and 6.4% from Other Sources.

7.2 HOOGHLY DOCK & PORT ENGINEERS LIMITED, KOLKATA (HDPEL)

7.2.1 Hooghly Dock & Port Engineers Limited (HDPEL), Kolkata, is one of the oldest shipyards in India. It was established in 1819 in the private sector known as Hooghly Docking & Engineering Company Limited. On merger of the Port Engineering Works with Hooghly Docking & Engineering Company Limited, the Hooghly Dock & Port Engineers Limited was formed by an Act of Parliament titled “The Hooghly Docking and Engineering Company Limited (Acquisition and Transfer of undertakings) Act, 1984.”

7.2.2 In view with the decision of the Union Cabinet dated 16.09.2015, the Competent Authority on 14.09.2017 has approved the Joint Venture proposal between Hooghly Dock and Port Engineers Limited (HDPEL) and Cochin Shipyard Limited (CSL). A new J.V. Company in the name of Hooghly Cochin Shipyard Ltd (HCSL) was incorporated on 23rd October, 2017.

7.2.3 Subsequently Union Cabinet, GOI, vide its meeting dated 3.10.2019 approved the Improved VRS for the remaining employees, waiver of GOI outstanding liabilities and other liabilities, transfer of Land Assets of HDPEL to Ministry of Shipping (MOS), transfer of HDPEL 26% share in JV Company to CSL and outright liquidation and winding up of HDPEL.

7.2.4 IVRS for remaining employees was successfully completed, Land Assets were transferred to MOS, GOI Loan & Interest written off and HDPEL’s 26% share in J.V. Company transferred to CSL by which HCSL becomes wholly owned subsidiary of CSL.

7.2.5 Now HDPEL is under process of closure and DPE is closely monitoring the progress.

7.3 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. Goa Shipyard Limited (GSL) was established by the Portuguese, on 26 November 1957 as ‘Estalérios Navais de Goa’. It started functioning under its own Board of Directors since 26 September 1967. GSL is a CPSE under the administrative control of Ministry of Defence, Department of Defence Production with 98.3% of its shareholding held by the Government of India. **GSL is capable of indigenously designing and building state of the art high technology and sophisticated ships to cater for maritime security requirements of the country and its friendly neighbours. GSL has its in-house R&D unit equipped with state of the art CAD/CAM facilities using world class AVEVA Marine software which is recognized by DSIR, Ministry of Science & Technology, Govt. of India.** GSL has designed, built and commissioned a wide range of sophisticated vessels for varied applications in the defence and commercial sectors with special expertise in building modern Patrol Vessels of Steel, Aluminium and now Composite (GRP) hull structure. Having built and delivered 220 ships and 157 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 2020-21, about 67.1% of its income is from Shipbuilding, 16.4% from Ship repairing and 16.5% rest from other sources.

7.4 GARDEN REACH SHIPBUILDERS & ENGINEERS LIMITED

7.4.1. The odyssey of Garden Reach Shipbuilders & Engineers Ltd. (GRSE), began in 1884, when it started its journey 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, within a year of being taken over. GRSE was conferred the status of a Mini-Ratna Category - I Company in the year 2006. 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. Execution of another major & prestigious export order in FY 2020-21 with the delivery of a Fast Patrol Vessel (FPV), SCG PS Zoroaster to Govt. of Seychelles on 15.02.2021 marks GRSE's continual commitment towards national self-reliance/ Atmanirbhar Bharat. During FY 2020-21, GRSE executed a total of Rs. 87.5 Cr. Export Order that includes Rs. 84.34 Crs. of Shipbuilding order (Supply of Seychelles FPV) and bagged the Export order for supply of 01 No. Ocean Going Passenger & Cargo Ferry Vessel to Republic of Guyana.

7.4.2. 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 also the only DPSU shipyard of the country involved in Engineering and Engine business. It is a profit making and dividend paying DPSU for the last 27 years and listed in BSE & NSE on 10th October, 2018. GRSE designs, develops, constructs and supplies warships and other ships primarily required for Indian Navy & Indian Coast Guard. The Company has full-fledged design department equipped with latest software and State of the Art facilities to cater to the requirements of shipbuilding business. GRSE has a robust R&D Plan to monitor the R&D and Innovative activities in the company.

7.4.3. GRSE has built around 788 platforms which include 107 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.

7.4.4. 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, 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.

7.4.5. 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. In FY 2020-21, 91.46% of Turnover is from Shipbuilding & Spares, 1.06% of Turnover from Ship repairing, 5.89% of Turnover from Engineering business and rest 1.59% of Turnover from its Engine business.

7.4.6. The key financial performances of FY 2020-21 are as follows:-

- (a) Revenue from Operations Rs. 1141 Crs
- (b) EBITDA Margin increased to 17.98% in FY 2020-21 as against 15.39% in FY 2019-20.
- (c) PBT margin has increased to 16% in FY 2020-21 as against 13% of FY 2019-20.
- (d) Operating Profit is up by 3.44 times in FY 2020-21 with respect to FY 2019-20.
- (e) Net Worth up by 9% in FY 2020-21 with respect to FY 2019-20.
- (f) Value Addition per employee is up by 9% over previous FY (FY 2019-20).

The company has declared dividend @ 50% of its paid-up Share Capital and total Dividend declared for FY 2020-21 is Rs. 57.27 Crores.

During 2020-21, about 76.1% of its income is from Shipbuilding, 9.8% from Ship repairing and 14.1% rest from other sources.

7.5 HINDUSTAN SHIPYARD LTD

7.5.1 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 193 vessels (including 11 wellhead platforms), repairing 1991 vessels of various types and refitting 5 classes of submarines** enable HSL to offer competent services for the defence and maritime sectors.

7.5.2 The shipyard was set up in the year 1941 by the Scindia Steam Navigation Company. It is the first swadeshi shipyard of historical importance, ergonomically laid out for unidirectional material flow and spread over an area of about 500000 sq.mtrs.

7.5.3 The first vessel “JALAUSHA” was launched on 14 March 1948 by Prime Minister Sri. Pandit Jawaharlal Nehru. The second ship “JALAPRABHA” was launched on 20 November 1948 by Sri. Sardar Vallabhai Patel, the then Deputy Prime Minister.

7.5.4 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, the yard was brought under the administrative control of the Ministry of Defence on 22 Feb 2010. Presently, this is the largest public sector shipyard in the country.

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

7.5.6 Shipbuilding Industry

(a) HSL has achieved phenomenal growth and versatility in building ships of different types. SAGAR BHUSHAN, a highly sophisticated and complex drill ship built for the first time in India for ONGC is an example of HSL’s capability in high-tech products. HSL has also constructed and delivered Bulk Carriers upto 53000 t DWT diamond series Bulk Carriers for M/s Good Earth Maritime Ltd.

(b) Existing Infrastructure and Facilities.

Sprawling in an area of 117 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 hull construction facilities include a fully-covered Building Dock equipped with cranes of adequate capacity and three Slip Ways. Indeed, the first ever 30000 DWT launch in India was done in 2007 in HSL. The Yard has a long outfitting quay of 10 M clear depth equipped with self-contained services and facilities.

(c) Design, automation and R&D. 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.

(d) HSL's constantly endeavour to minimise shipbuilding cycle time to be comparable to international standards by streamlining various functional domains including design, procurement, planning and production. A remarkable achievement in the field of ship design is the development of "HS-Standard Flexible Design" acclaimed for its excellent hydrodynamic characteristics by HSVA ship model testing establishment at Hamburg, Germany. Seven 27,000 DWT Bulk carriers of this design were built for various customers. HSL developed its own design for about 40 vessels of various types.

(e) HSL's design capability embraces wide spectrum of general and special purpose vessels like medium size Bulk Carriers upto 80,000 DWT, Product tankers, Container vessels, Dredgers, Passenger vessels, Survey vessels, Inshore Patrol Vessels, Tugs of various capabilities etc.

(f) HSL's strength lies in its continuous efforts in enriching the area of Design and Production not only to meet the requisite standards but also to ensure Customer Satisfaction. HSL is the first shipyard to be awarded ISO 9001 certificate from LRQA and is now certified as ISO 9001 - 2015 Company from IRQS.

(g) Shipbuilding product profile. The shipbuilding 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.

(h) Ongoing shipbuilding projects. The ongoing shipbuilding projects comprises of 10 vessels which include, Diving Support Vessels (2 Nos), 50 T Bollard Pull Tugs (4 Nos) and Semi-Submersible Pontoon (1 Nos) for Indian Navy and Flap Gates (3 Nos) for Naval Dockyard (Visakhapatnam).

7.5.7 Ship repair Industry

- (a) The Dry dock, constructed in the year 1971, is an important adjunct to the Shipyard for undertaking repairs of ships and oil rigs. The Dry Dock, the biggest and modern dock in the East Coast, with 544 meters of berths with a depth of 10 M, has accomplished intricate repair jobs on a variety of Naval Ships including Submarines, Merchant Ships and Oil Rigs. Foreign and Indian Flag ships totalling to 1982 Nos. have undergone hull and engine repairs.
- (b) Ongoing Ship Repair projects. The ongoing projects includes dry-docking and repairs to INS Sutlej and INS Sujata for Indian Navy.

7.5.8 Submarine Refits

- (a) The Submarine Retrofit Division was established in 1997 to undertake the refits of submarines i.e. Foxtrot Class of the Indian Navy, a first on the eastern sea board beyond the realms of the Naval Dockyard at Visakhapatnam. The formulation of the retrofit division had added an adage as a new “strategic business unit” furthering the cause of self-reliance post the end of the cold war.
- (b) The Retrofit Division undertook the maiden MR of INS Vagli from 1997 to 2005, which ensured in provisioning of an alternate yard to enhance the MFL of the vital and strategic national asset.
- (c) It would not be out of place to state that, the Yard had undertaken successful repairs the repairs of two Egyptian Naval submarines viz., S 22 and 23 along with the erstwhile BRO, Visakhapatnam in Mar 1972, which incidentally has been the precursor for the initiation of the journey thus far of the retrofit division.
- (d) HSL has acquired the required expertise, capabilities & skill set and developed specialized infrastructure/facilities & technical documentation essentially required for undertaking refits of EKM Class Submarines of Indian Navy. It is the only shipyard having covered ‘Building Dock’ where refits of two EKM submarines can be undertaken simultaneously. This has been done with a view to obviate dependence on any foreign shipyard for refit of EKM Submarines.
- (e) The Medium Repair-cum-Modernisation of Russian made INS Sindhukirti, was successfully completed and handed over to the Navy on 26 Jun 2015. Considering the expertise gained in MR of INS Sindhukirti, HSL has been awarded for Normal Refit of INS Sindhuvir.

(f) Infrastructure. HSL possesses following exclusive facilities for carrying out submarine refits:-

- Pipe Fitting Shop. A dedicated Pipe Shop has been created for manufacture, heat treatment, flushing through & high pressure testing of pipes made from all kinds of ferrous & nonferrous materials:
- Chemical Cleaning Bay: For undertaking Chemical Cleaning, Surface Preparation & Paining of Ferrous & Non Ferrous pipes, a state of art dedicated ‘Chemical Cleaning Bay’ has been created.
- Electrical & Weapon Workshop: A specialised workshop has been created to for preparation of Cables, Soldering, and Assembly of Electrical & Weapon Consoles.

7.5.9 Financial Performance

HSL has undergone a major turnaround by achieving operating and net profit for the last five consecutive years (FY 2015-16 to 2019-20) without any financial assistance / grant from the Government. The performance indices of the shipyard during last five years is tabulated below:-

| Performance Indices | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|-------------------------------|----------------|----------------|----------------|----------------|----------------|
| Total Income (Rs Cr) | 604 | 650 | 652 | 606 | 595 |
| VoP (Rs Cr) | 593 | 629 | 645 | 595 | 574 |
| Net Profit (Rs Cr) | 19.00 | 53.77 | 20.99 | 36.24 | 13.03 |
| Operating Profit (Rs Cr) | 12.74 | 37.49 | 69.80 | 68.08 | 8.16 |
| VoP per Employee (Rs Lakhs) | 32.90 | 33.00 | 40.08 | 40.38 | 42.73 |
| Employee Cost as % of VoP (%) | 24 | 22 | 20 | 19 | 23 |

7.5.10 FUTURE ORDERS

Order for construction of Fleet Support Ships (FSS). HSL has also been nominated by MoD for construction of 05 FSS worth about ₹ 9043 Cr (AON Cost) for Indian Navy. A collaboration contract for Design, Supply & installation of Key Machinery Equipment, Technical assistance and implementation towards construction of 5 Nos FSS has been signed with M/s Anadolu Shipyard on 20 Mar 2020. Build specifications and price bid have been submitted to IHQ MOD(N). hsl intendS to sign the contract with MoD in the third quarter of 2021 post contract and price negotiations. The first ship is to be delivered in a period of four years and remaining with a gap of 10 months each. The financial figures would take a quantum leap on assignment of this order.

7.5.11 Technology Up-Gradation

HSL is also venturing into the latest technological up gradations available in the market, aiming for a seamless process flow of information and to bring in best practices adopted in other Indian and foreign shipyards. HSL has partnered with M/s Tech Mahindra Ltd as System Integrator (SI) to implement SAP S4/HANA ERP system. The unique feature of this ERP system would be integration of Design software, Aveva Marine including its 3D features with an embedded PLM in SAP. This would be first time in any Indian Shipyard that Design software would be integrated with any ERP software through PLM.

7.5.12 Solar Power System

HSL has undertaken clean & green initiatives by installing 03 MW rooftop Solar PV system inside the shipyard. This is the largest rooftop solar plant in Andhra Pradesh installed at a single location and will help HSL to save about Rs 1.5 Cr per annum in energy costs, while reducing its environmental footprint. The entire project including design, supply, erection, testing, commissioning including warranty, operation & maintenance is being undertaken by M/s Clean Max without any operation and capital expenditure from the yard side. HSL is required to buy the generated power from M/s Clean Max at a cost of Rs 3.939/kWh as against Rs 5.60/kWh grid power of APEPDCL. While there is no investment on the part of HSL, as per the agreement arrived at with Clean Max, the yard has to buy power from it for 25 years. The project was executed under the Solar Energy Corporation of India (SECI) Rooftop Solar Scheme.

7.5.13 Awards & Recognitions

The shipyard has received many awards and certificate of appreciations during the last four years. HSL has been bestowed with Hon'ble Raksha Mantri Awards for Excellence 2015-16 in May 2017, Society of Defence Technologists (SODET) Awards for Excellence 2015-16 in categories of 'Technology Development' & 'Technology Innovation' in Feb 2018, 'Vruksha Mitra Award (Environment)' in Aug 18, 'Governance Now - 6th PSU Awards 2018' in the category of 'Resilient Growth' in Jan 2019, SKOCH Awards 2019 in the category of "Corporate Excellence – Turnaround" in June 2019, 'Governance Now - 7th PSU Awards 2018' in the category of 'Research & Innovation (Financial)' in Feb 2020. Further, C&MD, HSL has been honored with 'The PSU Leadership Award' by 'Governance Now' for his eminent leadership skills for transformation of shipyard from loss making to profit making.

Apart from this, HSL has received Certificate of Appreciation from jury of BML Munjal Awards 2018 and 2019 for its commitment towards Learning & Development.

During 2020-21, about 68.8% of income is from Shipbuilding, 29.1% from Ship repairing and 2.1% from other sources.

7.6. MAZGAON DOCK SHIPBUILDERS LIMITED

7.6.1 Mazagon Dock Shipbuilders Limited (“MDL”), is a defence public sector undertaking shipyard under the Ministry of Defence (“MoD”). It is one of the India’s leading shipyards with a capacity to meet requirements of the Indian Navy. The shipyard builds warships and conventional submarines at its facilities in Mumbai and Nhava. MDL has the capacity to build warships, submarines, merchant ships up to 40,000 DWT.

Ship Building Introduction

1. MDL has constructed a variety of ships both for the defence and the commercial sector. The first modern warship to be built by the company was frigate INS Nilgiri. The Nilgiri was launched in October, 1968 and commissioned in 1972. During the next nine years MDL built and delivered five more frigates in this class for the Indian Navy. Indian naval ships INS Nilgiri, INS Himgiri, INS Udaygiri, INS Dunagiri, INS Taragiri and INS Vindhyagiri formed the main thrust package of the Indian Navy in the seventies and eighties.
2. As the construction of the Leander series was nearing completion, the Indian Navy evolved a design for a new generation frigate. MDL was responsible for making all production drawings in respect of the new frigate. Unlike the Leanders, the new frigate was Indian in concept, design and execution. The ship was larger than the Leander frigate with about 25% more displacement, and could embark two large helicopters. This new class was christened as the ‘Godavari Class’, and the first ship of the series, INS Godavari, was launched in May 1980 and commissioned in December 1983. INS Ganga and INS Gomati followed in 1985 and 1988.
3. MDL has also constructed three corvettes for the Indian Navy. The corvettes are smaller warships displacing about 1,500 tonnes. The first of the series, INS Khukri, was commissioned in 1989 and the second, INS Kuthar, in June 1990 and the third INS Kirch in 2001. MDL has also built missile boats for the Indian Navy. Three missile boats INS Vibhuti, INS Vipul and INS Nashak were commissioned into the Navy between 1991 and 1994. A

fourth boat, INS Prabal, launched at the shipyard in September 2000 was commissioned in March 2002. In the year 1992 and 1994, MDL also built and delivered submarines INS Shalki and INS Shankul respectively to the Indian Navy

4. MDL has delivered three Shivalik class frigates, INS Shivalik, INS Sahyadri and INS Satpura to the MoD for use by the Indian Navy between 2010 and 2012. The P-17 frigates are multi-role frigates and first-of-its kind warships built in India incorporating stealth features.

5. MDL has also recently constructed and delivered three P-15A destroyers, INS Kolkata, INS Kochi and INS Chennai to the MoD for use by the Indian Navy between 2014 and 2016. The role of the P15A Kolkata Class destroyers is to coordinate a task force in exerting sea control in a multi-threat environment. The P-15A destroyers are capable of striking shore based targets and providing defence against hostile aircraft, submarines and surface ship.

6. MDL is currently building four ‘P-15 B Visakhapatnam’ Class destroyers and four ‘P-17A Nilgiri Class’ advanced stealth frigates and three Scorpene class submarines (three have been delivered) for the MoD for use by the Indian Navy. MDL has delivered, till date 25 frontline warships and 5 submarines to the Indian Navy.

7. Besides warships for the Indian Navy, MDL has also constructed a series of offshore patrol vessels for the Indian Coast Guard (“ICG”). Seven coast guard ships, which today form the mainstay of the ICG fleet, were built and delivered to the ICG between December 1983 and March 1990. We have also undertaken the construction of border outposts for Border Security Force. The border-out-posts are floating police stations, each with four high-speed boats. MDL has built and delivered nine such vessels from 2003-04.

8. MDL has undertaken repairs for our clients in 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.

9. On the export front, MDL has exported two hundred forty-three vessels to various foreign clients since 1960. The vessel types exported includes cargo vessels, dredger, barges, tugs, tankers etc. Two multipurpose support vessels for carriage of diesel fuel, fresh water and deck cargo and fitted for Remote Operated Vessel operations and Azimuth thruster operations were the latest export by MDL.

10. MDL is committed to delivering quality ships, in a timely manner. MDL has developed itself from being a small dry dock in 1774 to being one of country's leading defence shipyard capable of meeting the requirements of the Indian Navy towards its warship building programmes including submarines. The current provisional order book position is

Approx. Rs 50,000 Crore as on 31 March 2021. In the year 2006, MDL was awarded the Mini Ratna Category – I status by the Department of Public Enterprises.

During 2020-21, about 77.8% of income is from Shipbuilding, 9.3% from Ship repairing and 12.9% from other sources.

7.7. SHALIMAR WORKS LIMITED

7.7.1 The Liverpool based Turner & Co. that was established in Kolkata in 1867 and by 1877 ranked third among the Calcutta Shipping Agencies. Shalimar Works under Turner Morrison Co. was one of the pioneer industries in Ship repairing with its history even older than Garden Reach Shipbuilders & Engineers Ltd. (GRSE) and Bengal Nagpur Railway (BNR) and had its hey days under the British era.

7.7.2 Post-independence with partition of Bengal, development of faster speed rail & road transport system and silting of the river there was a gradual decline of ships coming to Kolkata Port, thus reducing the roaring ship-repairing business. Meanwhile Shalimar Works still continued with its form of business till late 1960s gradually suffering a steady decline consequent to reducing business. With fast depleting market, eventually a Lock-out was declared in The Shalimar Works in 1974 and the Company was out of operation for 3½ years. With the initiative of the Govt. of West Bengal the Company was re-opened on 1977 under the old management.

7.7.3 In spite of assistance extended by the state Govt. and the UCO Bank, the then management miserably failed to bring back the Company on a viable footing and the financial position of the Company went in bad shape in early 1979. After discussion, among Turner Morrison & Co. Ltd., UCO bank and the Govt. of West Bengal, a settlement was arrived to keep the Company open for safeguarding the interests of its employees and to support the cause, the Govt. of West Bengal provided bridging loans from time to time in running the organization.

With a background of such circumstances, to run the organization in a continued manner and also to protect the interests of its employees, the State Govt. of West Bengal finally

established The Shalimar Works (1980) Ltd. incorporated in 1981 by purchasing the assets of the erstwhile Company. New era of the Company was thus initiated.

7.7.4 Over the years post-independence it had, with depleting ship-repairing business, diversified into castings and other jobbing activities suiting to market demands. Due to non-adoption of modern engineering practices for manufacturing of such products, depleting financial strength, as well as lack of demand for such items created a dearth of orders for the Company.

7.7.5 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.

7.7.6 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 which also need to be revamped:

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.

7.7.7 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 2020-21, about 93.12% of income is from Shipbuilding, 1.63% from Ship repairing and 5.25% from other sources.

MEASURES TO PROMOTE DOMESTIC SHIPBUILDING & REPAIR

A number of measures have been initiated by Ministry of Ports, Shipping and Waterways to improve the viability of the ship manufacture and ship repair industry and encourage private sector participation, with emphasis on research.

8. SUBSIDY AND BUDGETARY SUPPORT TO INDIAN SHIPBUILDING INDUSTRY

9.1 Government of India is supporting Indian shipbuilding industry since 1971 by various policy measures such as pricing policy and shipbuilding subsidy policy. However, these

policies were only applicable to Central Public Sector Shipyards building commercial vessels viz. Hindustan Shipyard Ltd., Vishakapatnam in 1971. Later on in 1972 Cochin Shipyard was established and the policies were applicable to them also. The policies were modified from time to time in 1981, 1993, 1995, 1997 and 2000. In October 2002, Government of India extended the shipbuilding subsidy scheme to all Indian shipyards including Non Central Public Sector Shipyards and Private Shipyards. To make existing shipbuilding scheme applicable to all shipyards, following modifications were made:

- For domestic orders obtained only through global tender process for construction of sea going vessel as defined under section 3(41) of Merchant Shipping Act 1958, 30% on the bid price at which the global tender was won was payable to the yard. However, the vessel was to be a merchant vessel of minimum length of 80 metres.
- For export orders obtained through global tender process or otherwise for construction of any type/size of vessel, 30% subsidy on the bid price or reasonable price in cases of negotiated orders, as the case may be, was payable to the yard. Price reasonableness certificate was issued by DG (shipping) for negotiated orders.

8.2 The shipbuilding subsidy scheme was applicable for those shipbuilding orders whose contracts were signed upto 14.08.2007. In Feb. 2009, the CCEA approved liquidation of committed liabilities amounting to Rs. 5152 crore for 228 vessels and for which contracts were signed up to 14.08.2007. The following decisions were taken by CCEA:

- That subsidy to be released for all the cases for which contracts had been signed by 14.08.2007, as it is the committed liability of the Government of India. Subsidy will be released as per the guidelines modified from time to time and subject to submission of requisite documents in the format prescribed. Accordingly, budgetary provision of Rs. 5152 crores approx. may be approved for the period 2008-09 to 2013-14.
- Department of Shipping, Ministry of Ports, Shipping and Waterways has made budgetary provisions for all shipyards except Defence Shipyards. Ministry of Defence made budgetary provisions for Defence shipyards under the administrative control of Ministry of Defence.
- A new scheme incorporating modified quantum and conditions for subsidy/fiscal measures for all contracts signed after 14.08.2007 is submitted.

8.3 Modified guidelines were issued on 29.09.2009. Till 31.03.2014, subsidy has been released for 121 vessels amounting to Rs. 1142 crore. Partial subsidy (10%/20%) has been released for 47 vessels. Full subsidy has been released for 74 vessels.

8.4 New Financial Assistance Policy

8.4.1 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. The Government of India has approved a Rs. 4000 cr Financial Assistance Policy (FAP) to shipyards for 10 years for shipbuilding contracts secured between 01.04.2016 and 31.03.2026 (including these dates). Financial assistance will be granted to Indian Shipyards equal to 20% of the lower of “Contract Price” or the “Fair Price” or actual payments received of each vessel built by them for a period of at least 10 years commencing 2016-17. This rate of 20% will be reduced by 3% every three years. The quantum of financial assistance for a vessel shall be the product of the applicable rate of financial assistance prevailing on the date of Contract, and, the lowest of the contract price or the fair price when converted in Indian Rupees: Provided that, at the time of release of financial assistance, if the actual payment received for a vessel is lower than the contract price, such payment shall replace the contract price in the formulae for computation of the financial assistance. Further, the guidelines have been modified and consolidated in November, 2020.

8.4.2 Ministry of Ports, Shipping and Waterways has released an amount of financial assistance on shipbuilding of Rs. 26.97 Cr in FY 2019-20 and about Rs. 58 Cr in 2020-21.

8.4.3 The Cabinet Committee on Economic Affairs(CCEA) in its meeting held on 09.10.2019 has approved this Ministry’s proposal regarding settlement of subsidy claims for executed shipbuilding contracts under the shipbuilding subsidy scheme, 2002-2007 wherein CCEA has approved extension of timeline and budgetary support beyond 31.03.2014 for release of committed liability of shipbuilding subsidy through budgetary support of approx. Rs.153 crores for a total number of 51 vessels, including retained subsidy for 47 vessels and full subsidy for 4 vessels. This subsidy is to be released in financial years 2019-20, 2020-21 and 2021-22. Guidelines have been formulated. Ministry has released subsidy of about Rs. 16Cr in FY 2019-20 and Rs. 92 Cr in FY 2020-21.

Section-1

INDIA'S SHIP-BUILDING INDUSTRY

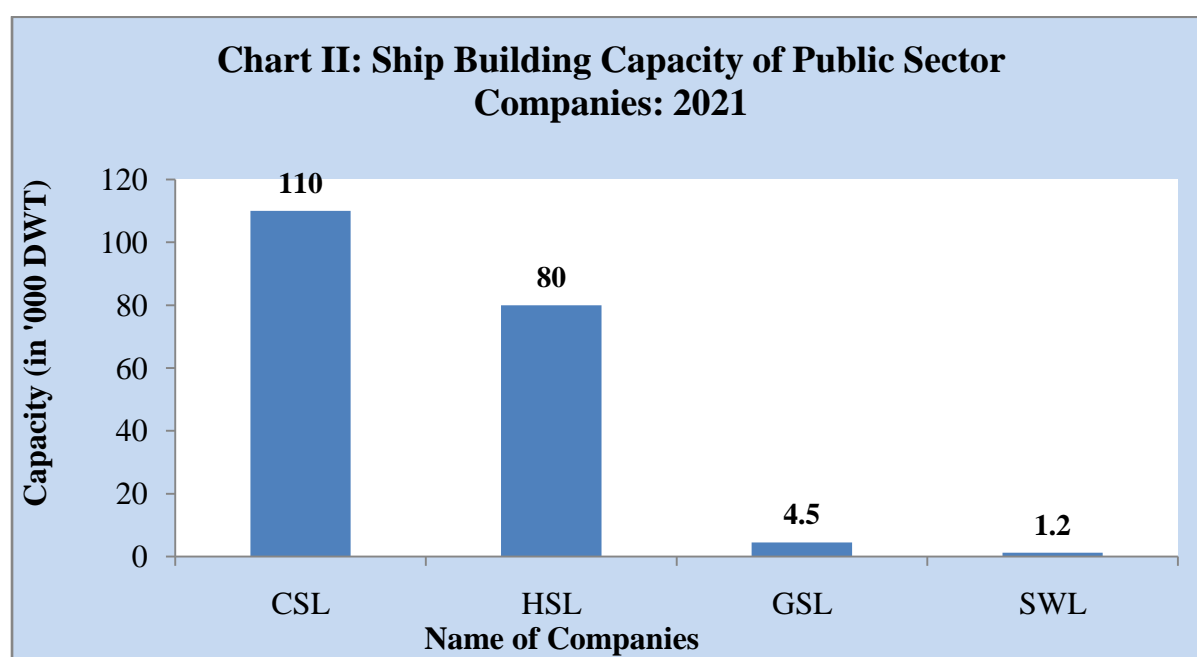
INDIA'S SHIPBUILDING INDUSTRY

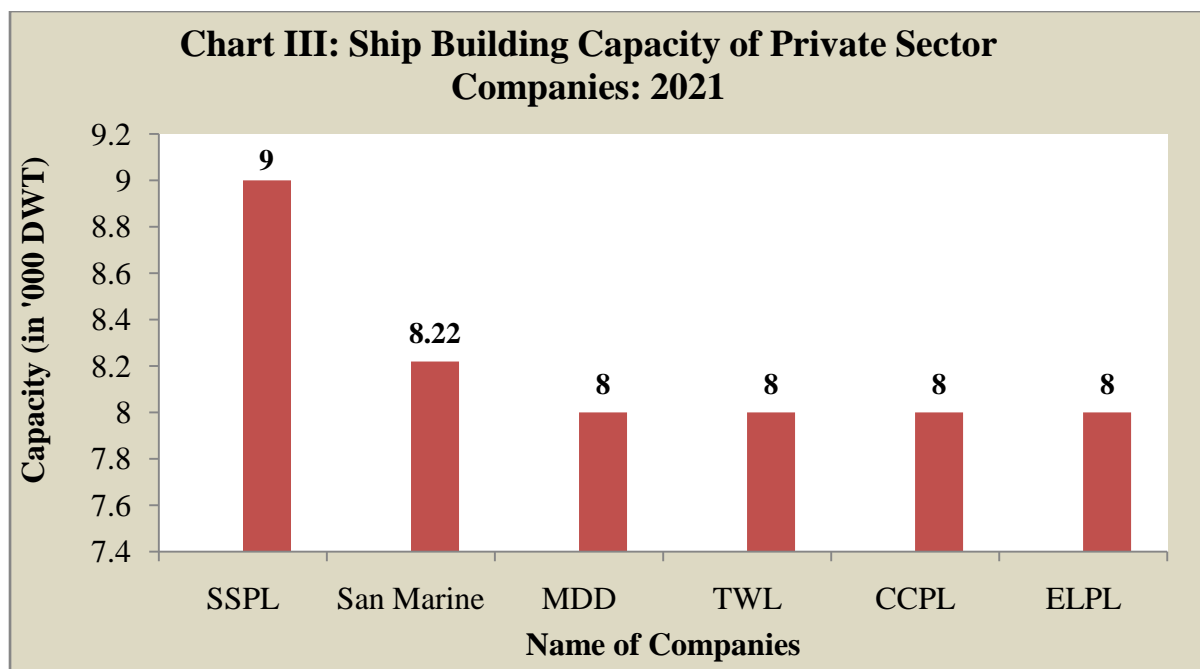
SHIPBUILDING CAPACITY:

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

1.2 Amongst public sector companies, Cochin Shipyard Ltd. (CSL) possess the maximum ship building capacity (110 thousand DWT) followed by Hindustan Shipyard Ltd. (HSL) (80 thousand DWT), Goa Shipyard Ltd. (GSL) (4.5 thousand DWT) and Shalimar Works Ltd. (SWL) (1.2 thousand DWT). Amongst the reporting private sector companies, Shoft Shipyard Pvt. Ltd. possess the maximum ship building capacity (9 thousand DWT) followed by San Marine (8.22 thousand DWT), Mandovi Drydocks Ltd. (MDD), Titagarh Wagons Ltd. (TWL), Chowgule & Co. Ltd. (C&CL) and Equiptrans Logistics Pvt. Ltd. (ELPL) (8 thousand DWT) each.

Charts II and III (below) presents, the ship building capacity (in terms of their DWT) of some of these shipbuilding companies in public & private sector respectively as on 31st March 2021. Table 1.2 provides the information on company wise shipbuilding capacity from the year 2017-18 to 2020-21 (both in public & private sector).





SHIPS ON ORDER

1.3 Indian ship-building companies at the end of 2020-21 had orders of 280 ships with gross DWT 279.08 thousand tonnes. As on 31st March, 2021 the public sector shipyards had orders of 125 ships of 56.42 thousand DWT from domestic companies. Amongst reporting companies, in terms of numbers, Cochin Shipyard Ltd. (50) had the highest number of ships on order followed by Goa Shipyard Ltd (25 each), Garden Reach Ship-Building & Engineers Ltd. (17), Mazagaon Dock Shipbuilders Ltd. (14), Shalimar Works Ltd.(10) and Hindustan Shipyard Ltd. (9). Order book in terms of DWT was highest for Cochin Shipyard Ltd with 40.14 thousand DWT, followed by Garden Reach Ship-Building & Engineers Ltd. with 8.88 thousand DWT and Goa Shipyard Ltd. with 4.54 thousand DWT.

1.4 In public sector category, **(1) Alcock Ashdown (Gujarat) informed that Company is closed.** In private sector category **(2) Reliance Naval and Engineering Ltd.** is under corporate insolvency resolution process w.e.f 15th January, 2020 at NCLT Ahmadabad bench. **(3) A.S. Moloobhoy Pvt. Ltd. informs that they are not shipbuilders/ agents.** **(4) ABG Shipyard Ltd. and (5) Bharti Defence and Infrastructure Ltd.** is also under liquidation as per the Insolvency and Bankruptcy Code 2016 vide the order of the Hon'ble National Company Law Tribunal (NCLT), Ahmedabad Bench and Mumbai Bench respectively. **In view of this, information for above mentioned companies at 1 to 3 has been removed**

from the Publication for the year 2019-20. Also Sembamarine Kakinada Ltd. has not furnished any information since 2016-17, hence deleted from the list.

1.5 In private sector category as on 31st March, 2021, the shipyards had orders for 155 ships of total 222.66 thousand DWT. Out of these, 16 ships with total capacity of 187.05 thousand DWT were export orders and remaining 139 ships with total capacity of 35.61 thousand DWT were domestic orders. Amongst the reporting ship building companies in the private sector, AC Roy & Co. (36) had the highest number of ships on order with a total capacity of 1.25 thousand DWT followed by Shoft Shipyard Ltd. (26) with a total capacity of 5.78 thousand DWT and Sea Blue Shipyard Ltd. (18) number of ships on order with a total capacity of 181.75 thousand DWT in 2020-21.

Amongst reporting companies, in terms of tonnage order book, the public sector and private sector accounted for a share of 20.2% (56.42 thousand DWT) and 79.8% (222.66 thousand DWT) respectively in the total tonnage (279.08 thousand DWT) of order book during 2020-21. Table 1.3 (a) contains Total Ship Order Book of Vessels by Domestic Order and by Export Order as on 31st March 2021.

COMPOSITION OF ORDER BOOK POSITION:

1.6 In the current order book, out of total 280 ships, 125 are with public sector yards and 155 are with private sector yards amounting to 56.42 thousand DWT and 222.66 thousand DWT respectively. **Table 3** below gives the Order Book with Indian Shipyards as on 31st March, 2021. The details are given in Table 1.3. Table 1.4 provides the information on company wise number of ships on order from the year 2017-18 to 2020-21 in public and private sector.

| Table- 3: Current Order Book By Types of Vessels as on 31st March, 2021 | | | | | | |
|---|-----|----------------|------------------|-------------------|-------------------|---------------|
| (‘000 DWT) | | | | | | |
| Vessel | | Tankers | Dry Cargo | Bulk Cargo | Passengers | Others |
| Type Yards | | | | | | Total |
| Public Sector | No. | 3 | 0 | 3 | 27 | 92 |
| | DWT | 0.86 | 0 | 24.00 | 9.82 | 21.74 |
| Private Sector | No. | 5 | 2 | 3 | 11 | 134 |
| | DWT | 168.67 | 8.44 | 11.47 | 13.74 | 20.33 |
| Total | No. | 8 | 2 | 6 | 38 | 226 |
| | DWT | 169.52 | 8.44 | 35.47 | 23.56 | 42.08 |
| | | | | | | 279.08 |

SHIPS DELIVERED

1.7 During the year 2020-21, among public sector companies, Cochin Shipyard Ltd. delivered highest tonnage with 2.29 thousand DWT consisting of 13 ships followed by Garden Reach Shipbuilders & Engineers Ltd at 0.33 thousand DWT(3 ships), Goa Shipyard Ltd. 0.92 thousand DWT (2 Ship) and Shalimar Works Ltd. at 0.60 thousand DWT (2 ships). Amongst reporting companies in the private sector, the highest tonnage was delivered by Chowgule & Co. Ltd. 8.44 thousand DWT (4 ships) followed by Mandovi Drydocks 5.6 thousand DWT (7 ships).

Amongst reporting companies, in terms of tonnage delivered, the private sector and public sector accounted for a share of 24.7% (7.49 thousand DWT) and 75.3% (22.79 thousand DWT) respectively in the total tonnage (30.28 thousand DWT) delivered during 2020-21. Company wise number of ships delivered along with the size from financial year 2017-18 to 2020-21 in both public and private sector are given in the Table 1.5.

1.8 Company wise number of ships on order and delivered from 2017-18 to 2020-21 is given in Table 1.6 and number of ships by keel laid, launched and ships under construction from financial year 2017-18 to 2020-21 are given in Table no 1.7.

1.9 **Table 4** depicts the size and number of ships delivered by both public and private ship yards in India during 2019-20 and 2020-21.

| Table No. 4 : Size and Number of Ships Delivered | | | | |
|---|------------------------|------------------|----------------|------------------|
| Name of Companies | Ships Delivered | | | |
| | 2019-20 | | 2020-21 | |
| | No. | DWT('000) | No. | DWT('000) |
| (1) | (2) | (3) | (4) | (5) |
| A. PUBLIC SECTOR (Total) | 27 | 2.54 | 22 | 7.49 |
| 1. Alcock Ashdown & Co. Ltd.@ | | | | |
| 2. Cochin Shipyard Ltd. | 16 | 1.03 | 13 | 2.29 |
| 3. Garden Reach Ship- Builders & Engineers | 4 | 0.85 | 3 | 0.33 |
| 4. Goa Shipyard Ltd. | 1 | 0.46 | 2 | 0.92 |
| 5. Hindustan Shipyard Ltd. | 5 | 0.20 | 1 | 3.35 |
| 6. Hooghly Dock & Port Engineers Ltd. | N.A | N.A | 0 | 0 |
| 7. Mazagaon Dock Shipbuilders Ltd. | 1 | N.A | 1 | N.A |
| 8. Shalimar Works Ltd. | N.A | N.A | 2 | 0.60 |

| | Ships Delivered | | | |
|---|--|--------------|-----------|--------------|
| | 2019-20 | | 2020-21 | |
| | No. | DWT('000) | No. | DWT('000) |
| B. PRIVATE SECTOR (Total) | 51 | 28.72 | 47 | 22.79 |
| 9. ABG Shipyard Ltd. @ | | | | |
| 10. Abhishek Engineers | | | N.A | N.A |
| 11. A.C. Roy & Comp. Ltd. | 17 | 0.60 | 1 | 0.10 |
| 12. A.H. Wadia Boat Builders | | | 2 | 0.005 |
| 13. A.S. Moloobhoy Pvt. Ltd. @ | | | | |
| 14. Bharati Defence & Infrastructure Ltd. @ | | | | |
| 15. Bristol Boats Pvt. Ltd. | 2 | 0.002 | 8 | 0.001 |
| 16. Chidambaram Shipcare Pvt. Ltd | N.A | N.A | N.A | N.A |
| 17. Chowgule & Co. Ltd. | 5 | 8.44 | 4 | 8.44 |
| 18. Dempo Shipbuilding & Engineering Ltd. | 0 | 0 | 1 | 0.74 |
| 19. Equiptrans Logistics Pvt. Ltd. | | | N.A | N.A |
| 20. Ferromar Shipping Pvt. Ltd. | N.A | N.A | N.A | N.A |
| 21. M/s Glory Shipmanagement Pvt. Ltd. | | | N.A | N.A |
| 22. High Seas Shipping Associates | | | N.A | N.A |
| 23. Homa Engineering Works | Carry out only ship repairing in Mumbai Harbour and at Mumbai Port Trust | | | |
| 24. JITF Shipyard Ltd. | N.A | N.A | N.A | N.A |
| 25. KSINC | | | N.A | N.A |
| 26. Larsen & Toubro Ltd.** | N.A | N.A | | |
| 27. Mandovi Dry Docks | 7 | 9.7 | 7 | 5.6 |
| 28. Marine Care & Associates | N.A | N.A | N.A | N.A |
| 29. Marine Frontiers Pvt. Ltd. | 0 | 0 | 0 | 0 |
| 30. Modest Infrastructure Pvt. Ltd. | 1 | 0.4 | 1 | 1.66 |
| 31. N.N. Shipbuilders & Engineers Ltd. | N.A | N.A | N.A | N.A |
| 32. Reliance Naval & Engineering Ltd. @ | | | | |
| 33. San Marine | N.A | N.A | 5 | 1.4 |
| 34. Sea Blue Shipyard Ltd. | 14 | 5.0 | 6 | 1.30 |
| 35. Sembmarine Kakinada Ltd. @ | N.A | N.A | | |
| 36. Shoft Shipyard Pvt. Ltd. | N.A | N.A | 3 | 0.08 |
| 37. Tebma Shipyard Ltd.** | 0 | 0 | | |
| 38. Timblo Drydocks Pvt. Ltd. | N.A | N.A | N.A | N.A |
| 39. Titagarh Wagons Ltd. | 3 | 1.67 | 1 | 0.19 |
| 40. Vijai Marine Shipyards | 2 | 2.9 | 7 | 0.9 |
| 41. West Coast Shipyard Ltd. | N.A | N.A | N.A | N.A |
| 42. Waterways Shipyard Pvt. Ltd. | | | 1 | 2.5 |
| Grand Total (A + B) | 78 | 31.27 | 69 | 30.28 |

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

Note: New companies (At S.No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

** No information is received for 2020-21.

Table No. 1.1

Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2021)

| 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) |
| A. PUBLIC SECTOR | | | | | | |
| 1 | Alcock Ashdown (Gujarat) Ltd.(AAL) @ | | | | | |
| 2 | 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 |
| 3 | Garden Reach Shipbuilders & Engineers Ltd. (GRSE) | <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Dry Dock – 1 (Old) of Main Unit (Dry Dock's Length:- 160 mts., Width:- 25 mts.& Draft:- 8 mts.above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Dry Dock – 2 (New) of Main Unit (Dry Dock's Length:- 180 mts., Width:- 29 mts.& Draft:12mts.which is 02 mts. below KODS* and 10 mts.above KODS*)</p> <p>03 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Dry Dock – 2 of RBD Unit (Dry Dock's Length:- 158mts., Width:- 18 mts.& Draft:- 8 mts. above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Building Berth (BB)/ Inclined Berth (IB) – 1 (Old) of Main Unit (BB/ IB – 1 (Old) Length:- 162mts., Width:- 25 mts. and Sill Height:- 0.9 mts. above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Building Berth (BB)/ Inclined Berth (IB) – 2 (New) of Main Unit (BB/ IB – 2 (New) Length:- 180 mts., Width:- 23 mts. and Sill Height 0.0 mts. above KODS*)</p> <p>02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Dry Dock – 1 of RBD Unit (Functional Length:179 mts., Breadth:12.34 mts. at Bottom and 27.20mts., at Top, Depth: 6.46 mts.,Dock bed: 2.38 mts. above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Finger Jetty – 1 of FOJ Unit (Finger Jetty's Length:- 184.5 mts., Width:- 11.5mts.& Draft:- 7.0mts.minimum above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Finger Jetty – 2 of FOJ Unit (Finger Jetty's Length:- 184.5 mts., Width:- 11.5 mts.& Draft:- 7.0 mts. minimum above KODS*)</p> <p>02 No. each of Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Naval Jetty of FOJ Unit (Naval Jetty's Length:- 229 mts., Width:- 10 mts.& Draft:- 8.0 mts. minimum above KODS*)</p> <p>01 Nos. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Wet Basin of Main Unit (Wet Basin's Length:- 109mts., Width:- 23mts.Draft:- 8.0 mts., with Sill Height:- 1.83 mts. above KODS*)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Western Jetty of Main Unit (Western Jetty's Length:- 100 mts. with Pontoon of Length:- 25 mts., Width:- 9 mts., and Height:- 4.5 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Canteen Jetty of Main Unit (Canteen Jetty's Length:- 100 mts., with Pontoon of Length:- 13.5 mts., Width:- 4.5 mts., and Height:- 1.0 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Hooghly Jetty of RBD Unit (Hooghly Jetty's Length:- 88 mts., with Pontoon of Length:- 25 mts., Width:- 9.0 mts., and Height:- 1.9 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Ganga Jetty of RBD Unit (Ganga Jetty's Length:- 75 mts., with Pontoon of Length:- 25 mts., Width:- 9.0 mts., and Height:- 1.9 mts.,)</p> | <p>< 160</p> <p>< 180</p> <p>≤ 50</p> <p>< 160</p> <p>< 180</p> <p>≤ 50</p> <p>180.00</p> <p>180.00</p> <p>180.00</p> <p>80.00</p> <p>80.00</p> <p>80.00</p> <p>80.00</p> <p>80.00</p> | <p>24.00</p> <p>< 29</p> <p>≤ 8</p> <p>24.00</p> <p>< 23</p> <p>≤ 8</p> <p>24.00</p> <p>24.00</p> <p>24.00</p> <p>11.00</p> <p>11.00</p> <p>11.00</p> <p>11.00</p> | <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> <p>4.00</p> | |
| 4 | Goa Shipyard Ltd.(GSL) | Advanced Offshore Petrol Vessels (APOV), Fast Patrol Vessels (FPV), Fast Attack Crafts (XFAC), Survey Vessels (HSV), Sail Training Ships (STS), Missile Crafts, Frigates, Landing Crafts, Tugs, Dredgers, Launchers, Passenger Ferries, Fishing Vessels, GRP boats and other medium sized sophisticated | 135.00 | 20.00 | 5.00 | 4.50 |
| 5 | Hindustan Shipyard Ltd.(HSL) | All types of ocean going vessels | 195.00 | 38.00 | 17.00 | 80.00 |
| 6 | Hooghly Dock & Port Engineers Ltd. (HDPE) | NIL | | | | |

Table No. 1.1 Cont...

Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2021)

| 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) |
| 7 | Mazagaon Dock Shipbuilders Ltd.(MDSL) | Warships | 200.0 | 18.0 | 5.5 | - |
| | | Merchant Ships | 200.0 | 18.0 | 5.5 | - |
| | | Submarines | 70.0 | 6.5 | 5.5 | - |
| 8 | Shalimar Works Ltd.(SWL) | Barge/Ferry Craft | 65.00 | 12.00 | 3.50 | 1.20 |
| B. PRIVATE SECTOR | | | | | | |
| 9 | ABG Shipyard Ltd.(ABGS) @ | | | | | |
| 10 | Abhishek Engineers | Ore Carriers, IV Vessels | 75.00 | 15.00 | 4.50 | 2.50 |
| | | Sea Going (Coastal) | 80.00 | 16.00 | 5.00 | 2.70 |
| | | Tugs, Dredgers, Hooper, Barges | 52.00 | 9.00 | 3.00 | 0.70 |
| 11 | 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 |
| 12 | A.H. Wadia Boat Builders | Pilot Boat | 24.00 | 6.00 | 1.30 | 0.01 |
| | | Passenger Boat | 30.00 | 7.00 | 1.50 | 0.02 |
| | | Security/ Patrol Boat | 24.00 | 6.00 | 1.50 | 0.01 |
| 13 | A.S. Moloobhoy Pvt. Ltd.@ | | | | | |
| 14 | Bharti Defence & Infrastructure Ltd. (BDIL) @ | | | | | |
| 15 | Bristol Boats Pvt. Ltd(BBPL) | FRP Petrol Crafts | 20.00 | 5.00 | 4.00 | 0.05 |
| | | Others | 12.00 | 4.00 | 3.50 | 0.02 |
| | | FRP Rowing Boat | 16-27 ft | 2.5-3.6 Ft | 1.5-1.8 ft | 0.00015 - 0.0003 |
| 16 | Chidambaram Shipcare Pvt. Ltd. (CSPL) | N.A | | | | |
| 17 | Chowgule & Co. Pvt. Ltd. (C&CL) | Dry Cargo Vessels, Tanker, Container Vessels. | 120.00 | 20.00 | 4 to 6 | 8.00 |
| | | Defence Vessels | 120.00 | 20.00 | 4 to 6 | |
| | | Passenger Vessels | 120.00 | 20.00 | 4 to 6 | |
| | | Tugs, Fishing Trawlers, Launches | 120.00 | 20.00 | 4 to 6 | |
| 18 | Dempo Shipbuilding & Engineering Pvt Ltd.(DSEL) | Barges - Sea Going, RSV, Containers, Tankers, MPV, Crane Barges, Passenger Ferries, Split Barges, Ro-Ro Vessels, Spud Pontoons, Jackup Barges | 100.00 | 20.00 | 2.20 | 4.50 |
| | | Tugs - Sea Going, IV, RSV, Dredgers, AHTS | 100.00 | 20.00 | 2.20 | - |
| | | Supply Vessels - Offshore, Pilot Launches, Mooring Launches, Harbour Crafts. | 100.00 | 20.00 | 2.20 | - |
| 19 | Equiptrans Logistics Pvt. Ltd. | Bulk Carrier | 120.00 | 20.00 | 4.50 | 8.00 |
| | | Tug | 55.00 | 14.00 | 4.50 | 0.75 |
| 20 | 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 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | N.A | | | | |
| 22 | High Seas Shipping Associates | N.A | | | | |
| 23 | Homa Engineering Works (HEW) | N.A | | | | |
| 24 | JITF Shipyard Ltd | N.A | | | | |
| 25 | KSINC | Cargo | 38 | 9.5 | 1.8 | 0.3 |
| | | Tanker | 38 | 9.5 | 1.8 | 0.3 |
| | | RoRo | 38 | 9.5 | 1.8 | 0.048 |
| 26 | L&T Shipbuilding Ltd.(L&T)** | | | | | |
| 27 | Mandovi Dry Docks (MDD) | Bulk Carrier | 120.00 | 20.00 | 3.50 | 8.00 |
| | | Crane Barge | 60.00 | 26.00 | 3.50 | 1.00 |
| | | TUG-50 Ton Bollard Pull | 33.00 | 10.00 | 3.50 | 0.24 |

Table No. 1.1 Cont...

Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2021)

| 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) |
| 28 | Marine Care 'N' Associates | N.A | | | | |
| 29 | Marine Frontiers Pvt. Ltd. (MFPL) | 25.0 m Steel Landing Craft | 25.00 | 7.00 | 2.10 | 0.12 |
| | | 36.0 m Utility Vessel | 36.00 | 7.60 | 2.40 | 0.12 |
| | | 22.0 m Passenger Ferry | 22.00 | 6.00 | 1.60 | 0.02 |
| | | 20.0 m Barge | 17.00 | 5.00 | 0.62 | 0.05 |
| | | 17.0 m Landing Craft | 17.00 | 5.40 | 0.60 | 0.03 |
| | | 17.0 m Mini Tug | 17.00 | 5.90 | 0.75 | 0.02 |
| | | 12.0 m Fast Patrol Vessel | 12.00 | 3.80 | 0.50 | 0.003 |
| | | 9.5 m Fast Patrol Vessel | 9.50 | 3.30 | 0.44 | 0.002 |
| | | 8.5 m RIB | 8.50 | 3.30 | 0.60 | 0.001 |
| | | 7.0 m RIB | 7.00 | 2.36 | 0.45 | 0.001 |
| | | Punt Boat | 5.00 | 1.52 | 0.25 | 0.001 |
| | | Pontoon Boat | 5.85 | 2.20 | 0.85 | 0.001 |
| 30 | Modest Infrastructure Pvt. Ltd. (MIPL) | Fuel Barge/Oil Tanker | 58.00 | 11.00 | 3.00 | 0.50 |
| | | Multi Purpose Vessel | 72.00 | 13.00 | 2.50 | 0.80 |
| | | Product Tanker | 60.00 | 12.00 | 3.20 | 1.00 |
| | | Cement Carrier | 78.00 | 13.50 | 3.00 | 2.20 |
| | | Ferry Craft | 72.00 | 12.80 | 2.80 | 200 men |
| | | Tug | 33.00 | 11.50 | 4.10 | Bollard Pull- 65 T |
| | | Offshore Survey Vessel | 59.20 | 15.00 | 2.50 | Nil |
| | | Axiliary Craft | 80.00 | 13.00 | 2.80 | Nil |
| | | Dredger | 27.00 | 12.00 | 2.50 | 1250 m3/hr |
| | | Offshore Dumb Barge | 72.00 | 20.00 | 3.50 | 3.50 |
| | | Non Propelled Stowage Barge | 40.00 | 18.00 | 2.50 | <1000T |
| | | Slave Docking Pontoon | 78.00 | 15.00 | 2.15 | 1.66 |
| | | Caisson Gate | 30.40 | 9.15 | 7.60 | 0.45 |
| 31 | N N Shipbuilders and Engineers Pvt. Ltd.(NNSE) | Tug | 70.00 | 15.00 | 3.50 | 1.00 |
| | | Fishing Trawler | 70.00 | 15.00 | 3.50 | 2.00 |
| | | Barge | 70.00 | 15.00 | 3.50 | 2.00 |
| 32 | Reliance Naval and Engineering Ltd. (RNEL) @ | | | | | |
| 33 | San Marine | Dumb Barges | 70.00 | 19.51 | 3.20 | 3.27 |
| | | Multi Utility Vessels | 25.00 | 8.00 | 3.20 | 0.19 |
| | | Bulk Carriers | 85.00 | 20.00 | 8.50 | 8.22 |
| 34 | Sea Blue Shipyard Ltd. | Crane Barge | 45.70 | 15.00 | 1.50 | 0.34 |
| | | Dredger | 38.00 | 7.20 | 1.00 | 0.14 |
| | | Ammonia Barge | 51.44 | 9.66 | 1.40 | 0.31 |
| | | Tug | 35.00 | 10.00 | 2.80 | 0.17 |
| | | Passenger Vessel | 50.44 | 7.50 | 2.10 | 0.15 |
| | | Dry Cargo Vessel | 46.00 | 8.50 | 3.30 | 0.25 |
| | | Patrol Vessel | 48.00 | 7.50 | 2.00 | 0.18 |
| 35 | Sembmarine Kakinada Ltd. (SKL)@ | | | | | |
| 36 | Shoft Shipyard Pvt. Ltd.(SSPL) | All types Cargo Vessels & Barges | 135.00 | 34.00 | 4.00 | 9.00 |
| | | Tugs, Multi Utility Crafts & Work Boats | 45.00 | 12.00 | 4.50 | N.A |
| | | OSVs & Accomodation Barges | 120.00 | 34.00 | 4.00 | 1.95 |
| | | Dredgers of all types | 120.00 | 34.00 | 4.00 | 1.95 |
| | | Passenger Vessels and Ferries | 120.00 | 24.00 | 4.00 | 1.95 |
| | | Other Special purpose vessels | 120.00 | 34.00 | 4.00 | 1.95 |
| | | Warships with moderate weapon outfit, Other Naval Auxiliary Vessels such as OPVs, FPs, TLRVs, Survey Vessels etc. | 150.00 | 20.00 | 4.00 | 1.2 |
| 37 | Tebma Shipyards Ltd. (TSL)** | | | | | |
| 38 | Timblo Drydocks Pvt. Ltd.(TDPL) | Tugs, Fishing Trawlers | 100-110 | 15-20 | 2.70 | 5.40 |
| | | Oil Tankers, Bulk Carrier, Dredgers etc. | 110.00 | 15.00 | 2.70 | 5.40 |
| 39 | Titagarh Wagons Ltd. (TWL) | All Types | 150.00 | 20.00 | 3.00 | 8.00 |
| 40 | Vijai Marine Shipyard (VMS) | Passanger | 105.00 | 20.00 | 2.50 | 0.20 |
| | | Tankers | 105.00 | 20.00 | 2.50 | 2.70 |
| | | Cargo | 105.00 | 20.00 | 2.50 | 2.90 |
| 41 | West Coast Shipyard Ltd. (WCSL) | Hopper Barge | 130.00 | 20.00 | 3.20 | |
| | | Dredger | 33.20 | 7.95 | 1.50 | |
| | | Ferry | 17.50 | 7.50 | 0.45 | |
| | | Pontoons/ Fishing Vessels | 70.00 | 30.00 | 2.00 | |
| 42 | Waterways Shipyard Pvt. Ltd. | All Types | 130.00 | 30.00 | 3.00 | 8.00 |

*Khidderpore Outer Dock Sill

** No information is received for 2020-21

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

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 1.2

**Ship Building Capacity - By Company-wise
(2017-18 to 2020-21)**

(DWT in thousand tons)

| S. No. | Name of The Company | 2017-18 | 2018-19 | 2019-20 | 2020-21 |
|--------|--|---------|---------|---------|---------|
| (1) | (2) | (3) | (4) | (5) | (6) |
| | <u>A. PUBLIC SECTOR</u> | | | | |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | 15.00 | 15.00 | | |
| 2 | Cochin Shipyard Ltd. | 110.00 | 110.00 | 110.00 | 110.00 |
| 3 | Garden Reach Shipbuilders & Engineers Ltd. | - | - | - | - |
| 4 | Goa Shipyard Ltd. | 4.50 | 4.50 | 4.50 | 4.50 |
| 5 | Hindustan Shipyard Ltd. | 80.00 | 80.00 | 80.00 | 80.00 |
| 6 | Hooghly Dock & Port Engineers Ltd. | 3.00 | 3.00 | 3.00 | NIL |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 40.00 | 40.00 | 40.00 | - |
| 8 | Shalimar Works Ltd. | 0.50 | 0.50 | 1.20 | 1.20 |
| | <u>B. PRIVATE SECTOR</u> | | | | |
| 9 | ABG Shipyard Ltd. @ | 120.00 | | | |
| 10 | Abhishek Engineers | | | | 2.70 |
| 11 | A.C.Roy & Co. Ltd. | 1.50 | 1.50 | 1.50 | 1.50 |
| 12 | A.H. Wadia Boats Builders | | | | 0.02 |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | - | - | | |
| 14 | Bharati Defence & Infrastructure Ltd. @ | 70.00 | | | |
| 15 | Bristol Boats Pvt. Ltd. | 0.05 | 0.05 | 0.05 | 0.05 |
| 16 | Chidambaram Shipcare Pvt. Ltd. | N.A | N.A | N.A | N.A |
| 17 | Chowgule & Co. Pvt. Ltd. | 8.00 | 8.00 | 12.00 | 8.00 |
| 18 | Dempo Shipbuilding and Engineering Pvt. Ltd. | 4.50 | 4.50 | 4.50 | 4.50 |
| 19 | Equiptrans Logistics Pvt. Ltd. | | | | 8.00 |
| 20 | Ferromar Shipping Pvt. Ltd. | 2.00 | 2.50 | 2.50 | 2.50 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | | | | N.A |
| 22 | High Seas Shipping Associates | | | | N.A |
| 23 | Homa Engineering Works | N.A | N.A | N.A | |
| 24 | JITF Shipyard Ltd | N.A | N.A | N.A | N.A |
| 25 | KSINC | | | | 0.30 |
| 26 | L&T Shipbuilding Ltd.** | * | * | * | |
| 27 | Mandovi Dry Docks | 4.50 | 5.10 | 5.10 | 8.00 |
| 28 | Marine Care 'N' Associates | | | - | |
| 29 | Marine Frontiers Pvt. Ltd. | | 0.12 | 0.12 | 0.12 |
| 30 | Modest Infrastructure Pvt. Ltd. | 3.50 | 3.50 | 3.50 | 3.50 |
| 31 | N N Shipbuilders And Engineers Pvt Ltd | N.A | N.A | N.A | 2.00 |
| 32 | Reliance Naval and Engineering Ltd. @ | 400.00 | 400.00 | | |
| 33 | San Marine | | | 8.22 | 8.22 |
| 34 | Sea Blue Shipyard Ltd. | | | 0.34 | 0.34 |
| 35 | Sembmarine Kakinada Ltd. (SKL)@ | | | | |
| 36 | Shoft Shipyard Pvt. Ltd. | 2.35 | 2.35 | 2.35 | 9.00 |
| 37 | Tebma Shipyards Ltd.** | 12.00 | 5.00 | 5.00 | |
| 38 | Timblo Drydocks Pvt. Ltd. | 7.50 | 7.50 | 5.40 | |
| 39 | Titagarh Wagons Ltd. | | 8.00 | 8.00 | 8.00 |
| 40 | Vijai Marine Shipyards | 2.90 | 2.90 | 2.90 | 2.90 |
| 41 | West Coast Shipyard Ltd. | | 2.20 | 2.20 | N.A |
| 42 | Waterways Shipyard Pvt. Ltd | | | | 8.00 |

* Any type of Commercial/ Defence Vessels upto a length of 200 mtr. and beam of 46 mtr.

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

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

** No information is received for 2020-21

Table No. 1.3

Ship Order Book Position by Type of Vessels
(As on 31st March, 2021)

| (DWT in thousand tons) | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|---|--|------|--------------|------|---------------|-------|-------------------------------------|------|------------------|------|--------------|-------|---|------|------------------|------|------------------|------|--------------|------|--------------|-------|---------------|-------|
| S. No. | Name of Company | Type of Ship on Domestic Order (A - For Sea Going Vessels) | | | | | | | | | | | | Type of Ship on Domestic Order (B - For Other Crafts) | | | | | | | | | | Total (A + B) | |
| | | Tanker | | Dry Cargo | | Bulk Carriers | | Passenger/Passenger-cum-Cargo Ships | | Product Carriers | | Others | | Port Craft | | Fishing Trawlers | | Off-shore Sector | | IWT | | Others | | | |
| | | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT | No. of Ships | DWT |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | A. Public Sector | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | | | | | 3 | 24.00 | 26 | 9.32 | N.A | N.A | 1 | 3.52 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 18 | 2.31 | 48 | 39.14 |
| 2 | Cochin Shipyard Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 16 | 8.41 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 16 | 8.41 | |
| 3 | Garden Reach Ship-builders and Engineers Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 2 | 0.56 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 4 | 0.21 | 19 | 3.78 | 25 | 4.54 |
| 4 | Goa Shipyard Ltd. | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 2 | 1.32 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 7 | 0.128 | 9 | 1.45 |
| 5 | Hindustan Shipyard Ltd. | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 0 | 0.00 | |
| 6 | Hooghly Dock & Port Engineers Ltd. | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 0 | 0.00 | |
| 7 | Mazagaon Dock Shipbuilders 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 | 14 | N.A | 14 | 0.00 |
| 8 | Shalimar Works Ltd. | 3 | 0.86 | N.A | N.A | N.A | N.A | 1 | 0.51 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 6 | 0.04 | 10 | 1.40 |
| | Total (A) | 3 | 0.86 | 0 | 0.00 | 3 | 24.00 | 27 | 9.82 | 2 | 0.56 | 19 | 13.25 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 4 | 0.21 | 64 | 6.26 | 122 | 54.95 |
| | B. Private Sector | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | ABG Shipyard Ltd. @ | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Abhishek Engineers | N.A | N.A | N.A | N.A | N.A | N.A | 1 | 0.07 | N.A | N.A | 1 | 0.10 | 1 | 0.07 | 4 | N.A | N.A | N.A | N.A | N.A | 1 | N.A | 8 | 0.24 |
| 11 | A.C.Roy & Co. 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 | 36 | 1.25 | N.A | N.A | 36 | 1.25 |
| 12 | A.H. Wadia Boat Builders | N.A | N.A | N.A | N.A | N.A | N.A | 3 | 0.02 | N.A | N.A | N.A | N.A | 9 | 0.05 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 12 | 0.07 |
| 13 | A.S. Molobhoy Pvt. Ltd. @ | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | Bharati Defence & Infrastructure Ltd. @ | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | Bristol Boats Pvt. Ltd. | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 0 | 0.00 |
| 16 | Chidambaram Shipcare 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 |
| 17 | Chowgule & Co. Pvt. Ltd.# | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 12 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 12 | 0.00 |
| 18 | Dempo Shipbuilding and Engineering Pvt. L | 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 | Equiptrans Logistics 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 |
| 20 | 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 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | High Seas Shipping Associates | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | Homa Engineering Works | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | JITF Shipyard 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 |
| 25 | KSINC | 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 |
| 26 | L&T Shipbuilding 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 |
| 27 | Mandovi Dry Docks | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 4 | 0 | 4 | 0.15 |
| 28 | Marine Care 'N' Associates | 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 |
| 29 | Marine Frontiers 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 |
| 30 | Modest Infrastructure Pvt. Ltd. | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | 1 | 0.45 | 1 | 0.45 |
| 31 | N N Shipbuilders And Engineers 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 |
| 32 | Reliance Naval and Engineering Ltd. @ | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | San Marine | N.A | N.A | N.A | N.A | 1 | 7.00 | N.A | N.A | 1 | 0.80 | 12 | 1.76 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 14 | 9.56 |
| 34 | Sea Blue Shipyard 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 | 9 | 4.20 | 9 | 4.20 |
| 35 | Sembmarine Kakinada Ltd. (SKL) @ | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | Shoft Shipyard Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 2 | 0.3 | N.A | N.A | N.A | N.A | N.A | N.A | 20 | 0.50 | 4 | 4.98 | 26 | 5.78 |
| 37 | Tebma Shipyards 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 |
| 38 | Timblo Drydocks 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 |
| 39 | Titagarh Wagons Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 6 | 0.14 | N.A | N.A | N.A | N.A | N.A | N.A | 5 | 0.01 | N.A | N.A | 11 | 0.15 |
| 40 | Vijai Marine Shipyards | 2 | 4.29 | N.A | N.A | 2 | 4.47 | 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 | 4 | 8.76 |
| 41 | West Coast Shipyard 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 |
| 42 | Waterways Shipyard Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 1 | 2.50 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 1 | 2.50 | 2 | 5.00 |
| | Total (B) | 2 | 4.29 | 0 | 0.00 | 3 | 11.47 | 4 | 0.09 | 1 | 0.80 | 34 | 4.80 | 10 | 0.12 | 4 | 0.00 | 0 | 0.00 | 61 | 1.76 | 20 | 12.27 | 139 | 35.61 |
| | Total (A + B) | 5 | 5.15 | 0 | 0.00 | 6 | 35.47 | 31 | 9.91 | 3 | 1.36 | 53 | 18.04 | 10 | 0.12 | 4 | 0.00 | 0 | 0.00 | 65 | 1.97 | 84 | 18.53 | 261 | 90.55 |

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

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

** No information is received for 2020-21

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 1.3 (Contd.)

Ship Order Book Position by Type of Vessels
(As on 31st March, 2021)

(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 | | | | | |
| | | 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 | Alcock Ashdown (Gujarat) Ltd. @ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Cochin Shipyard 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 | 2 | 1 | 2 | 1.00 | | |
| 3 | Garden Reach Ship-builders and Engineers Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 1 | 0.47 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 1 | 0.47 | | |
| 4 | Goa 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 | | |
| 5 | Hindustan 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 | | |
| 6 | Hooghly Dock & Port Engineers 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 | | |
| 7 | Mazagaon Dock Shipbuilders 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 | | |
| 8 | Shalimar Works 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 | | |
| | Total (A) | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 1 | 0.47 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 2 | 1.00 | 3 | 1.47 | | |
| | B. Private Sector | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | ABG Shipyard Ltd. @ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Abhishek Engineers | 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 | | |
| 11 | A.C.Roy & Co. 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 | | |
| 12 | A.H. Wadia Boat Builders | 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 | | |
| 13 | A.S. Molobhoy Pvt. Ltd. @ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | Bharati Defence & Infrastructure Ltd. @ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | Bristol Boats Pvt. Ltd. | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 0 | 0.00 | | |
| 16 | Chidambaram Shipcare 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 | | |
| 17 | Chowgule & Co. Pvt. Ltd. | N.A | N.A | 2 | 8.44 | 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 | 2 | 8.44 | | |
| 18 | Dempo Shipbuilding and Engineering 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 | Equiptrans Logistics 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 | | |
| 20 | 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 | | |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | Carry out only ship repairing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | High Seas Shipping Associates | Carry out only ship repairing | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | Homa Engineering Works | Carry out only ship repairing in Mumbai Harbour and at Mumbai Port Trust | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | JITF Shipyard 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 | | |
| 25 | KSINC | 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 | | |
| 26 | L&T Shipbuilding 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 | 0 | 0.00 | | |
| 27 | Mandovi Dry Docks | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 2 | 0.16 | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 2 | 0.16 | | |
| 28 | Marine Care 'N' Associates | 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 | | |
| 29 | Marine Frontiers 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 | | |
| 30 | 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 | | |
| 31 | N N Shipbuilders And Engineers 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 | | |
| 32 | Reliance Naval and Engineering 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 | | | | |
| 33 | San Marine | 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 | | |
| 34 | Sea Blue Shipyard Ltd | 3 | 164 | N.A | N.A | N.A | N.A | 6 | 13 | 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 | 9 | 177.56 | | |
| 35 | Sembmarine Kakinada Ltd. (SKL) @ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | Shoft Shipyard 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 | | |
| 37 | Tebma Shipyards 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 | | |
| 38 | Timblo Drydocks 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 | | |
| 39 | Titagarh Wagons Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | 1 | 0.48 | 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 | 1 | 0.48 | | |
| 40 | Vijai Marine Shipyards | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 1 | 0.40 | N.A | N.A | N.A | N.A | 1 | 0.02 | N.A | N.A | N.A | N.A | 2 | 0.42 | | |
| 41 | West Coast Shipyard 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 | | |
| 42 | Waterways Shipyard 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 | | |
| | Total (B) | 3 | 164.38 | 2 | 8.44 | 0 | 0.00 | 7 | 13.65 | 2 | 0.16 | 1 | 0.40 | 0 | 0.00 | 0 | 0.00 | 1 | 0.02 | 0 | 0.00 | 0 | 0.00 | 16 | 187.05 | | |
| | Total (A + B) | 3 | 164.4 | 2 | 8.44 | 0 | 0.00 | 7 | 13.65 | 2 | 0.16 | 2 | 0.87 | 0 | 0.00 | 0 | 0.00 | 1 | 0.02 | 0 | 0.00 | 2 | 1.00 | 19 | 188.52 | | |

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

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

** No information is received for 2020-21

Table No. 1.3 (a)

**Total Ship Order Book of Vessels by Domestic Order and
by Export Order (As on 31st March, 2021)**

(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 | Alcock Ashdown (Gujarat) Ltd. @ | | | | | | |
| 2 | Cochin Shipyard Ltd. | 48 | 39.14 | 2 | 1.00 | 50 | 40.14 |
| 3 | Garden Reach Shipbuilders & Engineers Ltd. | 16 | 8.41 | 1 | 0.47 | 17 | 8.88 |
| 4 | Goa Shipyard Ltd. | 25 | 4.54 | 0 | 0.00 | 25 | 4.54 |
| 5 | Hindustan Shipyard Ltd. | 9 | 1.45 | 0 | 0.00 | 9 | 1.45 |
| 6 | Hooghly Dock & Port Engineers Ltd. | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 14 | 0.00 | 0 | 0.00 | 14 | 0.00 |
| 8 | Shalimar Works Ltd. | 10 | 1.40 | 0 | 0.00 | 10 | 1.40 |
| | Total (A) | 122 | 54.95 | 3 | 1.47 | 125 | 56.42 |
| | B. Private Sector | | | | | | |
| 9 | ABG Shipyard Ltd. @ | | | | | | |
| 10 | Abhishek Engineers | 8 | 0.24 | 0 | 0.00 | 8 | 0.24 |
| 11 | A.C.Roy & Co. Ltd. | 36 | 1.25 | 0 | 0.00 | 36 | 1.25 |
| 12 | A.H. Wadia Boat Builders | 12 | 0.07 | 0 | 0.00 | 12 | 0.07 |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | | | | | | |
| 14 | Bharati Defence & Infrastructure Ltd. @ | | | | | | |
| 15 | Bristol Boats Pvt. Ltd. | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 16 | Chidambaram Shipcare Pvt. Ltd. | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 17 | Chowgule & Co. Pvt. Ltd.# | 12 | 0.00 | 2 | 8.44 | 14 | 8.44 |
| 18 | Dempo Shipbuilding and Engineering Pvt. L | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 19 | Equiptrans Logistics Pvt. Ltd | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 20 | Ferromar Shipping Pvt. Ltd. | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 22 | High Seas Shipping Associates | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 23 | Homa Engineering Works | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 24 | JITF Shipyard Ltd | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 25 | KSINC | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 26 | L&T Shipbuilding Ltd.** | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 27 | Mandovi Dry Docks | 4 | 0.15 | 2 | 0.16 | 6 | 0.31 |
| 28 | Marine Care 'N' Associates | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 29 | Marine Frontiers Pvt. Ltd. | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 30 | Modest Infrastructure Pvt. Ltd. | 1 | 0.45 | 0 | 0.00 | 1 | 0.45 |
| 31 | N N Shipbuilders And Engineers Pvt Ltd | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 32 | Reliance Naval and Engineering Ltd. @ | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 33 | San Marine | 14 | 9.56 | 0 | 0.00 | 14 | 9.56 |
| 34 | Sea Blue Shipyard Ltd | 9 | 4.20 | 9 | 177.56 | 18 | 181.75 |
| 35 | Sembmarine Kakinada Ltd. (SKL)@ | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 36 | Shoft Shipyard Pvt. Ltd. | 26 | 5.78 | 0 | 0.00 | 26 | 5.78 |
| 37 | Tebma Shipyards Ltd.** | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 38 | Timblo Drydocks Pvt. Ltd. | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 39 | Titagarh Wagons Ltd. | 11 | 0.15 | 1 | 0.48 | 12 | 0.63 |
| 40 | Vijai Marine Shipyards | 4 | 8.76 | 2 | 0.42 | 6 | 9.18 |
| 41 | West Coast Shipyard Ltd. | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| 42 | Waterways Shipyard Pvt. Ltd. | 2 | 5.00 | 0 | 0.00 | 2 | 5.00 |
| | Total (B) | 139 | 35.61 | 16 | 187.05 | 155 | 222.66 |
| | Total (A + B) | 261 | 90.55 | 19 | 188.52 | 280 | 279.08 |

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

** No information is received for 2020-21

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

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 1.4

**No. of Ships on Order - Company-wise
2018-2021**

| S.No. | Name of the Company | As on 31st March | | | |
|-------|---|------------------|------------|------------|------------|
| | | 2018 | 2019 | 2020 | 2021 |
| (1) | (2) | (3) | (4) | (5) | (6) |
| | <u>A. PUBLIC SECTOR(Total)</u> | 69 | 111 | 128 | 125 |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | 5 | 5 | | |
| 2 | Cochin Shipyard Ltd. | 9 | 47 | 62 | 50 |
| 3 | Garden Reach Ship-builders and Engineers Ltd. | 14 | 14 | 18 | 17 |
| 4 | Goa Shipyard Ltd. | 7 | 9 | 12 | 25 |
| 5 | Hindustan Shipyard Ltd. | 14 | 16 | 10 | 9 |
| 6 | Hooghly Dock & Port Engineers Ltd. | 0 | 0 | 0 | 0 |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 14 | 14 | 14 | 14 |
| 8 | Shalimar Works Ltd. | 6 | 6 | 12 | 10 |
| | <u>B. PRIVATE SECTOR(Total)</u> | 162 | 77 | 121 | 155 |
| 9 | ABG Shipyard Ltd. @ | 44 | | | |
| 10 | Abhishek Engineers | | | | 8 |
| 11 | A.C.Roy & Co. Ltd. | 6 | 17 | 26 | 36 |
| 12 | A.H. Wadia Boat Builders | | | | 12 |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | N.A | N.A | | |
| 14 | Bharati Defence & Infrastructure Ltd. @ | 54 | | | |
| 15 | Bristol Boats Pvt. Ltd. | 0 | 0 | 0 | 0 |
| 16 | Chidambaram Shipcare Pvt. Ltd. | 0 | 0 | 0 | 0 |
| 17 | Chowgule & Co. Pvt. Ltd. | 9 | 7 | 22 | 14 |
| 18 | Dempo Shipbuilding and Engineering Pvt. Ltd. | 0 | 1 | 1 | 0 |
| 19 | Equiptrans Logistics Pvt. Ltd | | | | 0 |
| 20 | Ferromar Shipping Pvt. Ltd. | 0 | 0 | 0 | 0 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | | | | 0 |
| 22 | High Seas Shipping Associates | | | | 0 |
| 23 | Homa Engineering Works | N.A | N.A | N.A | N.A |
| 24 | JITF Shipyard Ltd | | | N.A | N.A |
| 25 | KSINC | | | | N.A |
| 26 | L&T Shipbuilding Ltd.** | 3 | 2 | 2 | 0 |
| 27 | Mandovi Dry Docks | 6 | 6 | 11 | 6 |
| 28 | Marine Care 'N' Associates | | | N.A | 0 |
| 29 | Marine Frontiers Pvt. Ltd. | | 2 | 1 | 0 |
| 30 | Modest Infrastructure Pvt. Ltd. | 1 | 2 | 1 | 1 |
| 31 | N N Shipbuilders And Engineers Pvt Ltd | 2 | 2 | 2 | 0 |
| 32 | Reliance Naval and Engineering Ltd. @ | 28 | 28 | | |
| 33 | San Marine | | | 5 | 14 |
| 34 | Sea Blue Shipyard Ltd | | | 14 | 18 |
| 35 | Sembmarine Kakinada Ltd. (SKL)@ | 0 | 0 | 0 | |
| 36 | Shoft Shipyard Pvt. Ltd. | 1 | 0 | 27 | 26 |
| 37 | Tebma Shipyards Ltd.** | 1 | 0 | 0 | 0 |
| 38 | Timblo Drydocks Pvt. Ltd. | 4 | 0 | 0 | 0 |
| 39 | Titagarh Wagons Ltd. | | 1 | N.A | 12 |
| 40 | Vijai Marine Shipyards | 3 | 9 | 9 | 6 |
| 41 | West Coast Shipyard Ltd. | | 0 | 0 | 0 |
| 42 | Waterways Shipyard Pvt. Ltd. | | | | 2 |
| | C. Total (A + B) | 231 | 188 | 249 | 280 |

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

** No information is received for 2020-21

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 1.5

**Size and Number of Ships Delivered, Company-wise
(2017-18 to 2020-21)**

| S.No | Name of the Company | Year | Ship Delivered | | DWT(in thousand tons) | |
|------|---|----------------|----------------|---------------|-----------------------|---------|
| | | | No. | DWT | Maximum | Minimum |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 1 | A. PUBLIC SECTOR | 2020-21 | 22 | 7.49 | | |
| | | 2019-20 | 27 | 2.54 | | |
| | | 2018-19 | 17 | 3.31 | | |
| | | 2017-18 | 15 | 5.01 | | |
| | Alcock Ashdown (Gujarat) Ltd.@ | 2020-21 | | | 0.00 | 0.00 |
| | | 2019-20 | | | 0.00 | 0.00 |
| | | 2018-19 | 0 | 0.00 | 0.00 | 0.00 |
| | | 2017-18 | 0 | 0.00 | 0.00 | 0.00 |
| | Cochin Shipyard Ltd. | 2020-21 | 13 | 2.29 | 1.09 | 0.01 |
| | | 2019-20 | 16 | 1.03 | 0.08 | 0.05 |
| | | 2018-19 | 3 | 0.15 | 0.05 | 0.05 |
| | | 2017-18 | 2 | 0.12 | 0.06 | 0.06 |
| | Garden Reach Ship-Builders and Engineers Ltd. | 2020-21 | 3 | 0.33 | 0.22 | 0.06 |
| | | 2019-20 | 4 | 0.85 | 0.52 | 0.06 |
| | | 2018-19 | 4 | 0.71 | 0.22 | 0.06 |
| | | 2017-18 | 4 | 1.02 | 0.52 | 0.06 |
| | Goa Shipyard Ltd. | 2020-21 | 2 | 0.92 | 0.46 | 0.46 |
| | | 2019-20 | 1 | 0.46 | 0.46 | 0.46 |
| | | 2018-19 | 3 | 2.00 | 1.00 | 1.00 |
| | | 2017-18 | 7 | 3.82 | 1.00 | 0.06 |
| | Hindustan Shipyard Ltd. | 2020-21 | 1 | 3.35 | 3.35 | 3.35 |
| | | 2019-20 | 5 | 0.20 | 0.07 | 0.07 |
| | | 2018-19 | 6 | 0.40 | 0.19 | 0.002 |
| | | 2017-18 | N.A | N.A | 0.00 | 0.00 |
| | Hooghly Dock & Port Engineers Ltd. | 2020-21 | 0 | 0 | 0 | 0 |
| | | 2019-20 | N.A | N.A | N.A | N.A |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| | Mazagaon Dock Shipbuilders Ltd. | 2020-21 | 1 | N.A | N.A | N.A |
| | | 2019-20 | 1 | N.A | N.A | N.A |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | 1 | N.A | N.A | N.A |
| | Shalimar Works Ltd. | 2020-21 | 2 | 0.60 | 0.51 | 0.09 |
| | | 2019-20 | N.A | N.A | N.A | N.A |
| | | 2018-19 | 1 | 0.05 | 0.05 | 0.05 |
| | | 2017-18 | 1 | 0.05 | 0.05 | 0.05 |
| | B. PRIVATE SECTOR | 2020-21 | 47 | 22.79 | | |
| | | 2019-20 | 51 | 28.72 | | |
| | | 2018-19 | 24 | 21.46 | | |
| | | 2017-18 | 49 | 105.35 | | |
| | ABG Shipyard Ltd. @ | 2020-21 | | | | |
| | | 2019-20 | | | | |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 10 | Abhishek Engineers | 2020-21 | N.A | | | |
| 11 | A.C.Roy & Comp. Ltd. | 2020-21 | 1 | 0.10 | 0.10 | 0.10 |
| | | 2019-20 | 17 | 0.60 | 0.09 | 0.03 |
| | | 2018-19 | 2 | 1.01 | 0.62 | 0.39 |
| | | 2017-18 | 10 | 3.41 | 0.72 | 0.04 |
| 12 | A.H. Wadia Boat Builders | 2020-21 | 2 | 0.005 | 0.005 | 0.005 |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | 2020-21 | | | | |
| | | 2019-20 | | | | |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 14 | Bharati Defence & Infrastructure Ltd @ | 2020-21 | | | | |
| | | 2019-20 | | | | |
| | | 2018-19 | | | | |
| | | 2017-18 | 2 | 0.05 | 0.05 | 0.05 |

Table No. 1.5

**Size and Number of Ships Delivered, Company-wise
(2017-18 to 2020-21)**

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) |
| 15 | Bristol Boats Pvt. Ltd. | 2020-21 | 8 | 0.001 | 0.0003 | 0.0002 |
| | | 2019-20 | 2 | 0.002 | 0.001 | 0.001 |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 16 | Chidambaram Shipcare Pvt. Ltd. | 2020-21 | N.A | N.A | N.A | N.A |
| | | 2019-20 | N.A | N.A | N.A | N.A |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 17 | Chowgule & Co. Pvt. Ltd. | 2020-21 | 4 | 8.44 | 4.22 | 4.22 |
| | | 2019-20 | 5 | 8.44 | 4.22 | 4.22 |
| | | 2018-19 | 2 | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 18 | Dempo Shipbuilding & Engineering Pvt. Ltd. | 2020-21 | 1 | 0.74 | 0.74 | 0.74 |
| | | 2019-20 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | 2018-19 | 3.0 | 0.1 | 0.0 | 0.0 |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 19 | Equiptrans Logistics Pvt. Ltd | 2020-21 | N.A | N.A | N.A | N.A |
| 20 | Ferromar Shipping Pvt. Ltd. | 2020-21 | N.A | N.A | N.A | N.A |
| | | 2019-20 | N.A | N.A | N.A | N.A |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | N.A | | | | |
| 22 | High Seas Shipping Associates | N.A | | | | |
| 23 | Homa Engineering Works | N.A | | | | |
| 24 | JITF Shipyard Ltd | N.A | | | | |
| 25 | KSINC | 2020-21 | N.A | N.A | N.A | N.A |
| 26 | L&T Shipbuilding Ltd** | 2020-21 | - | - | - | - |
| | | 2019-20 | - | - | - | - |
| | | 2018-19 | 1 | 1.91 | 1.91 | 1.91 |
| | | 2017-18 | - | - | - | - |
| 27 | Mandovi Dry Docks | 2020-21 | 7 | 5.6 | 3.2 | 0.00 |
| | | 2019-20 | 7 | 9.7 | 5.1 | 0.04 |
| | | 2018-19 | 4 | 12.97 | 5.1 | 1.3 |
| | | 2017-18 | 7 | 14.36 | 5.1 | 0.06 |
| 28 | Marine Care 'N' Associates | N.A | | | | |
| 29 | Marine Frontiers Pvt. Ltd. | 2020-21 | 0 | 0.00 | 0.0 | 0.00 |
| | | 2019-20 | 0 | 0.00 | 0.0 | 0.00 |
| | | 2018-19 | 4 | 0.03 | 0.02 | 0.001 |
| 30 | Modest Infrastructure Pvt. Ltd. | 2020-21 | 1 | 1.66 | 1.66 | 1.66 |
| | | 2019-20 | 1 | 0.4 | 0.4 | 0.4 |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | 2020-21 | N.A | N.A | N.A | N.A |
| | | 2019-20 | N.A | N.A | N.A | N.A |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 32 | Reliance Naval & Engineering Ltd.@ | 2020-21 | | | | |
| | | 2019-20 | | | | |
| | | 2018-19 | 1 | N.A | N.A | N.A |
| | | 2017-18 | 1 | 74.50 | 74.50 | 74.50 |
| 33 | San Marine | 2020-21 | 5 | 1.4 | 0.8 | 0.1 |
| 34 | Sea Blue Shipyard Ltd. | 2020-21 | 6 | 1.3 | 0.4 | 0.1 |
| | | 2019-20 | 14 | 5.0 | 1.1 | 0.1 |
| 35 | Sembmarine Kakinada Ltd. (SKL)@ | 2020-21 | | | | |
| | | 2019-20 | | | | |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | 2017-18 | N.A | N.A | N.A | N.A |
| 36 | Shoft Shipyard Pvt. Ltd. | 2020-21 | 3 | 0.08 | 0.025 | 0.025 |
| | | 2019-20 | N.A | N.A | N.A | N.A |
| | | 2018-19 | 3 | 2.43 | 2.26 | 0.08 |
| | | 2017-18 | 4 | 4.04 | 2.27 | 0.004 |

Table No. 1.5

**Size and Number of Ships Delivered, Company-wise
(2017-18 to 2020-21)**

| S.No | Name of the Company | Year | Ship Delivered | | Size (DWT) | |
|------|------------------------------|----------------|----------------|---------------|------------|---------|
| | | | No. | DWT | Maximum | Minimum |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 37 | Tebma Shipyards Ltd** | 2020-21 | 0 | 0 | 0 | 0 |
| | | 2019-20 | N.A | N.A | N.A | N.A |
| | | 2018-19 | 1 | 0.36 | 0.36 | 0.36 |
| | | 2017-18 | | | | |
| 38 | Timblo Drydocks Pvt. Ltd. | 2020-21 | 0 | 0.00 | 0.00 | 0 |
| | | 2019-20 | 0 | 0.00 | 0.00 | 0 |
| | | 2018-19 | 0 | 0.00 | 0.00 | 0 |
| | | 2017-18 | 13 | 5.23 | 4.23 | 1 |
| 39 | Titagarh Wagons Ltd. | 2020-21 | 1 | 0.19 | 0.19 | 0.19 |
| | | 2019-20 | 3 | 1.67 | 1.30 | 0.19 |
| | | 2018-19 | 3 | 2.78 | 1.30 | 0.19 |
| | | | | | | |
| 40 | Vijai Marine Shipyards | 2020-21 | 7 | 0.9 | 0.7 | 0.007 |
| | | 2019-20 | 2 | 2.9 | 2.5 | 0.4 |
| | | 2018-19 | 1 | 0.2 | 0.2 | 0.2 |
| | | 2017-18 | 11 | 3.4 | 1.5 | 0.2 |
| 41 | West Coast Shipyard Ltd. | 2020-21 | N.A | N.A | N.A | N.A |
| | | 2019-20 | N.A | N.A | N.A | N.A |
| | | 2018-19 | N.A | N.A | N.A | N.A |
| | | | | | | |
| 42 | Waterways Shipyard Pvt. Ltd. | 2020-21 | 1 | 2.5 | 2.5 | 2.5 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | Grand Total (A + B) | 2020-21 | 69 | 30.28 | | |
| | | 2019-20 | 78 | 31.26 | | |
| | | 2018-19 | 41 | 24.77 | | |
| | | 2017-18 | 64 | 110.36 | | |

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

** No information is received for 2020-21

Note: New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; 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 (2017-18 to 2020-21)

| S.No. | Name of The Company | No. of Ships On Order During the year | | | | Ships Delivered During the year | | | |
|-------|--|---------------------------------------|------------|------------|------------|---------------------------------|-----------|-----------|-----------|
| | | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2017-18 | 2018-19 | 2019-20 | 2020-21 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | <u>A. PUBLIC SECTOR</u> | 69 | 111 | 128 | 125 | 15 | 17 | 27 | 22 |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | 5 | 5 | | | 0 | 0 | | |
| 2 | Cochin Shipyard Ltd. | 9 | 47 | 62 | 50 | 2 | 3 | 16 | 13 |
| 3 | Garden Reach Shipbuilders & Eng. Ltd | 14 | 14 | 18 | 17 | 4 | 4 | 4 | 3 |
| 4 | Goa Shipyard Ltd. | 7 | 9 | 12 | 25 | 7 | 3 | 1 | 2 |
| 5 | Hindustan Shipyard Ltd. | 14 | 16 | 10 | 9 | 0 | 6 | 5 | 1 |
| 6 | Hooghly Dock & Port Engineers Ltd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 14 | 14 | 14 | 14 | 1 | - | 1 | 1 |
| 8 | Shalimar Works Ltd. | 6 | 6 | 12 | 10 | 1 | 1 | 0 | 2 |
| | <u>B. PRIVATE SECTOR</u> | 162 | 77 | 121 | 155 | 49 | 24 | 51 | 47 |
| 9 | ABG Shipyard Ltd. @ | 44 | | | | N.A | | | |
| 10 | Abhishek Engineers | | | | 8 | | | | N.A |
| 11 | A.C.Roy & Comp. Ltd. | 6 | 17 | 26 | 36 | 10 | 2 | 17 | 1 |
| 12 | A.H. Wadia Boat Builders | | | | 12 | | | | 2 |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | N.A | N.A | | | N.A | N.A | | |
| 14 | Bharati Defence & Infrastructure Ltd @ | 54 | | | | 2 | | | |
| 15 | Bristol Boats Pvt. Ltd. | 0 | 0 | 0 | 0 | N.A | N.A | 2 | 8 |
| 16 | Chidambaram Shipcare Pvt. Ltd. | 0 | 0 | 0 | 0 | N.A | N.A | N.A | N.A |
| 17 | Chowgule & Co. Pvt. Ltd. | 9 | 7 | 22 | 14 | N.A | 2 | 5 | 4 |
| 18 | Dempo Shipbuilding & Engineering Pvt. Ltd. | 0 | 1 | 1 | 0 | N.A | 3 | 0 | 1 |
| 19 | Equiptrans Logistics Pvt. Ltd | | | | N.A | | | | N.A |
| 20 | Ferromar Shipping Pvt. Ltd. | 0 | 0 | 0 | N.A | 0 | 0 | 0 | N.A |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | | | | N.A | | | | N.A |
| 22 | High Seas Shipping Associates | | | | N.A | | | | N.A |
| 23 | Homa Engineering Works | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 24 | JITF Shipyard Ltd | | | N.A | N.A | | | N.A | N.A |
| 25 | KSINC | | | | N.A | | | | N.A |
| 26 | L&T Shipbuilding Ltd** | 3 | 2 | 2 | | N.A | 1 | N.A | |
| 27 | Mandovi Dry Docks | 6 | 6 | 11 | 6 | 7 | 4 | 7 | 7 |
| 28 | Marine Care 'N' Associates | | | N.A | N.A | | | N.A | N.A |
| 29 | Marine Frontiers Pvt. Ltd. | | 2 | 1 | 0 | | 4 | 0 | 0 |
| 30 | Modest Infrastructure Pvt. Ltd. | 1 | 2 | 1 | 1 | N.A | N.A | 1 | 1 |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | 2 | 2 | 2 | N.A | N.A | N.A | N.A | N.A |
| 32 | Reliance Naval & Engineering Ltd. @ | 28 | 28 | | | 1 | 1 | | |
| 33 | San Marine | | | 5 | 14 | | | N.A | 5 |
| 34 | Sea Blue Shipyard Ltd. | | | 14 | 18 | | | 14 | 6 |
| 35 | Sembmarine Kakinada Ltd. (SKL) @ | 0 | 0 | 0 | | N.A | N.A | N.A | |
| 36 | Shoft Shipyard Pvt. Ltd. | 1 | 0 | 27 | 26 | 4 | 3 | - | 3 |
| 37 | Tebma Shipyards Ltd** | 1 | 0 | 0 | | 1 | 0 | 0 | |
| 38 | Timblo Drydocks Pvt. Ltd. | 4 | 0 | 0 | | 13 | 0 | 0 | |
| 39 | Titagarh Wagons Ltd. | | 1 | N.A | 12 | | 3 | 3 | 1 |
| 40 | Vijai Marine Shipyards | 3 | 9 | 9 | 6 | 11 | 1 | 2 | 7 |
| 41 | West Coast Shipyard Ltd | | 0 | 0 | N.A | | N.A | N.A | N.A |
| 42 | Waterways Shipyard Pvt. Ltd. | | | | 2 | | | | 1 |
| | TOTAL(A+B) | 231 | 188 | 249 | 280 | 64 | 41 | 78 | 69 |

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

** No information is received for 2020-21

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; 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 (2017-18 to 2020-21)**

| S.No. | Name of The Company | Year | Keel-laid | No. of Ships Launched | Under Construction at | Under Fitting at Jetty Quay |
|---------------------------------|--|--|----------------------|--------------------------|--------------------------|--------------------------------|
| (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| <u>A. PUBLIC SECTOR</u> | | | | | | |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | 2020-21 2019-20 2018-19 2017-18 | 5 5 5 | NA NA | 5 5 | NA NA |
| 2 | Cochin Shipyard Ltd. | 2020-21 2019-20 2018-19 2017-18 | 6 6 6 4 | 2 2 2 NA | NA NA 2 NA | 7 14 3 2 |
| 3 | Garden Reach Shipbuilding & Engineers Ltd. | 2020-21 2019-20 2018-19 2017-18 | 4 NA 2 3 | 1 NA NA 1 | 4 3 NA NA | 1 3 6 7 |
| 4 | Goa Shipyard Ltd. | 2020-21 2019-20 2018-19 2017-18 | 3 NA NA NA | NIL NA NA NA | 15 2 5 5 | 3 3 2 2 |
| 5 | Hindustan Shipyard Ltd. | 2020-21 2019-20 2018-19 2017-18 | 2 7 NA 6 | 2 NA NA NA | NIL NA NA NA | 5 NA 7 4 |
| 6 | Hooghly Dock & Port Engineers Ltd. | 2020-21 2019-20 2018-19 2017-18 | 0 0 0 NA | 0 0 0 NA | 0 0 0 NA | 0 0 0 NA |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 2020-21 2019-20 2018-19 2017-18 | 2 14 2 2 | 3 8 6 4 | 3 NA 4 4 | 2 NA 2 1 |
| 8 | Shalimar Works Ltd. | 2020-21 2019-20 2018-19 2017-18 | 0 0 0 0 | 0 0 0 0 | 4 6 5 5 | 6 6 1 1 |
| <u>B. PRIVATE SECTOR</u> | | | | | | |
| 9 | ABG Shipyard Ltd. @ | 2020-21 2019-20 2018-19 2017-18 | 44 | NA | NA | 1 |
| 10 | Abhishek Engineers | 2020-21 | 1 | NA | NA | NA |
| 11 | A. C. Roy & Comp. Ltd. | 2020-21 2019-20 2018-19 2017-18 | 10 25 0 4 | 26 1 6 1 | NA NA 10 1 | NA NA 0 NA |
| 12 | A.H. Wadia Boat Builders | 2020-21 | 5 | 2 | 1 | 0 |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | 2020-21 2019-20 2018-19 2017-18 | NA NA NA | NA NA NA | NA NA NA | NA NA NA |
| 14 | Bharati Defence & Infrastructure Ltd | 2020-21 2019-20 2018-19 2017-18 | NA | 2 | 40 | 8 |
| 15 | Bristol Boats Pvt. Ltd. | 2020-21 2019-20 2018-19 2017-18 | NA NA NA NA | NA NA NA NA | NA NA NA NA | NA NA NA NA |
| 16 | Chidambaram Shipcare Pvt. Ltd. | 2020-21 2019-20 2018-19 2017-18 | NA NA NA NA | NA NA NA NA | NA NA NA NA | NA NA NA NA |
| 17 | Chowgule & Co. Pvt. Ltd. # | 2020-21 2019-20 2018-19 2017-18 | 2 4 6 4 | NA NA NA NA | 5 9 3 2 | NA NA 1 NA |

Table No. 1.7(Contd...)

No. Of Ships - By Keel Laid, Launched And Ships Under Construction, Company-wise (2017-18 to 2020-21)

| S.No. | Name of The Company | Year | Keel-laid | No. of Ships Launched | Construction at Berth | Under Fitting at Jetty Quay |
|--------------------|--|--|----------------------|-----------------------|-----------------------|-----------------------------|
| (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 18 | Dempo Shipbuilding & Engineering Pvt. Ltd. | 2020-21 2019-20 2018-19 2017-18 | NA NA NA NA | NA NA NA NA | NA NA 1 NA | NA 1 NA 3 |
| 19 | Equiptrans Logistics Pvt. Ltd | 2020-21 | NA | NA | NA | NA |
| 20 | Ferromar Shipping Pvt. Ltd. | 2020-21 2019-20 2018-19 2017-18 | NA NA NA NA | NA NA NA NA | NA NA NA NA | NA NA NA NA |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | NA | | | | |
| 22 | High Seas Shipping Associates | NA | | | | |
| 23 | Homa Engineering Works | NA | | | | |
| 24 | JITF Shipyard Ltd | NA | | | | |
| 25 | KSINC | 2020-21 | 0 | 1 | 1 | 0 |
| 26 | L&T Shipbuilding Ltd.** | 2020-21 2019-20 2018-19 2017-18 | NA NA NA NA | NA NA NA NA | NA NA NA NA | 2 2 3 |
| 27 | Mandovi Dry Docks | 2020-21 2019-20 2018-19 2017-18 | 0 9 6 2 | 0 6 3 6 | 6 3 NA 1 | 0 NA NA NA |
| 28 | Marine Care 'N' Associates | NA | | | | |
| 29 | Marine Frontiers Pvt. Ltd. | 2020-21 2019-20 2018-19 | NA NA 1 | NA NA NA | NA 2 1 | NA NA NA |
| 30 | Modest Infrastructure Pvt. Ltd. | 2020-21 2019-20 2018-19 2017-18 | 1 1 1 NA | Nil NA NA NA | 1 1 1 NA | Nil NA NA NA |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | 2020-21 2019-20 2018-19 2017-18 | 2 NA NA NA | 0 NA NA NA | 2 2 2 2 | 0 NA NA NA |
| 32 | Reliance Naval & Engineering Ltd. @ | 2020-21 2019-20 2018-19 2017-18 | 2 2 2 | 2 2 2 | 2 2 2 | 7 7 |
| 33 | San Marine | 2020-21 2019-20 | NA NA | NA NA | 5 5 | 6 NA |
| 34 | Sea Blue Shipyard Ltd | 2020-21 2019-20 | NA NA | NA NA | NA NA | NA NA |
| 35 | Sembmarine Kakinada Ltd. (SKL) @ | 2020-21 2019-20 2018-19 2017-18 | NA NA NA NA | NA NA NA NA | NA NA NA NA | NA NA NA NA |
| 36 | Shoft Shipyard Pvt. Ltd. | 2020-21 2019-20 2018-19 2017-18 | 24 27 2 1 | 5 7 2 4 | 23 7 2 5 | 23 7 2 NA |
| 37 | Tebma Shipyards Ltd** | 2020-21 2019-20 2018-19 2017-18 | NA NA NA NA | NA NA NA NA | NA NA NA NA | NA NA NA 1 |
| 38 | Timblo Drydocks Pvt. Ltd. | 2020-21 2019-20 2018-19 2017-18 | 0 0 NA 2 | 0 0 NA 3 | 0 0 NA 2 | 0 0 NA 3 |
| 39 | Titagarh Wagons Ltd. | 2020-21 2019-20 2018-19 | NA NA NA | NA NA NA | NA NA NA | NA NA 1 |
| 40 | Vijai Marine Shipyards | 2020-21 2019-20 2018-19 2017-18 | NA NA NA 8 | 1 NA 1 7 | 3 2 5 1 | 2 7 4 1 |
| 41 | West Coast Shipyard Ltd. | 2020-21 2019-20 2018-19 | NA NA NA | NA NA NA | NA NA NA | NA NA NA |
| 42 | Waterways Shipyard Pvt. Ltd. | 2020-21 | NA | NA | 2 | NA |
| Total (A+B) | | 2020-21 | 62 | 43 | 75 | 55 |
| | | 2019-20 | 93 | 24 | 42 | 43 |
| | | 2018-19 | 33 | 22 | 48 | 38 |
| | | 2017-18 | 87 | 30 | 75 | 44 |

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

Includes 3 Mega Blocks at Under Construction at Berth

** No information is received for 2020-21

Note: New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

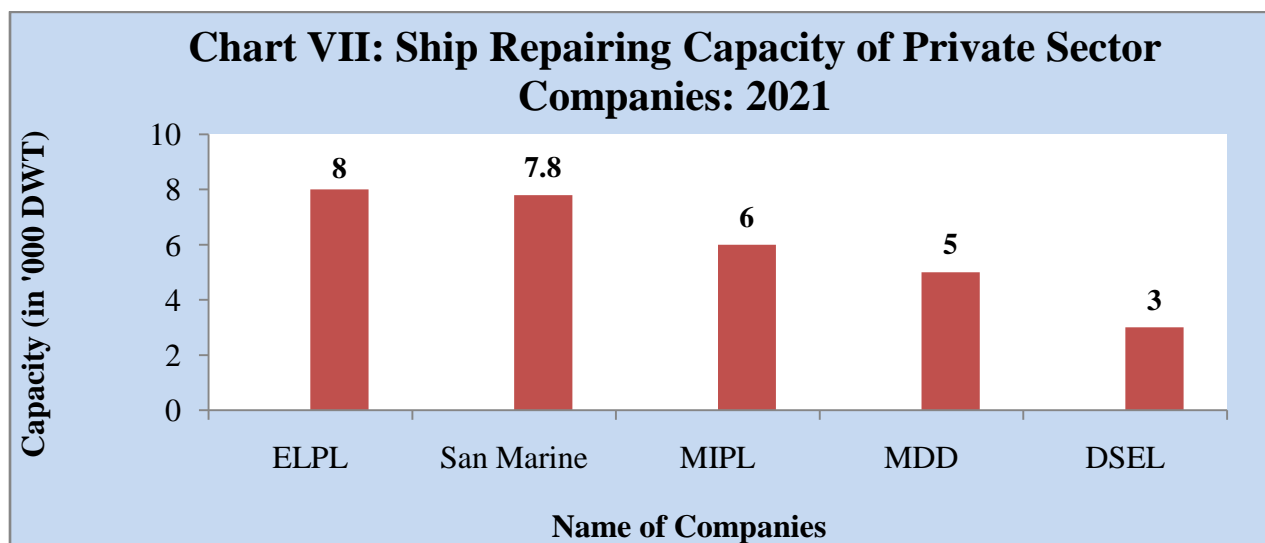
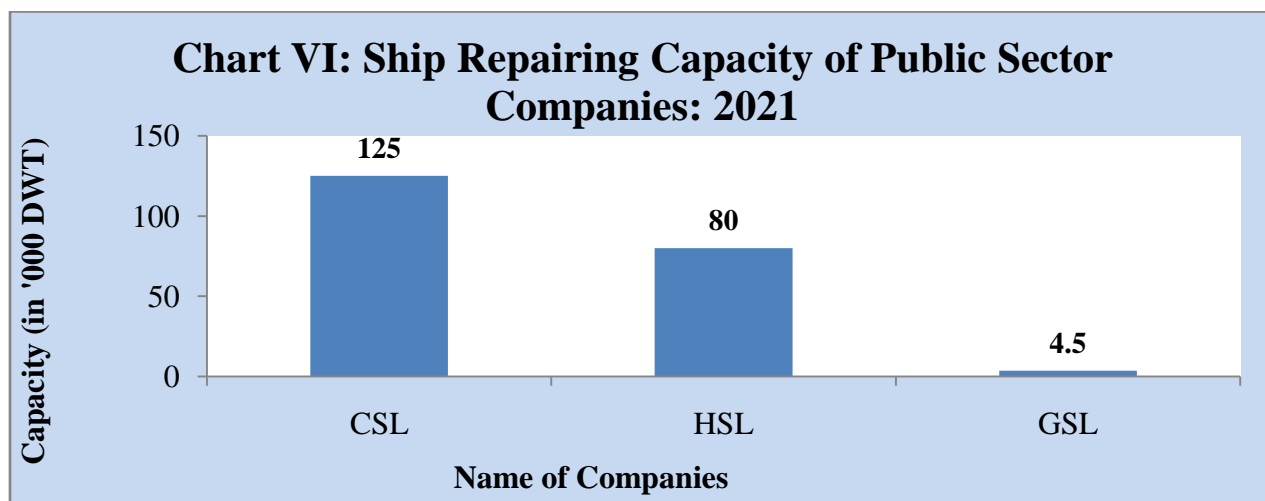
Section-2

INDIA'S SHIP-REPAIRING INDUSTRY

2. INDIA'S SHIP-REPAIRING INDUSTRY

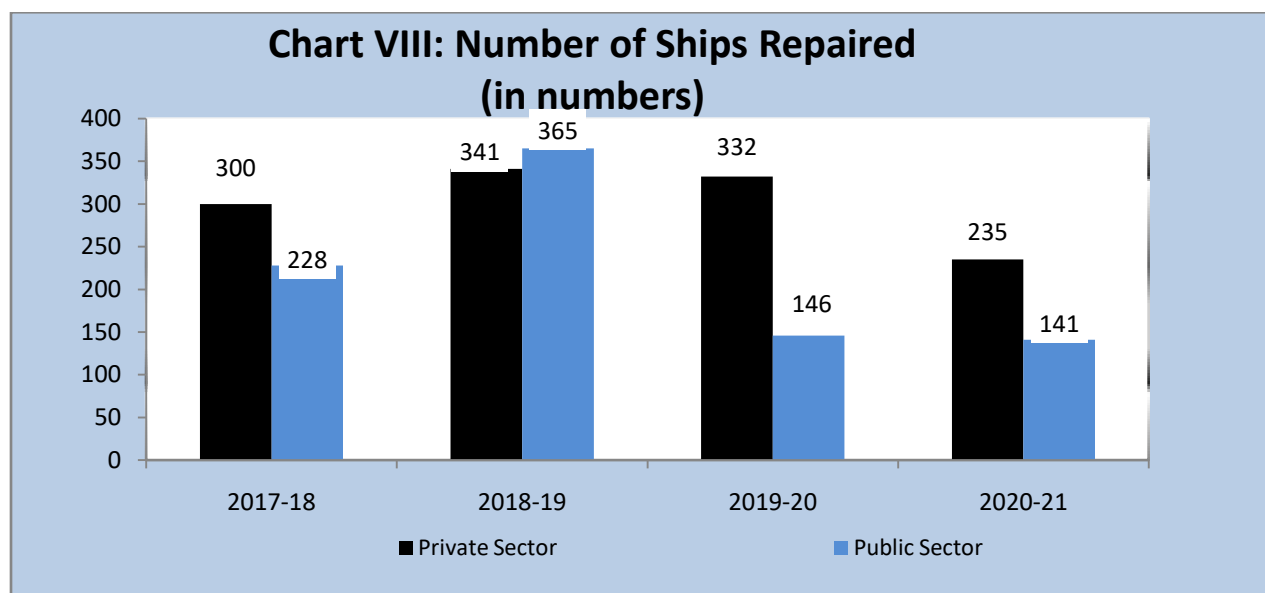
2.1 Ship repair capacity essentially reflects capability in terms of the number of ships repaired and maximum size of ship that can be repaired in terms of DWT.

2.2 Amongst public sector companies, Cochin Shipyard Ltd (CSL) had the highest capacity for ship repairing (125 thousand DWT) followed by Hindustan Shipyard Ltd. (HSL) (80 thousand DWT) and Goa Shipyard Ltd. (GSL) (4.5 thousand DWT) in 2020-21. In private sector category amongst the reporting companies, Equiptrans logistics Pvt. Ltd. (ELPL) (8.00 thousand DWT) had the highest capacity for ship repairing followed by San Marine (7.8 thousand DWT), Modest Infrastructure Pvt. Ltd. (MIPL) (6 thousand DWT), Mandovi Drydocks (MDD) (5 thousand DWT) and Dempo Shipbuilding and Engineering Pvt. Ltd. (3 thousand DWT). Charts VI& VII below depict the ship repairing capacity of major public and private sector shipbuilding yards as on 31st March 2021 and details of the same are given in table 2.1.



NUMBER OF SHIPS REPAIRED

2.3 In 2020-21, total 376 ships were repaired out of which 235 ships were repaired by private sector shipyards and 141 ships were repaired by public sector shipyards against 478 ships repaired in 2019-20. Chart–VIII given below depicts comparative picture of the number of ships repaired by all public and private sector shipbuilding yards during 2017-18 to 2020-21 and details of the same are given in Table 2.4.



2.4 In 2020-21 amongst the Public sector, Cochin Shipyard Ltd had repaired the highest number of ships (97 ships with earnings of Rs. 395.61 crore) followed by Goa Shipyard Ltd. (31 ships with earnings of Rs. 154.48 crore) and Hindustan Shipyard Ltd. (6 ships with earnings of Rs 211.74 crore). In the private sector, amongst the reporting companies Chidambaram Shipcare Pvt. Ltd. had the highest number of ships repaired (103 ships with earnings of Rs 8.84 crore) followed by Dempo Shipbuilding & Engineering Pvt. Ltd.(DSEL) (26 ships with earnings of Rs 5.13 crore), Equiptrans Logistics Pvt. Ltd. (21 ships with earnings of Rs 6.78 crore), Sea Blue Shipyard Ltd.(18 ships repaired with an earnings of Rs 12.59 crore), Mandovi Drydocks (13 ships with earnings of Rs 4.61 crore) and JITF Shipyards Ltd (10 ships with earnings of Rs 2.36 crore). Amongst reporting companies, in terms of ships repaired, the private sector and public sector accounted for a share of 62.5% (235 Ships) and 37.5% (141 Ships) respectively in the total ships repaired (376 Ships) during 2020-21. Company wise ship repairing facilities for dry docks, wet docks and other repairing facilities as on 31st March 2021 is given in Table 2.3 & 2.3(a) respectively. Company wise earnings from the year 2017-18 to 2020-21 along with number of ships repaired by Indian vessels and foreign vessels is given in Table 2.4.

2.5 Table 5 given below depicts the number of ships repaired and earnings by both public and private ship yards in India during 2019-20 and 2020-21.

| Table No. 5 : Number of Ships Repaired and Earnings | | | | | | | | | | | | |
|--|---|-----------------|------------------------|---------------|----------------------|-----------------|---|------------------|------------------------|---------------|----------------------|------------------|
| Name of The Company | 2019-20 | | | | | | 2020-21 | | | | | |
| | 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) | 145 | 89511.70 | 1 | 304.00 | 146 | 89815.55 | 138 | 118915.61 | 3 | 568.74 | 141 | 119484.35 |
| 1. Alcock Ashdown & Co. Ltd.@ | | | | | | | | | | | | |
| 2. Cochin Shipyard Ltd. | 98 | 56222.00 | 1 | 291.00 | 99 | 56513.00 | 94 | 39025.33 | 3 | 535.74 | 97 | 39561.07 |
| 3. Garden Reach Shipbuilders & Engineers Ltd. | No Merchant Ships repaired during 2019-20 | | | | | | No Merchant Ships repaired during 2020-21 | | | | | |
| 4. Goa Shipyard Ltd. | 30 | 11876.19 | - | 12.85 | 30 | 11889.04 | 31 | 15415.00 | - | 33.00 | 31 | 15448.00 |
| 5. Hindustan Shipyard Ltd. | 13 | 5410.37 | - | - | 13 | 5410.37 | 6 | 21174.16 | - | - | 6 | 21174.16 |
| 6. Hooghly Dock & Port Engineers Ltd. | - | - | - | - | - | - | - | - | - | - | - | - |
| 7. Mazagon Dock Shipbuilders Ltd. | 1 | 15893.00 | - | - | 1 | 15893.00 | 4 | 43263.00 | - | - | 4 | 43263.00 |
| 8. Shalimar Works Ltd. | 3 | 110.14 | - | - | 3 | 110.14 | 3 | 38.12 | - | - | 3 | 38.12 |
| B. PRIVATE SECTOR (Total) | 281 | 42675.19 | 51 | 961.79 | 332 | 43636.98 | 211 | 8308.07 | 24 | 173.67 | 235 | 8481.74 |
| 9. ABG Shipyard Ltd. @ | | | | | | | | | | | | |
| 10. Abhishek Engineers | | | | | | | 6 | 150.00 | - | - | 6 | 150.00 |
| 11. A.C.Roy & Co. Ltd. | 7 | 534.00 | - | - | 7 | 534.00 | 8 | 420.00 | - | - | 8 | 420.00 |
| 12. A.H. Wadia Boat Builders | | | | | | | - | - | - | - | - | - |
| 13. A.S. Moloobhoy Pvt. Ltd. | | | | | | | | | | | | |
| 14. Bharati Defence & Infrastructure Ltd @ | | | | | | | | | | | | |
| 15. Bristol Boats Pvt. Ltd. | 2 | 51.34 | - | - | 2 | 51.34 | 2 | 1.39 | - | - | 2 | 1.39 |
| 16. Chidambaram Shipcare Pvt. Ltd | 80 | 333.02 | 44 | 76.52 | 124 | 409.54 | 82 | 721.64 | 21 | 162.79 | 103 | 884.42 |
| 17. Chowgule & Co. Pvt. Ltd | 48 | 17005.26 | - | - | 48 | 17005.26 | - | - | - | - | - | - |
| 18. Dempo Shipbuilding & Engg. Ltd. | 37 | 562.83 | - | - | 37 | 562.83 | 26 | 513.21 | - | - | 26 | 513.21 |
| 19. Equiptrans Logistics Pvt. Ltd. | | | | | | | 21 | 678.39 | - | - | 21 | 678.39 |
| 20. Ferromar Shipping Pvt. Ltd. | - | - | - | - | - | - | - | - | - | - | - | - |
| 21. M/s Glory Shipmanagement Pvt. L | | | | | | | 4 | 177.29 | - | - | 4 | 177.29 |
| 22. High Seas Shipping Associates | | | | | | | 2 | 76.76 | - | - | 2 | 76.76 |
| 23. Homa Engineering Works | 4 | 1792.49 | - | - | 4 | 1792.49 | 1 | 452.12 | - | - | 1 | 452.12 |

| | | | | | | | | | | | | |
|--|------------|------------------|-----------|----------------|------------|------------------|------------|------------------|-----------|---------------|------------|------------------|
| 24. JITF Shipyards Ltd. | 15 | 172.72 | - | - | 15 | 172.72 | 10 | 236.48 | - | - | 10 | 236.48 |
| 25. KSINC | | | | | | | 1 | 14.00 | - | - | 1 | 14.00 |
| 26. L&T Shipbuilding Ltd** | 8 | 10385.01 | - | - | 8 | 10385.01 | | | | | | |
| 27. Mandovi Drydocks | 21 | 1097.18 | - | - | 21 | 1097.18 | 13 | 461.00 | - | - | 13 | 461.00 |
| 28. Marine Care 'N' Associates | 2 | 987.00 | - | - | 2 | 987.00 | 8 | 987.00 | - | - | 8 | 987.00 |
| 29. Marine Frontiers Pvt. Ltd. | 6 | 88.25 | - | - | 6 | 88.25 | - | - | - | - | - | - |
| 30. Modest Infrastructure Pvt. Ltd. | 4 | 937.44 | - | - | 4 | 937.44 | 6 | 1686.63 | - | - | 6 | 1686.63 |
| 31. NN Shipbuilders & Engg. Pvt Ltd | - | - | - | - | - | - | - | - | - | - | - | - |
| 32. Reliance Naval & Engineering Ltd.@ | | | | | | | | | | | | |
| 33. San Marine | - | - | - | - | - | - | - | - | - | - | - | - |
| 34. Sea Blue Shipyard Ltd. | 14 | 1553.08 | - | - | 14 | 1553.08 | 15 | 1247.72 | 3 | 10.98 | 18 | 1258.60 |
| 35. Sembmarine Kakinada Ltd.@ | 19 | 6219.37 | 7 | 885.27 | 26 | 7104.64 | | | | | | |
| 36. Shoft Shipyard Pvt. Ltd. | 3 | 218.48 | - | - | 3 | 218.48 | 4 | 435.34 | - | - | 4 | 435.34 |
| 37. Tebma Shipyard Ltd** | 3 | 45.88 | - | - | 3 | 45.88 | | | | | | |
| 38. Timblo Drydocks Pvt. Ltd. | - | - | - | - | - | - | - | - | - | - | - | - |
| 39. Titagarh Wagons Ltd. | - | - | - | - | - | - | - | - | - | - | - | - |
| 40. Vijai Marine Shipyards | 6 | 602.05 | - | - | 6 | 602.05 | 1 | 35.03 | - | - | 1 | 35.03 |
| 41. West Coast Shipyard Ltd. | 2 | 89.79 | - | - | 2 | 89.79 | 1 | 14.09 | - | - | 1 | 14.09 |
| 42. Waterways Shipyard Pvt. Ltd. | | | | | | | - | - | - | - | - | - |
| Grand Total (A + B) | 426 | 132186.89 | 52 | 1265.79 | 478 | 133452.53 | 349 | 127223.68 | 27 | 742.41 | 376 | 127966.09 |

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

Note (2): Note: New companies (At S. No. 10, 12, 19, 21, 22, 25&42) have been added from 2020-21; based on the list obtained from Indian Shipping Register.

** No information is received for 2020-21

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

SHIP REPAIR FACILITIES AVAILABLE AT MAJOR PORTS

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

2.7 Available data on Ship repair facilities reveal that Syama Prasad Mukherjee Port (SMP, Kolkata) has a maximum number of dry docks (5), Mumbai Port Trust, Visakhapatnam Port Trust 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 five 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.

Table No. 2.1

**Company-wise Ship Repairing Capacity
(As on 31st March, 2021)**

| Sl. No. | Name of the company | Type of Vessels/Ships | Ship repair capacity/Maximum size capacity | | | |
|---------|--|--|--|--------------|--------------|-------------------|
| | | | Length (Mts.) | Width (Mts.) | Draft (Mts.) | DWT (in thousand) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| A. | PUBLIC SECTOR | | | | | |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | | | | | |
| 2 | Cochin Shipyard Ltd. | All type of vessels | 300/ 270 | 40.00 | 6.50 | 125.0 |
| 3 | Garden Reach Shipbuilders and Engineers Ltd. | <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Dry Dock – 1 (Old) of Main Unit (Dry Dock's Length:- 160 mts., Width:- 25 mts.& Draft:- 8 mts. above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Dry Dock – 2 (New) of Main Unit (Dry Dock's Length:- 180 mts., Width:- 29 mts.& Draft:- 12mts. which is 02 mts. below KODS* and 10 mts. above KODS*)</p> <p>03 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Dry Dock – 2 of RBD Unit (Dry Dock's Length:- 158mts., Width:- 18 mts.& Draft:- 8 mts. above KODS*)</p> <p>02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Dry Dock - 1 of RBD Unit (Functional Length :- 179mts., Breadth:- 12.34 mts. At Bottom and 27.20 mts. At Top, Depth:- 6.46 mts., Dock Bed: 2.38 mts above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Finger Jetty – 1 of FOJ Unit (Finger Jetty's Length:- 184.5 mts., Width:- 11.5 mts.& Draft:- 7.0 mts. minimum above KODS*)</p> <p>01 No. Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Finger Jetty – 2 of FOJ Unit (Finger Jetty's Length:- 184.5 mts., Width:- 11.5mts.& Draft:- 7.0 mts. minimum above KODS*)</p> <p>02 No. each of Fleet Tanker or Frigate or Corvette or Landing Ship Tank (Large) at Naval Jetty of FOJ Unit (Naval Jetty's Length:- 229 mts., Width:- 10 mts.& Draft:- 8.0 mts. minimum above KODS*)</p> <p>01 Nos. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Wet Basin of Main Unit (Wet Basin's Length:- 109mts., Width:- 23mts.Draft:- 8.0 mts., with Sill Height:- 1.83 mts. above KODS*)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Western Jetty of Main Unit (Western Jetty's Length:- 100mts. with Pontoon of Length:- 25mts., Width:- 9mts.,and Height:- 4.5 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Canteen Jetty of Main Unit (Canteen Jetty's Length:- 100mts., with Pontoon of Length:- 13.5mts., Width:- 4.5mts.,and Height:- 1.0 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Hooghly Jetty of RBD Unit(Hooghly Jetty's Length:- 88mts., with Pontoon of Length:- 25mts., Width:- 9.0mts.,and Height:- 1.9 mts.,)</p> <p>01 No. each of Offshore Patrol Vessel (OPV) or Landing Craft Utility (LCU). Alternatively, 02 Nos. each of Fast Attack Craft (FAC) or Inshore Patrol Vessel (IPV) or Fast Patrol Vessel (FPV) at Ganga Jetty of Main Unit(Ganga Jetty's Length:- 75 mts., with Pontoon of Length:- 25mts., Width:- 9.0mts.,and Height:- 1.9 mts.,)</p> | < 160 | 24.00 | 4.00 | |
| | | | < 180 | < 29 | 4.00 | |
| | | | ≤50 | ≤8 | 4.00 | |
| | | | ≤50 | ≤8 | 4.00 | |
| | | | 180.00 | 24.00 | 4.00 | |
| | | | 180.00 | 24.00 | 4.00 | |
| | | | 180.00 | 24.00 | 4.00 | |
| | | | 80.00 | 11.00 | 4.00 | |
| | | | 80.00 | 11.00 | 4.00 | |
| | | | 80.00 | 11.00 | 4.00 | |
| | | | 80.00 | 11.00 | 4.00 | |
| | | | 80.00 | 11.00 | 4.00 | |
| 4 | Goa Shipyard Ltd. | Advanced Offshore Petrol Vessels (APOV), Fast Patrol Vessels (FPV), Fast Attack Crafts (XFAC), Survey Vessels (HSV), Sail Training Ships (STS), Missile Crafts, Frigates, Landing Crafts, Tugs, Dredgers, Launchers, Passenger Ferries, Fishing Vessels, GRP boats and other medium sized sophisticated vessels | 135.00 | 20.00 | 5.00 | 4.5 |
| 5 | Hindustan Shipyard Ltd. | Cargo Vessels, Passenger Vessel, Tugs, OPVs, Dredgers, Naval Ships, Floating Docks, Oil Tankers, Fishing Trawlers, Submarine Retrofit. | 220.00 | 32.20 | 18.00 | 80.00 |
| 6 | Hooghly Dock & Port Engineer Ltd. | NIL | | | | |

Table No. 2.1 contd.

Company-wise Ship Repairing Capacity
(As on 31st March, 2021)

| 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 |
| 7 | Mazagaon Dock Shipbuilders Ltd. | Warships | 200.00 | 18.00 | 5.50 | - |
| | | Merchant Ships | 200.00 | 18.00 | 5.50 | - |
| | | Medium Refit with Life Certification | 70.00 | 6.50 | 5.50 | - |
| 8 | Shalimar Works Ltd. | Survey Vessels | 55.00 | 11.00 | 3.00 | 0.07 |
| | | Ro-Ro Vessels, Passenger Vessels | 27.00 | 11.00 | 1.50 | 0.09 |
| B. | PRIVATE SECTOR (Contd.) | | | | | |
| 9 | ABG Shipyard Ltd. @ | | | | | |
| 10 | Abhishek Engineers | Ore Carriers, Barges, IV | 70.00 | 14.00 | 4.20 | 2.40 |
| | | Dredgers | 36.00 | 12.00 | 2.00 | N.A |
| | | Tugs and Other Crafts | 20.00 | 5.00 | 2.00 | N.A |
| 11 | A.C. Roy & Co. Ltd. | Launch | 25.00 | 7.00 | 2.00 | 0.03 |
| | | Barge | 60.00 | 16.00 | 3.50 | 2.00 |
| | | Tug | 20.00 | 6.00 | 2.00 | 0.03 |
| 12 | A.H. Wadia Boat Builders | Security Boat | 24.00 | 6.00 | 1.50 | 0.01 |
| | | FRP Speed Boat | 18.00 | 4.50 | 1.00 | 0.01 |
| | | Barges | 20.00 | 5.00 | 1.50 | 0.02 |
| 13 | A.S. Moloobhoy Pvt Ltd. @ | | | | | |
| 14 | Bharati Defence & Infrastructure Ltd. @ | | | | | |
| 15 | Bristol Boats Pvt. Ltd. | Various FRP crafts, life Boats and Rescue Boats 10 to 20 Nos. | 20.00 | 5.00 | 4.00 | 0.05 |
| 16 | Chidambarm Shipcare Pvt. Ltd. | N.A | | | | |
| 17 | Chowgule & Company Pvt. Ltd. | N.A | | | | |
| 18 | Dempo Shipbuilding and Engineering Pvt. Ltd. | MBC - Sea going, RSV, container. | 80.00 | 16.00 | 2.20 | 3.00 |
| | | Barges - Sea Going, RSV, Containers, Tankers, MPV, Crane Barges, Passengers, Ferries, Split Barges, Ro-Ro Vessels, Spud Pontoon, Jackup Barges | 80.00 | 16.00 | 2.20 | 2.50 |
| | | Tugs - Sea Going, IV, RSV, Dredgers, AHTS | 80.00 | 16.00 | 2.20 | N.A |
| 19 | Equiptrans Logistics Pvt. Ltd | MBC | 120.00 | 20.00 | 3.50 | 8.0 |
| | | Tug | 55.00 | 14.00 | 3.50 | 0.8 |
| 20 | Ferromar Shipping Pvt. Ltd. | Inland Vessel | 70.00 | 13.00 | 1.20 | 2.00 |
| | | Coastal Vessel | 100.00 | 13.00 | 1.30 | 2.50 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | Mini Bulk Carrier, Tugs, Offshore Patrol Vessels, Barges, Anchor Handling Tugs, Platform Supply Vessels | 101.00 | 18.00 | 5.00 | |
| 22 | High Seas Shipping Associates | Indian Coast Guard Vessels | 50.3 | 8.4 | 1.7 | 0.3 |
| | | KGS-C-424 Boats | 23.3 | 6.6 | 1.5 | 0.1 |
| 23 | Homa Engineering Works | Repair all class of vessels, but do not have own dry dock and wet basin facility | | | | |
| 24 | JITF Shipyard Ltd | Cargo | 78 | 14 | 3.5 | 2.71 |
| 25 | KSINC | Cargo | 38 | 9.5 | 1.8 | 0.3 |
| | | Tanker | 38 | 9.5 | 1.8 | 0.3 |
| | | RoRo | 38 | 9.5 | 1.8 | 0.05 |
| 26 | L&T Shipbuilding Ltd** | Any type of Commercial/ Defence Vessels upto a length of 200 mtr. and beam of 46 mtr. | | | | |
| 27 | Mandovi Drydocks | Bulk Carrier | 80 | 15.00 | 3.00 | 5.0 |
| 28 | Marine Care 'N'Associates | Indian Coast Guard Ships | 140.00 | 18.00 | 5.60 | NIL |
| 29 | Marine Frontiers Pvt. Ltd. | All type of Boats | 60.00 | 10.00 | 4.00 | 0.15 |

Table No. 2.1 (Contd.)

**Company-wise Ship Repairing Capacity
(As on 31st March, 2021)**

| 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 | Modest Infrastructure Pvt. Ltd. | General Cargo | 99.00 | 18.00 | 4.50 | 6.00 |
| | | Tug | 33.00 | 11.50 | 4.10 | Bollard Pull - 65 T |
| | | Survey Vessel | 42.18 | 8.53 | 3.96 | NIL |
| | | OSV | 59.20 | 15.00 | 2.50 | NIL |
| | | Cement Carrier | 97.00 | 17.00 | 4.20 | 4.00 |
| | | Product Tanker | 75.00 | 13.00 | 5.60 | 3.30 |
| | | Dry Bulk Carrier | 82.00 | 14.00 | 4.20 | 4.20 |
| | | Container Carrier | 67.20 | 12.80 | 3.20 | 94 TEU |
| | | Ferry Craft | 62.10 | 9.40 | 2.00 | 0.80 |
| | | Grab Hooper Dredger | 44.14 | 10.00 | 2.80 | 0.75 |
| | | Ammunition cum Torpedo cum Missile Non Propelled Barge | 25.25 | 8.50 | 1.71 | 0.12 |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | Tugs | 70.00 | 12.00 | 4.00 | 1.00 |
| | | Ferry Crafts | 70.00 | 12.00 | 4.00 | 2.00 |
| | | Barges | 70.00 | 12.00 | 4.00 | 2.00 |
| 32 | Reliance Naval & Engineering Ltd. @ | | | | | |
| 33 | San Marine | Mini Bulk Carriers | 85.00 | 20.00 | 6.50 | 7.50 |
| | | Dumb Barges | 91.50 | 27.50 | 5.50 | 7.80 |
| | | Oil Tanker | 50.75 | 12.00 | 4.90 | 0.96 |
| | | Tugs | 25.00 | 8.00 | 2.30 | 0.19 |
| 34 | Sea Blue Shipyard Ltd. | Patrol Vessel | 94.00 | 12.20 | 3.60 | 0.30 |
| | | Research Vessel | 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 Vessel | 55.00 | 11.00 | 3.30 | 0.25 |
| | | Water/ Ro-Ro Barge | 54.00 | 10.00 | 2.00 | 0.30 |
| | | Passenger Vessel | 50.90 | 11.60 | 2.10 | 0.15 |
| | | Jankar | 35.00 | 10.00 | 2.50 | 0.28 |
| 35 | Sembmarine Kakinada Ltd @ | | | | | |
| 36 | Shoft Shipyard Pvt. Ltd. | Barges | 100.00 | 34.00 | 3.00 | 3.00 |
| | | Cargo Ships | 90.00 | 20.00 | 3.50 | 2.80 |
| | | Passenger Ships/ Crafts | 90.00 | 20.00 | 3.50 | 1.50 |
| | | Barges/ Work Boats | 70.00 | 14.00 | 2.50 | 1.50 |
| | | Tugs/ Dredgers etc. | 40.00 | 10.00 | 3.50 | N.A |
| | | Naval Ships like OPV, TRV, Survey vessel, Auxiliary Crafts, IB etc. | 100.00 | 20.00 | 3.00 | 0.90 |
| 37 | Tebma Shipyards Ltd.** | TUG, AHTS | 48.00 | 14.00 | 5.00 | 2.10 |
| | | Barges Mini Bulk Carrier | 120.00 | 20.00 | 3.00 | 2.50 |
| | | PSV | 80.00 | 20.00 | 6.00 | 2.00 |
| 38 | Timblo Drydocks Pvt. Ltd. | Tugs, Fishing Trawlers | 70.00 | 14.00 | 1.50 | 2.50 |
| | | Oil Tankers Bulk Carrier, Dredgers etc. | 70.00 | 14.00 | 1.50 | 2.50 |
| 39 | Titagarh Wagons Ltd. | NIL | | | | |
| 40 | 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 | 0.20 |
| 41 | West Coast Shipyard Ltd. | Barges | 73.00 | 16.00 | 2.20 | N.A |
| | | Passenger Vessels | 82.00 | 14.00 | 3.94 | 2.95 |
| | | Goa Tourism Vessels | 30.00 | 8.00 | 1.20 | N.A |
| 42 | Waterways Shipyard Pvt. Ltd. | N.A | | | | |

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

** No information is received for 2020-21

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 2.2

Ship Repairing Capacity-By Company and Maximum Size (2018-2021)

(DWT in thousand)

| S.No | Name of The Company | As on 31st March | | | |
|------|--|--|-----------|--------|--------|
| | | 2018 | 2019 | 2020 | 2021 |
| 1 | 2 | 3 | 4 | 5 | 6 |
| | A. PUBLIC SECTOR | | | | |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | - | No Repair | | |
| 2 | Cochin Shipyard Ltd. | 125.00 | 125.00 | 125.00 | 125.00 |
| 3 | Garden Reach Shipbuilders & Engineers Ltd. | NIL | NIL | NIL | NIL |
| 4 | Goa Shipyard Ltd. | 4.50 | 4.50 | 4.50 | 4.50 |
| 5 | Hindustan Shipyard Ltd. | 80.00 | 80.00 | 80.00 | 80.00 |
| 6 | Hooghly Dock & Port Enginers Ltd. | NIL | NIL | NIL | NIL |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 30.00 | 30.00 | 40.00 | N.A |
| 8 | Shalimar Works Ltd. | 0.07 | 0.07 | 0.09 | 0.09 |
| | B. PRIVATE SECTOR | | | | |
| 9 | ABG Shipyard Ltd. @ | 120.00 | | | |
| 10 | Abhishek Engineers | | | | 2.40 |
| 11 | A.C Roy & Comp. Ltd. | 2.00 | 2.00 | 2.00 | 2.00 |
| 12 | A.H. Wadia Boat Builders | | | | 0.02 |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | N.A | N.A | | |
| 14 | Bharati Defence & Infrastructure Ltd @ | 20.00 | | | |
| 15 | Bristol Boats Pvt. Ltd. | 0.05 | 0.05 | 0.05 | 0.05 |
| 16 | Chidambaram Shipcare Pvt. Ltd. | N.A | N.A | N.A | N.A |
| 17 | Chowgule & Co. Pvt. Ltd. | N.A | 12.41 | 12.00 | N.A |
| 18 | Dempo Shipbuilding & Engineering Pvt. Ltd. | 3.00 | 3.00 | 3.00 | 3.00 |
| 19 | Equiptrans Logistics Pvt. Ltd | | | | 8.00 |
| 20 | Ferromar Shipping Pvt. Ltd. | 2.00 | 2.50 | 2.50 | 2.50 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | | | | N.A |
| 22 | High Seas Shipping Associates | | | | 0.30 |
| 23 | Homa Engineering Works | Repair all class of vessels, but do not have own dry dock and wet basin facility | | | |
| 24 | JITF Shipyard Ltd | | | 2.71 | 2.71 |
| 25 | KSINC | | | | 0.30 |
| 26 | L&T Shipbuilding Ltd** | * | * | * | |
| 27 | Mandovi Drydocks | 3.00 | 72 GT | 2.00 | 5.00 |
| 28 | Marine Care 'N' Associates | | | N.A | N.A |
| 29 | Marine Frontiers Pvt. Ltd. | | 0.15 | 0.15 | 0.15 |
| 30 | Modest Infrastructure Pvt. Ltd. | 6.00 | 6.00 | 6.00 | 6.00 |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | N.A | N.A | N.A | 2.00 |
| 32 | Reliance Naval & Engineering Ltd. @ | 400.00 | 400.00 | | |
| 33 | San Marine | | | 7.80 | 7.80 |
| 34 | Sea Blue Shipyard Ltd. | | | 0.55 | 0.55 |
| 35 | Sembmarine Kakinada Ltd @ | 54.00 | 54.00 | 54.00 | |
| 36 | Shoft Shipyard Pvt. Ltd. | 2.00 | 2.00 | 2.00 | 3.00 |
| 37 | Tebma Shipyards Ltd** | | 2.50 | 2.50 | |
| 38 | Timblo Drydocks Pvt. Ltd. | 4.00 | 5.60 | 2.50 | |
| 39 | Titagarh Wagons Ltd. | N.A | N.A | N.A | N.A |
| 40 | Vijai Marine Shipyards | 2.50 | 2.50 | 2.50 | 2.50 |
| 41 | West Coast Shipyard Ltd. | | 2.20 | 2.20 | 2.95 |
| 42 | Waterways Shipyard Pvt. Ltd. | N.A | N.A | N.A | N.A |

* Any type of Commercial/ Defence Vessels upto a length of 200 mtr. And beam of 46 mtr.

** No information is received for 2020-21

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

Note: New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 2.3

Ship Repairing Facilities-Company-Wise for Dry Docks and Wet Docks (As on 31st March, 2021)

| 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) |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) |
| A. PUBLIC SECTOR | | | | | | | | | | | |
| 1 | Alcock Ashdown (Gujarat) Ltd. ® | | | | | | | | | | |
| 2 | Cochin Shipyard Ltd. | 8 | 270.0 | 45.0 | 12.0 | 125.0 | N.A | N.A | N.A | N.A | N.A |
| 3 | Garden Reach Shipbuilders & Engineers Ltd. | 1 | 160.0 | 25.0 | 8.0 | N.A | 1 | 109.0 | 23.0 | 8.0 | N.A |
| | | 1 | 180.0 | 29.0 | 12.0 | N.A | N.A | N.A | N.A | N.A | N.A |
| | | 1 | 158.0 | 18.0 | 8.0 | N.A | N.A | N.A | N.A | N.A | N.A |
| | | 1 | 179.0 | 27.20/12.34 | 6.46 | N.A | N.A | N.A | N.A | N.A | N.A |
| 4 | Goa Shipyard Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 5 | Hindustan Shipyard Ltd. | 1 | 244.0 | 38.0 | 11.5 | 80.0 | 1 | 226.0 | 73.0 | 10.0 | 50.0 |
| | | 1 | | | | | 1 | 168.0 | 73.0 | 10.0 | 30.0 |
| 6 | Hooghly Dock & Port Engineers Ltd. | NIL | | | | | | | | | |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 1 | 41.15 | 10.06 | 2.75 | N.A | 1 | 274.0 | 26.2 | 9.1 | N.A |
| | | 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 | |
| 8 | Shalimar Works Ltd. | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| B. PRIVATE SECTOR | | | | | | | | | | | |
| 9 | ABG Shipyard Ltd. @ | | | | | | | | | | |
| 10 | Abhishek Engineers | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 11 | A.C. Roy & Co. Ltd. | N.A | N.A | N.A | N.A | N.A | 2 | 50.0 | 18.0 | 3.0 | 2.0 |
| 12 | A.H. Wadia Boat Builders | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | | | | | | | | | | |
| 14 | Bharati Defence & Infrastructure Ltd @ | | | | | | | | | | |
| 15 | Bristol Boats Pvt. Ltd. | 1 | 25.0 | 8.0 | 1.5 | 0.05 | N.A | N.A | N.A | N.A | N.A |
| 16 | Chidambaram Shipcare Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 17 | Chowgule & Co. Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 18 | Dempo Shipbuilding and Engineering Pvt. Ltd. | 2 | 90.0 | 18.0 | 2.2 | 3.0 | N.A | N.A | N.A | N.A | N.A |
| 19 | Equiptrans Logistics Pvt. Ltd | 1 | 122.0 | 23.0 | 4.5 | 4.0 | 1 | 82 | 32 | 5 | N.A |
| 20 | Ferromar Shipping Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | 3 | 100.0 | 13.0 | 3.2 | 2.5 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | 1 | 101.0 | 18.0 | 5.0 | |
| 22 | High Seas Shipping Associates | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 23 | Homa Engineering Works | Do not have their own Dry Dock and Wet Basin facility | | | | | | | | | |
| 24 | JITF Shipyard Ltd | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 25 | KSINC | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 26 | L&T Shipbuilding Ltd** | | | | | | | | | | |
| 27 | Mandovi Drydocks | 2 | 80 | 16 | 2.5 | 5.00 | N.A | N.A | N.A | N.A | N.A |
| 28 | Marine Care'N' Associates | 1 | 140.24 | 18.28 | 5.6 | 3.00 | 1 | 65 | 21 | 6 | 0.35 |
| 29 | Marine Frontiers Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 30 | 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 |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 32 | Reliance Naval and Engineering Ltd. @ | | | | | | | | | | |
| 33 | San Marine | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 34 | Sea Blue Shipyard Ltd | 1 | 60 | 14 | 4 | 1.6 | 1 | 94 | 15 | 6 | 1.1 |
| 35 | Sembmarine Kakinada Ltd.@ | | | | | | | | | | |
| 36 | Shoft Shipyard Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | The outfitting jetty/Berth is located between slipway 1&2 as well as slipway 2&3. The vessels are kept afloat all the time with berthing Pontoons rigidly connected to the shore. Vessels of length upto 100 mts. With draft upto 5.5 mts can be kept afloat even during lowest of low tide. The vessels can also be berth side by side. the length is about 540 mts. | | | |
| 37 | Tebma Shipyards Ltd.** | | | | | | | | | | |
| 38 | Timblo Drydocks Pvt. Lt. | 1 | N.A | N.A | N.A | N.A | 1 | N.A | N.A | N.A | N.A |
| 39 | Titagarh Wagons Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |
| 40 | Vijai Marine Shipyards | 1 | 75 | 16 | 2.2 | 2.9 | N.A | N.A | N.A | N.A | N.A |
| | | 1 | 130 | 20 | 5.2 | N.A | N.A | N.A | N.A | N.A | N.A |
| 41 | West Coast Shipyard Ltd. | 1 | 73 | 16 | 2.2 | N.A | N.A | N.A | N.A | N.A | N.A |
| | | | | | | | | | | | |
| 42 | Waterways Shipyard Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A |

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

** No information is received for 2020-21

Note: New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 2.3a

**Company-wise Ship Repairing Facilities
(As On 31st March, 2021)**

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

Table No. 2.3a(Contd...)

**Company-wise Ship Repairing Facilities
(As On 31st March, 2021)**

| Sl. No. | Name of Company | Other repairing facilities | | | | | |
|-----------|--|----------------------------|------|----------------|---------------|---------------|------------------------|
| | | Item | Nos. | Capacity | | | |
| | | | | Length (Mtrs.) | Width (Mtrs.) | Draft (Mtrs.) | DWT (in thousand tons) |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) |
| B. | <u>PRIVATE SECTOR</u> | | | | | | |
| 9 | ABG Shipyard Ltd. @ | | | | | | |
| 10 | Abhishek Engineers | Slipway | 1 | 75 | 14.0 | 1.8 | 0.6 |
| 11 | A.C. Roy & Company Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |
| 12 | A.H. Wadia Boat Builders | N.A | 1 | 25 | 8 | 2 | N.A |
| 13 | A.S. Moloobhoy Pvt. Ltd. @ | | | | | | |
| 14 | Bharati Defence & Infrastructure Ltd @ | | | | | | |
| 15 | Bristol Boats Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |
| 16 | Chidambaram Shipcare Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |
| 17 | Chowgule & Co. Pvt. Ltd | N.A | N.A | N.A | N.A | N.A | N.A |
| 18 | Dempo Shipbuilding and Engineering Pvt. Ltd. | Slipway | 1 | 120.0 | 20 | 1.2 | 2.5 |
| | | Jetty | 2 | 70.0 | N.A | N.A | N.A |
| | | | 1 | 80.0 | N.A | N.A | N.A |
| 19 | Equiptrans Logistics Pvt. Ltd | N.A | N.A | N.A | N.A | N.A | N.A |
| 20 | Ferromar Shipping Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |
| 22 | High Seas Shipping Associates | VPT Drydock | 1 | 140.24 | 18.28 | 5.6 | N.A |
| 23 | Homa Engineering Works | N.A | N.A | N.A | N.A | N.A | N.A |
| 24 | JITF Shipyard Ltd | Slipway/ Jetty | 1 | 100 | 15 | N.A | N.A |
| 25 | KSINC | Slipway | 1 | 38 | 38 | 9.5 | 0.3 |
| 26 | L&T Shipbuilding Ltd** | | | | | | |
| 27 | Mandovi Drydocks | N.A | N.A | N.A | N.A | N.A | N.A |
| 28 | Marine Care 'N' Associates | N.A | N.A | N.A | N.A | N.A | N.A |
| 29 | Marine Frontiers Pvt. Ltd. | N.A | 1.00 | 50.00 | 10.50 | 8.00 | 0.15 |
| 30 | Modest Infrastructure Pvt. Ltd. | NIL | NIL | NIL | NIL | NIL | NIL |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | Slipways | 5 | 70.0 | 12.0 | 4.5 | 1.00 |
| 32 | Reliance Naval and Engineering Ltd. @ | | | | | | |
| 33 | San Marine | Jetty yards | 2 | 90.0 | 50.0 | NIL | 8.4 |
| 34 | Sea Blue Shipyard Ltd | N.A | N.A | N.A | N.A | N.A | N.A |
| 35 | Sembmarine Kakinada Ltd. @ | | | | | | |
| 36 | Shoft Shipyard Pvt. Ltd. | Other (specific)- Slipway | 3 | 100.00 | 18.00 | 2.50 | N.A |
| | | | | 150.00 | 22.00 | 3.50 | N.A |
| | | | | 135.00 | 36.00 | 3.00 | N.A |
| 37 | Tebma Shipyards Ltd.** | | | | | | |
| 38 | Timblo Drydocks Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |
| 39 | Titagarh Wagons Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |
| 40 | Vijai Marine Shipyards | Slipway | 1.00 | 118.00 | 18.00 | 2.80 | 2.50 |
| 41 | West Coast Shipyard Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |
| 42 | Waterways Shipyard Pvt. Ltd. | N.A | N.A | N.A | N.A | N.A | N.A |

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

** No information is received for 2020-21

Note: New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 2.4

No. Of Ships Repaired And Earnings, Company-wise - (2017-18 to 2020-21)

(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) | 2020-21 | 138 | 118915.61 | 3 | 568.74 | 141 | 119484.35 |
| | | 2019-20 | 145 | 89511.70 | 1 | 303.85 | 146 | 89815.55 |
| | | 2018-19 | 364 | 113159.60 | 1 | 7.00 | 365 | 113166.60 |
| | | 2017-18 | 228 | 95282.75 | 0 | 0 | 228 | 95282.75 |
| | Alcock Ashdown (Gujarat) Ltd. @ | 2020-21 | | | | | 0 | 0.00 |
| | | 2019-20 | | | | | 0 | 0.00 |
| | | 2018-19 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | Cochin Shipyard Ltd. | 2020-21 | 94 | 39025.33 | 3 | 535.74 | 97 | 39561.07 |
| | | 2019-20 | 98 | 56222.00 | 1 | 291.00 | 99 | 56513.00 |
| | | 2018-19 | 329 | 83197.46 | NIL | NIL | 329 | 83197.46 |
| | | 2017-18 | 194 | 62326.64 | NIL | NIL | 194 | 62326.64 |
| | Garden Reach Shipbuilders and Engineers Ltd. | 2020-21 | No Merchant Ships were repaired during 2020-21 | | | | 0 | 0.00 |
| | | 2019-20 | No Merchant Ships were repaired during 2019-20 | | | | 0 | 0.00 |
| | | 2018-19 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | Goa Shipyard Ltd. | 2020-21 | 31 | 15415.00 | NIL | 33.00 | 31 | 15448.00 |
| | | 2019-20 | 30 | 11876.19 | NIL | 12.85 | 30 | 11889.04 |
| | | 2018-19 | 22 | 19825.96 | NIL | NIL | 22 | 19825.96 |
| | | 2017-18 | 20 | 22367.35 | NIL | NIL | 20 | 22367.35 |
| | Hindustan Shipyard Ltd. | 2020-21 | 6 | 21174.16 | 0 | 0.00 | 6 | 21174.16 |
| | | 2019-20 | 13 | 5410.37 | 0 | 0.00 | 13 | 5410.37 |
| | | 2018-19 | 12 | 7454.18 | 1 | 7.00 | 13 | 7461.18 |
| | | 2017-18 | 14 | 10588.76 | NIL | NIL | 14 | 10588.76 |
| | Hooghly Dock & Port Engineers Ltd. | 2020-21 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2019-20 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2018-19 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | Mazagaon Dock Shipbuilders Ltd. | 2020-21 | 4 | 43263.00 | NIL | NIL | 4 | 43263.00 |
| | | 2019-20 | 1 | 15893.00 | NIL | NIL | 1 | 15893.00 |
| | | 2018-19 | 1 | 2682.00 | NIL | NIL | 1 | 2682.00 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | Shalimar Works Ltd. | 2020-21 | 3 | 38.12 | NIL | NIL | 3 | 38.12 |
| | | 2019-20 | 3 | 110.14 | NIL | NIL | 3 | 110.14 |
| | | 2018-19 | 0 | 0.00 | NIL | NIL | 0 | 0.00 |
| | | 2017-18 | 0 | 0.00 | NIL | NIL | 0 | 0.00 |
| 2 | B. PRIVATE SECTOR (Total) | 2020-21 | 211 | 8308.07 | 24 | 173.67 | 235 | 8481.74 |
| | | 2019-20 | 281 | 42675.19 | 51 | 961.79 | 332 | 43636.98 |
| | | 2018-19 | 302 | 21972.72 | 39 | 1029.13 | 341 | 23605.22 |
| | | 2017-18 | 268 | 20638.25 | 32 | 1026.71 | 300 | 21664.96 |
| | ABG Shipyard Ltd. @ | 2020-21 | | | | | 0 | 0.00 |
| | | 2019-20 | | | | | 0 | 0.00 |
| | | 2018-19 | | | | | 0 | 0.00 |
| | | 2017-18 | 3 | 6.00 | NIL | NIL | 3 | 6.00 |
| | Abhishek Engineers | 2020-21 | 6 | 150.00 | NIL | NIL | 6 | 150.00 |
| | A.C.Roy & Co. Ltd. | 2020-21 | 8 | 420.00 | NIL | NIL | 8 | 420.00 |
| | | 2019-20 | 7 | 534.00 | NIL | NIL | 7 | 534.00 |
| | | 2018-19 | 12 | 65.00 | NIL | NIL | 12 | 65.00 |
| | | 2017-18 | 16 | 83.00 | NIL | NIL | 16 | 83.00 |
| | A.H. Wadia Boat Builders | 2020-21 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| | A.S. Moloobhoy Pvt. Ltd. @ | 2020-21 | | | | | 0 | 0.00 |
| | | 2019-20 | | | | | 0 | 0.00 |
| | | 2018-19 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | Bharati Defence & Infrastructure Ltd @ | 2020-21 | | | | | 0 | 0.00 |
| | | 2019-20 | | | | | 0 | 0.00 |
| | | 2018-19 | | | | | 0 | 0.00 |
| | | 2017-18 | 3.00 | 174.32 | NIL | NIL | 3 | 174.32 |
| | Bristol Boats Pvt. Ltd | 2020-21 | 2 | 1.39 | NIL | NIL | 2 | 1.39 |
| | | 2019-20 | 2 | 51.34 | NIL | NIL | 2 | 51.34 |
| | | 2018-19 | 4 | 51.12 | NIL | NIL | 4 | 51.12 |
| | | 2017-18 | 3 | 14.09 | NIL | NIL | 3 | 14.09 |
| | Chidambaram Shipcare Pvt. Ltd. | 2020-21 | 82 | 721.64 | 21 | 162.79 | 103 | 884.42 |
| | | 2019-20 | 80 | 333.02 | 44 | 76.52 | 124 | 409.54 |
| | | 2018-19 | 130 | 818.08 | 30 | 143.86 | 160 | 961.94 |
| | | 2017-18 | 149 | 538.09 | 25 | 141.44 | 174 | 679.53 |

Table No. 2.4 (Contd...)

No. Of Ships Repaired And Earnings, Company-wise - (2017-18 to 2020-21)

(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) |
| 17 | Chowgule & Co. Pvt. Ltd. | 2020-21 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2019-20 | 48 | 17005.26 | NIL | NIL | 48 | 17005.26 |
| | | 2018-19 | 54 | 82.00 | NIL | NIL | 54 | 82.00 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| 18 | Dempo Shipbuilding & Engineering Pvt. Ltd. | 2020-21 | 26 | 513.21 | NIL | NIL | 26 | 513.21 |
| | | 2019-20 | 37 | 562.83 | NIL | NIL | 37 | 562.83 |
| | | 2018-19 | 15 | 900.86 | NIL | NIL | 15 | 900.86 |
| | | 2017-18 | 32 | 1026.00 | NIL | NIL | 32 | 1026.00 |
| 19 | Equiptrans Logistics Pvt. Ltd | 2020-21 | 21 | 678.39 | NIL | NIL | 21 | 678.39 |
| 20 | Ferromar Shipping Pvt. Ltd. | 2020-21 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2019-20 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2018-19 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | 2020-21 | 4 | 177.29 | NIL | NIL | 4 | 177.29 |
| 22 | High Seas Shipping Associates | 2020-21 | 2 | 76.76 | NIL | NIL | 2 | 76.76 |
| 23 | Homa Engineering Works | 2020-21 | 1 | 452.12 | NIL | NIL | 1 | 452.12 |
| | | 2019-20 | 4 | 1792.49 | NIL | NIL | 4 | 1792.49 |
| | | 2018-19 | 2 | NIL | NIL | NIL | 2 | 0.00 |
| 24 | JITF Shipyard Ltd | 2020-21 | 10 | 236.48 | NIL | NIL | 10 | 236.48 |
| | | 2019-20 | 15 | 172.72 | NIL | NIL | 15 | 172.72 |
| 25 | KSINC | 2020-21 | 1 | 14.00 | NIL | NIL | 1 | 14.00 |
| 26 | L&T Shipbuilding Ltd** | 2020-21 | 8 | 10385.01 | NIL | NIL | 8 | 10385.01 |
| | | 2019-20 | 10 | 10932.17 | NIL | NIL | 10 | 10932.17 |
| | | 2018-19 | 10 | 10932.17 | NIL | NIL | 10 | 10932.17 |
| | | 2017-18 | 15 | 3988.16 | NIL | NIL | 15 | 3988.16 |
| 27 | Mandovi Drydocks | 2020-21 | 13 | 461.00 | NIL | NIL | 13 | 461.00 |
| | | 2019-20 | 21 | 1097.18 | NIL | NIL | 21 | 1097.18 |
| | | 2018-19 | 7 | 143.70 | NIL | NIL | 7 | 143.70 |
| | | 2017-18 | 13 | 356.24 | NIL | NIL | 13 | 356.24 |
| 28 | Marine Care 'N' Associates | 2020-21 | 8 | 987.00 | NIL | NIL | 8 | 987.00 |
| | | 2019-20 | 2 | 987.00 | NIL | NIL | 2 | 987.00 |
| 29 | Marine Frontiers Pvt. Ltd. | 2020-21 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2019-20 | 6 | 88.25 | NIL | NIL | 6 | 88.25 |
| | | 2018-19 | 6 | 40.83 | NIL | NIL | 6 | 40.83 |
| 30 | Modest Infrastructure Pvt. Ltd. | 2020-21 | 6 | 1686.63 | NIL | NIL | 6 | 1686.63 |
| | | 2019-20 | 4 | 937.44 | NIL | NIL | 4 | 937.44 |
| | | 2018-19 | 4 | 263.50 | NIL | NIL | 4 | 263.50 |
| | | 2017-18 | 4 | 237.61 | NIL | NIL | 4 | 237.61 |
| 31 | N N Shipbuilders and Engineers Pvt. Ltd. | 2020-21 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2019-20 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2018-19 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| 32 | Reliance Naval & Engineering Ltd. @ | 2020-21 | | | | | 0 | 0.00 |
| | | 2019-20 | | | | | 0 | 0.00 |
| | | 2018-19 | 2 | 1775.97 | NIL | NIL | 2 | 1775.97 |
| | | 2017-18 | 2 | 7315.00 | NIL | NIL | 2 | 7315.00 |
| 33 | San Marine | 2020-21 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2019-20 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 34 | Sea Blue Shipyard Ltd | 2020-21 | 15 | 1247.72 | 3 | 10.88 | 18 | 1258.60 |
| | | 2019-20 | 14 | 1553.08 | NIL | NIL | 14 | 1553.08 |
| 35 | Sembmarine Kakinada Ltd.@ | 2020-21 | | | | | | |
| | | 2019-20 | 19 | 6219.37 | 7 | 885.27 | 26 | 7104.64 |
| | | 2018-19 | 19 | 6219.37 | 7 | 885.27 | 26 | 7104.64 |
| | | 2017-18 | 19 | 6219.37 | 7 | 885.27 | 26 | 7104.64 |
| 36 | Shoft Shipyard Pvt. Ltd. | 2020-21 | 4 | 435.34 | NIL | NIL | 4 | 435.34 |
| | | 2019-20 | 3 | 218.48 | NIL | NIL | 3 | 218.48 |
| | | 2018-19 | 5 | 501.40 | NIL | NIL | 5 | 501.40 |
| | | 2017-18 | 3 | 654.81 | NIL | NIL | 3 | 654.81 |
| 37 | Tebma Shipyards Ltd** | 2020-21 | | | | | 0 | 0.00 |
| | | 2019-20 | 3 | 45.88 | NIL | NIL | 3 | 45.88 |
| | | 2018-19 | 14 | 88.93 | NIL | NIL | 14 | 88.93 |
| | | 2017-18 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| 38 | Timblo Drydocks Pvt. Ltd. | 2020-21 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2019-20 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2018-19 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2017-18 | 1 | NIL | NIL | NIL | 1 | 0.00 |

Table No. 2.4 (Contd...)

No. Of Ships Repaired And Earnings, Company-wise - (2017-18 to 2020-21)

(Rs.in Lakhs)

| (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) |
| 39 | Titagarh Wagons Ltd. | 2020-21 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2019-20 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| | | 2018-19 | NIL | NIL | NIL | NIL | 0 | 0.00 |
| 40 | Vijai Marine Shipyards | 2020-21 | 1 | 35.03 | NIL | NIL | 1 | 35.03 |
| | | 2019-20 | 6 | 602.05 | NIL | NIL | 6 | 602.05 |
| | | 2018-19 | 16 | NIL | 2 | NIL | 18 | 603.37 |
| | | 2017-18 | 5 | 25.56 | NIL | NIL | 5 | 25.56 |
| 41 | West Coast Shipyard Ltd. | 2020-21 | 1 | 14.09 | NIL | NIL | 1 | 14.09 |
| | | 2019-20 | 2 | 89.79 | NIL | NIL | 2 | 89.79 |
| | | 2018-19 | 2 | 89.79 | NIL | NIL | 2 | 89.79 |
| 42 | Waterways Shipyard Pvt. Ltd. | 2020-21 | N.A | N.A | N.A | N.A | N.A | N.A |
| | C. Grand Total (A + B) | 2020-21 | 349 | 127223.68 | 27 | 742.41 | 376 | 127966.09 |
| | | 2019-20 | 426 | 132186.89 | 52 | 1265.64 | 478 | 133452.53 |
| | | 2018-19 | 666 | 135132.32 | 40 | 1036.13 | 706 | 136771.82 |
| | | 2017-18 | 496 | 115921.00 | 32 | 1026.71 | 528 | 116947.71 |

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

** No information is received for 2020-21

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

* Includes expenditure on others

Table No. 2.5

Dry Dock & Ship Repairing Facilities at Major Ports 2020-21 (P)

| Name of Ports | | No. of Dry Docks and their Size | No. of Work-shops | No. of Cranes & Capacity | No. of Vessels Repaired during 2020-21 | No. of days at Dry Dock Occupancy during 2020-21 |
|----------------------|--------|--|--|---------------------------|--|--|
| 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 2020-21. | | | | |
| 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 MT | 31 | 341 |
| SMP, Haldia | | There is no dry dock facility at Haldia Dock Complex. | | | | |
| JNPT | | NIL | | | | |
| Kamarajar | | The dry dock facility is not available at Port. | | | | |
| SMP, Kolkata | NSDD-1 | E*-(178X32.3X14.32) B@-(165.2X27.43X14.32) | | 2 Nos. 3T/6T, 1 No. 3T | | |
| | NSDD-2 | E-(182.88X32.3X14.32) B-(170.08X27.43X14.32) | | | | |
| | KPDD-1 | E-(166.72X21.23X7.62) B-(163.98X20.39X7.62) | | 1 No. 5T | | |
| | KPDD-2 | E-(151.48X21.233X7.46) B-(148.8X20.57X7.46) | | 1 No. 7T | | |
| | KPDD-3 | E-(106.68X18.28X7.31) B-(102.87X17.44X7.31) | | | | |
| Mormugao Port Trust | | NIL | | | | |
| Mumbai | | <u>One</u> Length : 1000 ft. Breadth : 100 ft. Depth : 44 ft. | Not available with the Port | | | |
| NMPT | | NIL | | | | |
| Paradip | | NIL | | | | |
| Visakhapatnam | | <u>One</u> Length : 140.24 mtrs. Breadth : 18.28 mtrs. Depth : 5.6 mtrs. | 0 | <u>One</u> 4 T | 6 | 119 |
| 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 2020-21. | | | | | |
| 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 | 137547.27 | 5563.68 | 164888.87 | 6670.27 | 192371.88 | 7782.00 |
| Dry dock hire from 2nd day to 8 day (both days inclusive) per day or part thereof | 48628.19 | 1967.16 | 58356.65 | 2360.7 | 68085.13 | 2754.26 |
| Dry dock hire from 9th day to 20th day (both days inclusive) per day or part thereof | 72946.08 | 2950.88 | 87532.66 | 3540.97 | 102122.98 | 4131.2 |
| Dry dock hire from 21st day or part thereof | 117522.36 | 4754.15 | 141027.47 | 5704.99 | 164530.44 | 6655.79 |
| 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. | | | 7591.04 per block | | 307.07 per block | |
| JNPT | Not Applicable | | | | | |
| Kamrajar | NIL | | | | | |
| Mormugao | Not Applicable | | | | | |
| Mumbai | Not available with MbPT. | | | | | |
| New Manglore | Not Applicable | | | | | |
| Paradip | NIL | | | | | |
| SMP Haldia | No Dry Dock facility available | | | | | |
| Vishakapatnam | 1st day to 14th day | | 15th day to 30th day | | 31st day onwards | |
| National | 90195/- | | 132250/- | | 180391/- | |
| International | US \$ 3150.15 | | US \$ 4723.69 | | US \$ 6300.28 | |
| V.O. Chidambaranar | Dry Dock facility not available. | | | | | |
| SMP Kolkata** | | | | | | |

** No information is received for 2020-21

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

| Name of Ports | Equipments available in the Workshops |
|---------------------------------|--|
| 1 | 2 |
| Chennai | NIL |
| 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 2020-21. |
| Deendayal Port Trust/ Kandla | NIL |
| SMP, Haldia | There is no dry dock facility at Haldia Dock Complex. |
| JNPT | The port doesn't have the facility for ship building and ship repairing. |
| 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 | NIL |
| V.O.Chidambaranar | NIL |

Section- 3

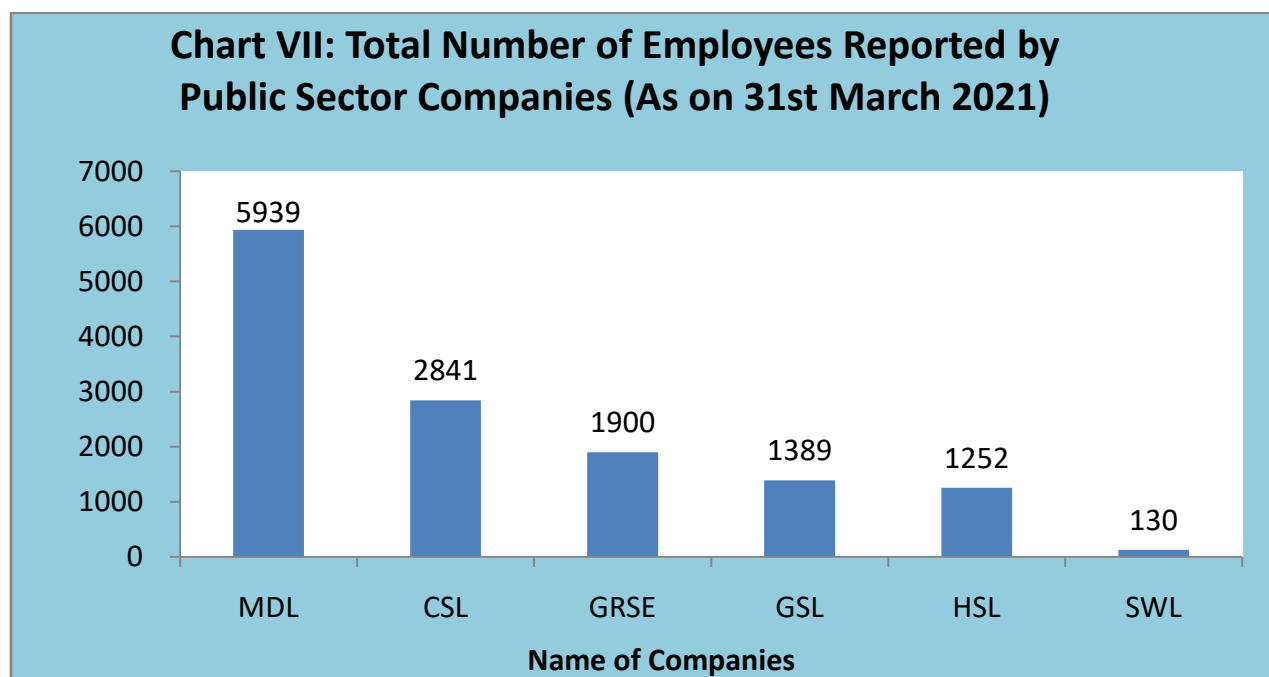
EMPLOYMENT IN SHIP- BUILDING/SHIP-REPAIRING INDUSTRY

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

3.1 The total number of employees under Public Sector Shipyards during 2020-21 were 13467 which included 2611 officers (19.4% of the total number of employees). The maximum number of employees in the public sector Shipyards as on 31st March 2021 was 5939 employees in Mazgaon Dock Shipbuilders Ltd (MDSL) followed by 2841 in Cochin Shipyard Ltd (CSL), 1900 employees in Garden Reach Shipbuilders and Engineers Ltd.(GRSE), 1389 employees in Goa Shipyard Ltd. (GSL) and 1252 employees in Hindustan Shipyard Ltd. (HSL).

3.2 The total number of employees in private sector companies were 3664 as on 31st March 2021 of which total number of officers were 1027 (28.0% of the total number of employees). Amongst the reporting companies, Shoft Shipyard Pvt. Ltd. (SSPL) had highest number of employees (775) followed by Chowgule & Co. Ltd. (544 employees) and Titagarh Wagons Ltd. (387 employees).

3.3 The total number of employees among the public sectors undertakings is shown in chart VII below and details of the same are given in Table 3.1.



3.4 Chart VIII given below depicts a downward trend in Ship-building and Ship-repairing industries during the period 2016-17 to 2020-21 and details of the same are given in Table 3.2.

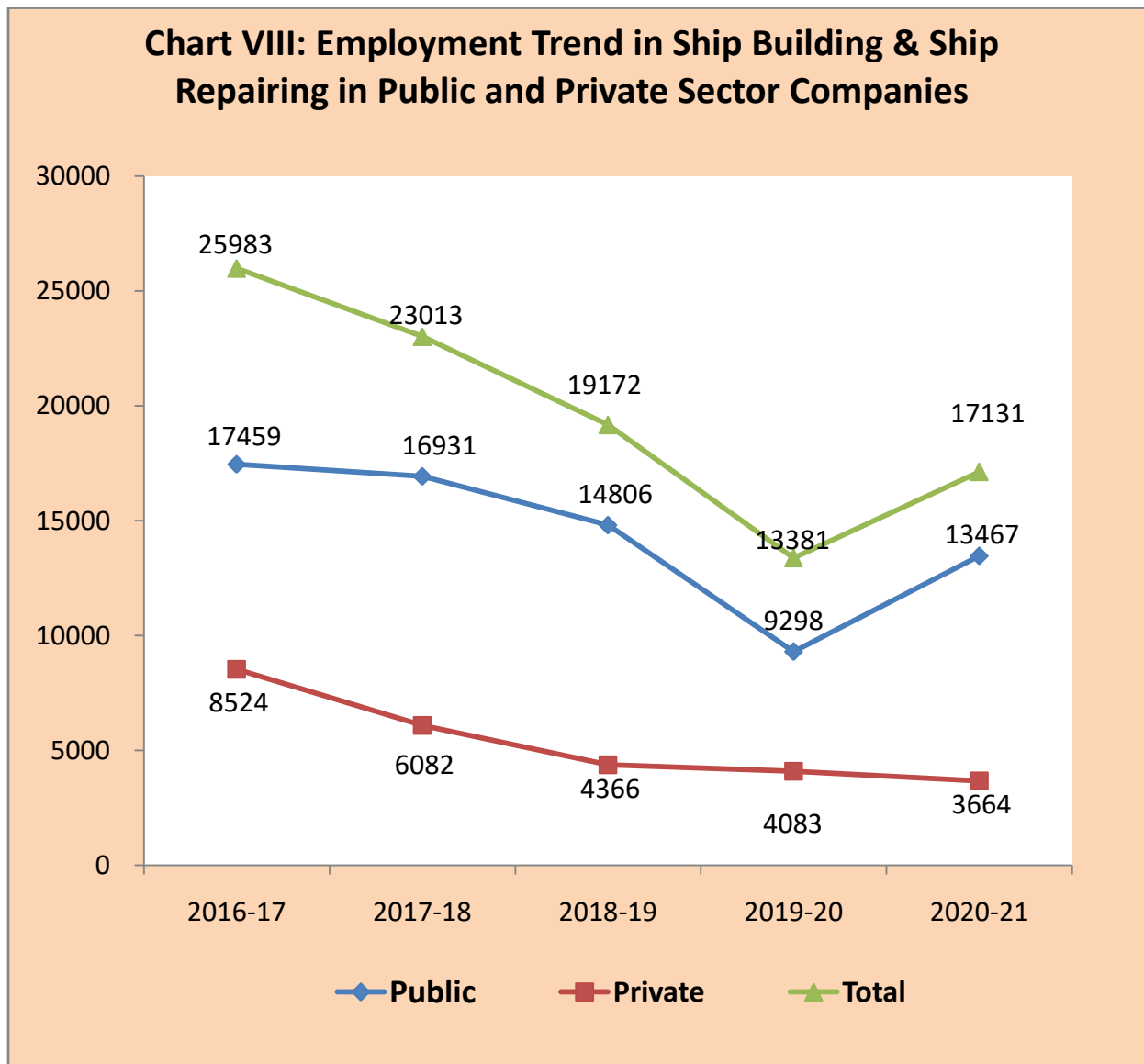


Table No. 3.1

Employment In Ship-Building/Ship-Repairing Companies

(As on 31st March, 2021)

| S.No | Name of The Company | Officers | | Supervisors | | Workforce in Operation | | | | Total | |
|------|--|-------------|-------------|-------------|-------------|------------------------|-------------|------------------------|------------|--------------|-------------|
| | | Permanent | Contractual | Permanent | Contractual | Directly involved in | | Indirectly involved in | | Permanent | Contractual |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) |
| | A. PUBLIC SECTOR (Total) | 2397 | 214 | 546 | 70 | 5678 | 3433 | 785 | 344 | 9406 | 4061 |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | | | | | | | | | 0 | 0 |
| 2 | Cochin Shipyard Ltd. | 397 | 121 | 156 | 1 | 1039 | 955 | 135 | 37 | 1727 | 1114 |
| 3 | Garden Reach Shipbuilders & Engineers Ltd | 488 | 2 | 119 | 42 | 1037 | 0 | 212 | 0 | 1856 | 44 |
| 4 | Goa Shipyard Ltd. | 238 | 31 | 159 | 3 | 766 | 67 | 101 | 24 | 1264 | 125 |
| 5 | Hindustan Shipyard Ltd. | 294 | 29 | 112 | 19 | 365 | 316 | 56 | 61 | 827 | 425 |
| 6 | Hooghly Dock & Port Engineers Ltd. | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 16 |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 974 | 0 | 0 | 0 | 2416 | 2095 | 267 | 187 | 3657 | 2282 |
| 8 | Shalimar Works Ltd. | 6 | 24 | 0 | 0 | 55 | 0 | 14 | 31 | 75 | 55 |
| | B. PRIVATE SECTOR (Total) | 814 | 213 | 37 | 16 | 564 | 1587 | 141 | 292 | 1556 | 2108 |
| 9 | ABG Shipyard Ltd. @ | | | | | | | | | 0 | 0 |
| 10 | Abhishek Engineers | 56 | 80 | 0 | 10 | 66 | 58 | 17 | 18 | 139 | 166 |
| 11 | A.C.Roy & Comp. Ltd. | 30 | 0 | 1 | 0 | 4 | 10 | 13 | 0 | 48 | 10 |
| 12 | A.H. Wadia Boat Builders | 7 | 1 | 0 | 0 | 46 | 10 | 4 | 0 | 57 | 11 |
| 13 | A.S. Moloobhoy Pvt. Ltd.@ | | | | | | | | | | |
| 14 | Bharati Defence & Infrastructure Ltd @ | | | | | | | | | 0 | 0 |
| 15 | Bristol Boats Pvt. Ltd. | 5 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 13 | 0 |
| 16 | Chidambaram Shipcare Pvt. Ltd. | 23 | 0 | 5 | 0 | 0 | 22 | 0 | 0 | 28 | 22 |
| 17 | Chowgule & Co. Pvt. Ltd. | 112 | 0 | 0 | 0 | 0 | 207 | 0 | 225 | 112 | 432 |
| 18 | Dempo Shipbuilding & Engineering Pvt. Ltd. | 29 | 0 | 0 | 0 | 0 | 140 | 0 | 30 | 29 | 170 |
| 19 | Equiptrans Logistics Pvt. Ltd | 41 | 0 | 0 | 5 | 0 | 225 | 0 | 6 | 41 | 236 |
| 20 | Ferromar Shipping Pvt. Ltd. | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | 16 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 49 |
| 22 | High Seas Shipping Associates | 10 | 0 | 0 | 0 | 16 | 0 | 2 | 0 | 28 | 0 |
| 23 | Homa Engineering Works | 4 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 13 | 0 |
| 24 | JITF Shipyard Ltd | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| 25 | KSINC | 15 | 0 | 0 | 0 | 22 | 0 | 6 | 0 | 43 | 0 |
| 26 | L&T Shipbuilding Ltd** | | | | | | | | | 0 | 0 |
| 27 | Mandovi Drydocks | 35 | 22 | 0 | 0 | 0 | 164 | 0 | 0 | 35 | 186 |
| 28 | Marine Care 'N' Associates | 23 | 4 | 5 | 0 | 20 | 0 | 14 | 0 | 62 | 4 |
| 29 | Marine Frontiers Pvt. Ltd. | 12 | 0 | 4 | 0 | 21 | 0 | 0 | 0 | 37 | 0 |
| 30 | Modest Infrastructure Pvt. Ltd. | 57 | 0 | 0 | 0 | 17 | 0 | 9 | 0 | 83 | 0 |
| 31 | N N Shipbuilders and Engineers Pvt | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 6 | 0 |
| 32 | Reliance Naval & Engineering Ltd.@ | | | | | | | | | 0 | 0 |
| 33 | San Marine | 10 | 5 | 3 | 1 | 16 | 18 | 9 | 5 | 38 | 29 |
| 34 | Sea Blue Shipyard Ltd | 26 | 2 | 5 | 0 | 26 | 79 | 1 | 0 | 58 | 81 |
| 35 | Sembmarine Kakinada Ltd @ | | | | | | | | | | |
| 36 | Shoft Shipyard Pvt. Ltd. | 173 | 43 | 0 | 0 | 190 | 350 | 11 | 8 | 374 | 401 |
| 37 | Tebma Shipyards Ltd** | | | | | | | | | 0 | 0 |
| 38 | Timblo Drydocks Pvt. Ltd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | Titagarh Wagons Ltd. | 75 | 0 | 0 | 0 | 60 | 250 | 2 | 0 | 137 | 250 |
| 40 | Vijai Marine Shipyards | 11 | 0 | 2 | 0 | 26 | 0 | 47 | 0 | 86 | 0 |
| 41 | West Coast Shipyard Ltd. | 8 | 2 | 0 | 0 | 7 | 0 | 2 | 0 | 17 | 2 |
| 42 | Waterways Shipyard Pvt. Ltd | 19 | 5 | 11 | 0 | 11 | 54 | 0 | 0 | 41 | 59 |
| | C. Grand Total (A + B) | 3211 | 427 | 583 | 86 | 6242 | 5020 | 926 | 636 | 10962 | 6169 |

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

** No information is received for 2020-21

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Table No. 3.2

**Employment Pattern In Ship-Building/
Ship-Repairing Companies - (2018-2021)**

(In numbers)

| S.No | Name of The Company | Particulars | 2018 | 2019 | 2020 | 2021 |
|------|--|-----------------|--------------|--------------|-------------|--------------|
| | | | (5) | (6) | (7) | (8) |
| | A. PUBLIC SECTOR (Total) | Total | 16931 | 14806 | 9298 | 13467 |
| | | Officers | 2682 | 2689 | 1977 | 2611 |
| 1 | Alcock Ashdown (Gujarat) Ltd. @ | Total | 68 | 56 | | |
| | | Officers | 23 | 20 | | |
| 2 | Cochin Shipyard Ltd. | Total | 2398 | 2452 | 2539 | 2841 |
| | | Officers | 386 | 453 | 876 | 518 |
| 3 | Garden Reach Shipbuilders & Engineers Ltd. | Total | 2214 | 2100 | 1973 | 1900 |
| | | Officers | 482 | 472 | 468 | 490 |
| 4 | Goa Shipyard Ltd. | Total | 1644 | 1604 | 1472 | 1389 |
| | | Officers | 276 | 287 | 270 | 269 |
| 5 | Hindustan Shipyard Ltd. | Total | 1610 | 1473 | 1347 | 1252 |
| | | Officers | 354 | 346 | 317 | 323 |
| 6 | Hooghly Dock & Port Engineers Ltd. | Total | 87 | 66 | 14 | 16 |
| | | Officers | 9 | 9 | 1 | 7 |
| 7 | Mazagaon Dock Shipbuilders Ltd. | Total | 8784 | 6929 | 1806 | 5939 |
| | | Officers | 1127 | 1077 | 13 | 974 |
| 8 | Shalimar Works Ltd. | Total | 126 | 126 | 147 | 130 |
| | | Officers | 25 | 25 | 32 | 30 |
| | B. PRIVATE SECTOR (Total) | Total | 6082 | 4366 | 4083 | 3664 |
| | | Officers | 1988 | 1489 | 1318 | 1027 |
| 9 | ABG Shipyard Ltd. @ | Total | 784 | | | |
| | | Officers | 414 | | | |
| 10 | Abhishek Engineers | Total | | | | 305 |
| | | Officers | | | | 136 |
| 11 | A.C.Roy & Comp. Ltd. | Total | 58 | 58 | 58 | 58 |
| | | Officers | 30 | 30 | 30 | 30 |
| 12 | A.H. Wadia Boat Builders | Total | | | | 68 |
| | | Officers | | | | 8 |
| 13 | A.S. Moolobhoy Pvt. Ltd. @ | Total | 134 | 142 | | |
| | | Officers | 43 | 92 | | |
| 14 | Bharati Defence & Infrastructure Ltd. @ | Total | 727 | | | |
| | | Officers | 41 | | | |
| 15 | Bristol Boats Pvt. Ltd. | Total | 23 | 21 | 21 | 13 |
| | | Officers | 5 | 5 | 5 | 5 |
| 16 | Chidambaram Shipcare Pvt. Ltd. | Total | 50 | 50 | 50 | 50 |
| | | Officers | 18 | 21 | 23 | 23 |
| 17 | Chowgule & Co. Pvt. Ltd. | Total | 124 | 124 | 1062 | 544 |
| | | Officers | 74 | 93 | 215 | 112 |
| 18 | Dempo Shipbuilding & Engineering Pvt. Ltd | Total | 203 | 203 | 203 | 199 |
| | | Officers | 32 | 32 | 32 | 29 |
| 19 | Equiptrans Logistics Pvt. Ltd | Total | | | | 277 |
| | | Officers | | | | 41 |
| 20 | Ferromar Shipping Pvt. Ltd. | Total | 4 | 2 | 2 | 2 |
| | | Officers | 2 | 2 | 2 | 2 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | Total | | | | 65 |
| | | Officers | | | | 65 |
| 22 | High Seas Shipping Associates | Total | | | | 28 |
| | | Officers | | | | 10 |
| 23 | Homa Engineering Works | Total | | 23 | 23 | 13 |
| | | Officers | | 7 | 7 | 4 |
| 24 | JITF Shipyard Ltd | Total | | | 13 | 13 |
| | | Officers | | | 13 | 13 |
| 25 | KSINC | Total | | | | 43 |
| | | Officers | | | | 15 |
| 26 | L&T Shipbuilding Ltd** | Total | 500 | 501 | 501 | |
| | | Officers | 499 | 500 | 500 | |
| 27 | Mandovi Drydcks | Total | 291 | 233 | 253 | 221 |
| | | Officers | 51 | 51 | 52 | 57 |
| 28 | Marine Care 'N' Associates | Total | | | 90 | 66 |
| | | Officers | | | 35 | 27 |
| 29 | Marine Frontiers Pvt. Ltd. | Total | | 123 | 99 | 37 |
| | | Officers | | 10 | 10 | 12 |
| 30 | Modest Infrastructure Pvt. Ltd. | Total | 65 | 65 | 68 | 83 |
| | | Officers | 45 | 45 | 45 | 57 |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | Total | 92 | 92 | 92 | 6 |
| | | Officers | 12 | 12 | 12 | 2 |
| 32 | Reliance Naval & Engineering Ltd. @ | Total | 1518 | 1344 | | |
| | | Officers | 362 | 284 | | |
| 33 | San Marine | Total | | | 67 | 67 |
| | | Officers | | | 15 | 15 |
| 34 | Sea Blue Shipyard Ltd | Total | | | 139 | 139 |
| | | Officers | | | 28 | 28 |

Table No. 3.2

**Employment Pattern In Ship-Building/
Ship-Repairing Companies - (2018-2021)**

(In numbers)

| S.No | Name of The Company | Particulars | 2018 | 2019 | 2020 | 2021 |
|-------------------------------|------------------------------|-----------------------|--------------|--------------|--------------|--------------|
| | | | (5) | (6) | (7) | (8) |
| 35 | Sembmarine Kakinada Ltd@ | Total | 95 | 95 | 95 | |
| | | Officers | 16 | 16 | 16 | |
| 36 | Shoft Shipyard Pvt. Ltd. | Total | 718 | 719 | 719 | 775 |
| | | Officers | 165 | 165 | 165 | 216 |
| 37 | Tebma Shipyards Ltd** | Total | 408 | 42 | 42 | |
| | | Officers | 122 | 18 | 18 | |
| 38 | Timblo Drydocks Pvt. Ltd. | Total | 202 | 50 | 7 | 0 |
| | | Officers | 46 | 18 | 7 | 0 |
| 39 | Titagarh Wagons Ltd. | Total | 0 | 387 | 387 | 387 |
| | | Officers | 0 | 75 | 75 | 75 |
| 40 | Vijai Marine Shipyards | Total | 86 | 86 | 86 | 86 |
| | | Officers | 11 | 11 | 11 | 11 |
| 41 | West Coast Shipyard Ltd. | Total | 0 | 6 | 6 | 19 |
| | | Officers | 0 | 2 | 2 | 10 |
| 42 | Waterways Shipyard Pvt. Ltd. | Total | | | | 100 |
| | | Officers | | | | 24 |
| C. Grand Total (A + B) | | Total Officers | 23013 | 19172 | 13381 | 17131 |
| | | | 4670 | 4178 | 3295 | 3638 |

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

** No information is received for 2020-21

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

Section-4

FINANCIAL POSITION OF SHIPBUILDING AND SHIP REPAIRING COMPANIES

4. FINANCIAL POSITION OF SHIP BUILDING AND SHIP REPAIRING COMPANIES

4.1 Amongst public sector companies, the highest income earned during 2020-21 was Rs. 4649.89 crore by Mazagon Dock Shipbuilders Ltd followed by Rs. 3012.76 crore by Cochin Shipyard Ltd, Rs. 1328.43 crore by Garden Reach Shipbuilders & Engineers Ltd, Rs. 944.03 crore by Goa Shipyard Ltd. and Rs. 581.22 crore by Hindustan Shipyard Ltd.

4.2 In terms of profit, the highest profit was earned by Cochin Shipyard Ltd (Rs. 810.59 crore), followed by Mazagon Dock Shipbuilders Ltd (Rs. 756.10 crore), Garden Reach Shipbuilders & Engineers Ltd. (Rs. 207.12 crore) and Goa shipyard Ltd (Rs. 183.07 crore).

4.3 In private sector, the highest income earned during 2020-21 amongst the reporting companies was by Chowgule & Co. Pvt. Ltd. (Rs 140.09 crore) followed by San Marine (Rs. 130.36 crore), Shoft Shipyard Pvt. Ltd. (Rs. 73.65 crore), Mandovi Drydocks (Rs. 57.68crore),M/s Glory Shipmanagement Pvt. Ltd. (Rs. 51.29 crore), Vijai Marine Shipyards (Rs. 26.78 crore), Modest Infrastructure Pvt. Ltd (Rs. 25.27 crore) and Waterways Shipyard Pvt. Ltd.(Rs. 23.59 crore).

4.4 In terms of profit amongst the reporting companies, the highest profit was earned bySan Marine (Rs. 18.17 crore) followed by Shoft Shipyard Pvt. Ltd. (Rs. 15.85 crore), Mandovi Drydocks (Rs. 14.33 crore), M/s Glory Shipmanagement Pvt. Ltd. (Rs. 6.84 crore), A.C. Roy & Co. Ltd (Rs 5.69 crore), Chowgule & Co. Pvt. Ltd. (Rs. 5.16 crore), Sea Blue Shipyard Ltd. (Rs. 4.20 crore), and Vijai Marine Shipyards (Rs. 3.91 crore).

4.5 Chart IX below shows the financial performance in terms of profit/ loss of the major public and private sector companies engaged in ship building/ repair as on 31st March 2021 and details of the same from the financial year 2018 to 2021 is given in Table 4.1.

Chart IX: Financial Performance of Major Public and Private Companies in 2020-21

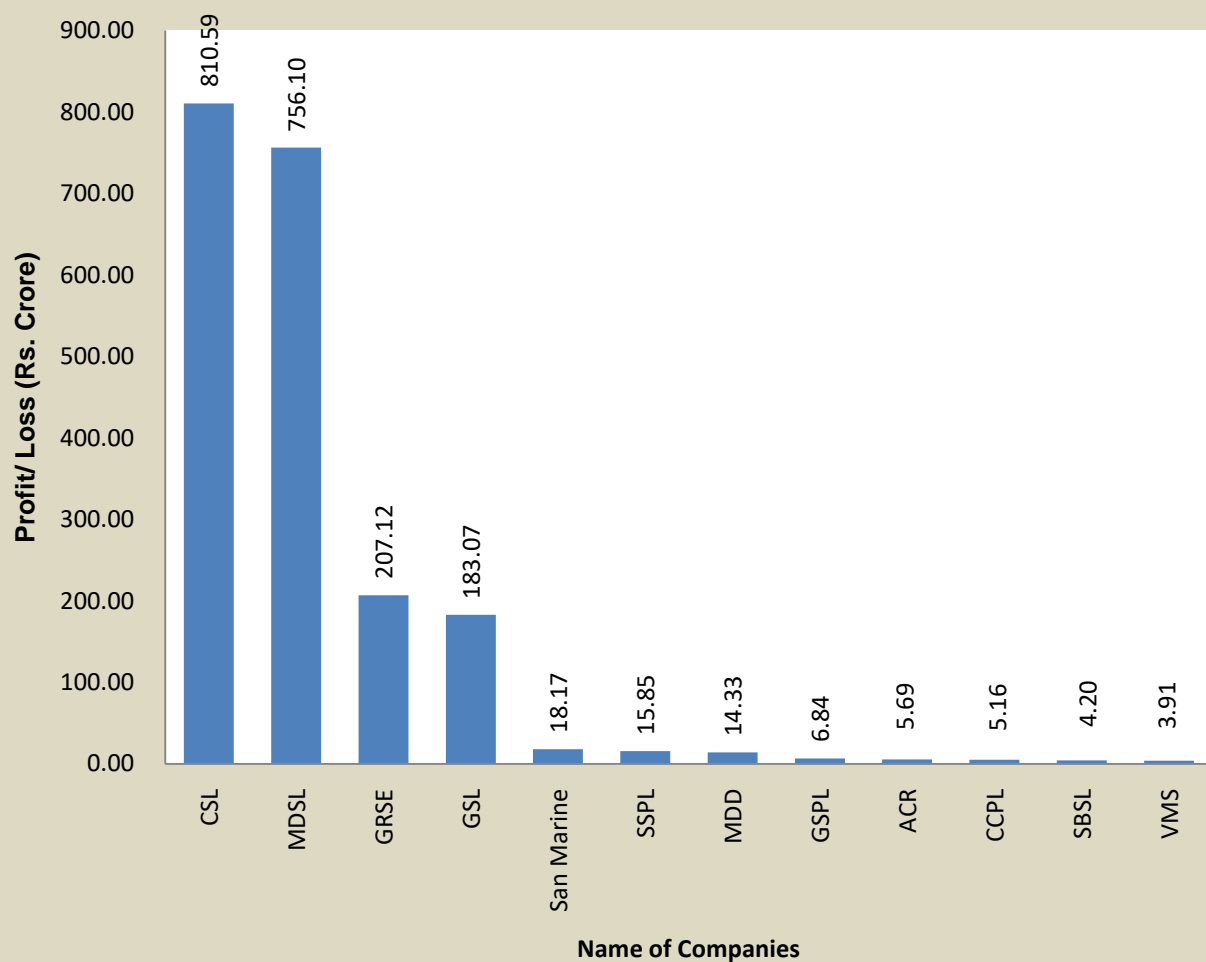


Table No. 4.1

Financial Performance (Income & Expenditure) : Company - wise (2018 to 2021)

(Rs. in lakhs)

| Sl. No. | Name of the Company | As on 31st March | Income from (Rs. in lakhs) | | | Total Income | Expenditure incurred on (Rs. 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. | Alcock Ashdown (Gujarat) Ltd. @ | 2021 | | | | 0.00 | | | | 0.00 | 0.00 |
| | | 2020 | | | | 0.00 | | | | 0.00 | 0.00 |
| | | 2019 | 0.00 | 0.00 | 75.64 | 75.64 | 22.00 | 147.02 | 2673.99 | 2843.01 | -2767.37 |
| | | 2018 | 0.00 | 0.00 | 19.55 | 19.55 | 484.74 | 147.02 | 2673.99 | 3305.75 | -3286.20 |
| 2 | Cochin Shipyard Ltd. | 2021 | 240559.27 | 41330.43 | 19386.07 | 301275.77 | 209863.44 | 5307.07 | 5046.62 | 220217.13 | 81058.64 |
| | | 2020 | 285226.50 | 57022.89 | 24750.03 | 366999.42 | 293898.14 | 4873.12 | 4459.41 | 303230.67 | 63768.75 |
| | | 2019 | 213202.07 | 83358.26 | 22728.42 | 319288.75 | 266325.32 | 3415.53 | 1430.11 | 271170.96 | 48117.79 |
| | | 2018 | 173185.69 | 62326.64 | 18915.83 | 254428.16 | 189050.10 | 3751.02 | 1141.03 | 193942.15 | 60486.01 |
| 3 | Garden Reach Shipbuilders & Engineers Ltd. | 2021 | 101032.81 | 13050.71 | 18759.56 | 132843.08 | 108952.49 | 2908.76 | 270.10 | 112131.35 | 20711.73 |
| | | 2020 | 127522.88 | 15806.66 | 22549.94 | 165879.48 | 140349.89 | 3008.92 | 133.56 | 143492.37 | 22387.11 |
| | | 2019 | 122845.05 | 15797.11 | 17123.93 | 155766.09 | 134965.63 | 2708.47 | 195.96 | 137870.06 | 17896.03 |
| | | 2018 | 110917.80 | 24048.11 | 17923.40 | 152889.31 | 136939.83 | 2895.56 | 279.05 | 140114.44 | 12774.87 |
| 4 | Goa Shipyard Ltd. | 2021(P) | 63367.00 | 15448.00 | 15588.00 | 94403.00 | 71110.00 | 4966.00 | 19.72 | 76095.72 | 18307.28 |
| | | 2020 | 78759.49 | 11534.94 | 16881.09 | 107175.52 | 74141.25 | 4752.93 | 1789.57 | 80683.75 | 26491.77 |
| | | 2019 | 64953.54 | 19825.96 | 13849.00 | 98628.50 | 72713.81 | 4498.04 | 369.38 | 77581.23 | 21047.27 |
| | | 2018 | 111881.98 | 22384.93 | 10978.81 | 145245.72 | 107852.12 | 4260.64 | 78.87 | 112191.63 | 33054.09 |
| 5 | Hindustan Shipyard Ltd. | 2021 (P) | 40014.00 | 16908.00 | 1200.00 | 58122.00 | 64231.00 | 400.00 | 500.00 | 65131.00 | -7009.00 |
| | | 2020 | 26205.00 | 23292.00 | 2149.00 | 51646.00 | 53213.00 | -3357.00 | 487.00 | 50343.00 | 1303.00 |
| | | 2019 | 15100.00 | 44400.00 | 1100.00 | 60600.00 | 55200.00 | 475.00 | 1300.00 | 56975.00 | 3625.00 |
| | | 2018 | 30398.00 | 33503.00 | 1265.00 | 65166.00 | 61019.00 | 475.00 | 1573.00 | 63067.00 | 2099.00 |
| 6 | Hooghly Dock & Port Engineers Ltd. | 2021 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | 2020 | N.A | N.A | 17117.55 | 17117.55 | 5352.56 | 0.21 | 0.57 | 5353.34 | 11764.21 |
| | | 2019 | N.A | N.A | 578.89 | 578.89 | 277.67 | 3.09 | 1231.05 | 1511.81 | -932.92 |
| | | 2018 | 7343.00 | N.A | 4640.33 | 11983.33 | 9016.74 | 8.18 | 1183.10 | 10208.02 | 1775.31 |
| 7 | Mazagaon Dock Shipbuilders Ltd. | 2021 | 361706.00 | 43263.00 | 60020.00 | 464989.00 | 382578.00 | 5965.00 | 836.00 | 389379.00 | 75610.00 |
| | | 2020 | 475899.00 | 15893.00 | 58949.00 | 550741.00 | 465827.00 | 6875.00 | 926.00 | 473628.00 | 77113.00 |
| | | 2019 | 462233.00 | 2682.00 | 64038.00 | 528953.00 | 439733.00 | 6142.00 | 410.00 | 446285.00 | 82668.00 |
| | | 2018 | 448798.00 | 0.00 | 60386.00 | 509184.00 | 434125.00 | 5021.00 | 385.00 | 439531.00 | 69653.00 |
| 8 | Shalimar Works Ltd. | 2021(P) | 2175.23 | 38.12 | 122.57 | 2335.92 | 3494.33 | 38.50 | 2168.28 | 5701.11 | -3365.19 |
| | | 2020 | N.A | 104.50 | 296.76 | 401.26 | 1184.53 | 43.37 | 2124.49 | 3352.39 | -2951.13 |
| | | 2019 | 1806.69 | 209.32 | 502.83 | 2518.84 | 3659.54 | 49.56 | 2024.25 | 5733.35 | -3214.51 |
| | | 2018 | 1846.40 | 0.00 | 204.52 | 2050.92 | 2768.10 | 34.82 | 1929.53 | 4732.45 | -2681.53 |
| B. PRIVATE SECTOR | | | | | | | | | | | |
| 9 | ABG Shipyard Ltd. @ | 2020 | Financial data for full financial year ending 31.3.2018 (F.Y. 2017-18) is not being compiled as Company in Debt Resolution. Will be shared if compiled by Resolution Professional | | | | | | | | |
| | | 2020 | | | | | | | | | |
| | | 2019 | | | | | | | | | |
| | | 2018 | | | | | | | | | |
| | | | | | | | | | | | |
| 10 | Abhishek Engineers | 2021 | 75.00 | 75.00 | N.A | 150.00 | 120.00 | 15.00 | 3.50 | 138.50 | 11.50 |
| | | 2020 | 50.00 | 50.00 | N.A | 100.00 | 70.00 | 10.00 | 2.00 | 82.00 | 18.00 |
| | | | | | | | | | | | |
| 11 | A.C.Roy & Comp. Ltd. | 2021 | 1215.00 | 420.00 | 698.00 | 2333.00 | 1451.00 | 235.00 | 78.00 | 1764.00 | 569.00 |
| | | 2020 | 1118.00 | 534.00 | 733.00 | 2385.00 | 1467.00 | 275.00 | 83.00 | 1825.00 | 560.00 |
| | | 2019 | 3291.00 | 65.00 | 815.00 | 4171.00 | 2532.00 | 795.00 | 27.00 | 3354.00 | 817.00 |
| | | 2018 | 2979.00 | 83.00 | 612.00 | 3674.00 | 2119.00 | 702.00 | 86.00 | 2907.00 | 767.00 |
| 12 | A.H. Wadia Boat Builders | 2021 | 922.67 | 0.00 | 1.19 | 923.86 | 852.74 | 13.83 | 1.89 | 868.46 | 55.40 |
| | | 2020 | 733.72 | 0.00 | 1.97 | 735.69 | 650.70 | 8.96 | 2.51 | 662.17 | 73.52 |
| | | | | | | | | | | | |
| 13 | A.S. Moloobhoy Pvt. Ltd.@ | 2021 | | | | | | | | | |
| | | 2020 | | | | | | | | | |
| | | 2019 | N.A | 4148.26 | 14.56 | 4162.82 | 3900.83 | 100.00 | 50.51 | 4051.34 | 111.48 |
| | | 2018 | N.A | 3746.16 | 35.44 | 3781.60 | 3550.36 | 94.44 | 6.17 | 3650.97 | 130.63 |
| | | | | | | | | | | | |
| 14 | Bharati Defence & Infrastructure Ltd @ | 2021 | | | | | | | | | |
| | | 2020 | | | | | | | | | |
| | | 2019 | | | | | | | | | |
| | | 2018 | 1836.08 | 174.32 | 377.61 | 2388.01 | 5182.08 | 5418.34 | 2319.28 | 12919.70 | -10531.69 |

Financial Performance (Income & Expenditure) : Company - wise (2018 to 2021)

(Rs. in lakhs)

| Sl. No. | Name of the Company | As on 31st March | Income from (Rs. in lakhs) | | | Total Income | Expenditure incurred on (Rs. 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 | Bristol Boats Pvt. Ltd. | 2021 (P) | 4.17 | 1.39 | 28.97 | 34.53 | 81.80 | 3.60 | 9.98 | 95.38 | -60.85 |
| | | 2020 | 12.03 | 51.34 | 11.43 | 74.80 | 109.59 | 3.90 | 10.09 | 123.58 | -48.78 |
| | | 2019 | 0.00 | 51.12 | 42.97 | 94.09 | 112.53 | 4.17 | 9.90 | 126.60 | -32.51 |
| | | 2018 | 0.00 | 14.09 | 52.68 | 66.77 | 97.83 | 4.04 | 7.56 | 109.43 | -42.66 |
| 16 | Chidambaram Shipcare Pvt. Ltd. | 2021 | N.A | 884.42 | 2.04 | 886.46 | 828.97 | 9.44 | 6.47 | 844.88 | 41.57 |
| | | 2020 | N.A | 1026.07 | 1.80 | 1027.87 | 995.04 | 10.62 | 8.01 | 1013.67 | 14.20 |
| | | 2019 | 0.00 | 961.94 | 0.40 | 962.34 | 899.44 | 12.41 | 13.55 | 925.40 | 36.94 |
| | | 2018 | 0.00 | 676.98 | 7.76 | 684.74 | 770.74 | 13.09 | 5.00 | 788.83 | -104.09 |
| 17 | Chowgule & Co. Pvt. Ltd. | 2020 | 11779.76 | - | 2229.51 | 14009.27 | 12677.86 | 463.76 | 351.37 | 13492.99 | 516.28 |
| | | 2020 | 11935.65 | - | 1752.06 | 13687.71 | 12221.21 | 534.26 | 717.62 | 13473.09 | 214.62 |
| | | 2019 | 3282.61 | 5719.60 | 570.29 | 9572.50 | 8123.33 | 5253.60 | 661.03 | 14037.96 | -4465.46 |
| | | 2018 | 2107.53 | 775.45 | 275.64 | 3158.62 | 2849.73 | 641.83 | 286.39 | 3777.95 | -619.33 |
| 18 | Dempo Shipbuilding and Engineering Pvt. Ltd. | 2021 | 2379.62 | 513.21 | -866.99 | 2025.84 | 2196.71 | 130.88 | 68.19 | 2395.78 | -369.94 |
| | | 2020 | N.A | 562.83 | 1044.47 | 1607.30 | 2011.25 | 133.69 | 34.76 | 2179.70 | -572.40 |
| | | 2019 | 184.40 | 900.86 | 151.82 | 1237.08 | 1326.74 | 134.94 | 65.80 | 1527.48 | -290.40 |
| | | 2018 | 87.00 | 1026.00 | 68.00 | 1181.00 | 1494.00 | 141.00 | 158.00 | 1793.00 | -612.00 |
| 19 | Equiptrans Logistics Pvt. Ltd | 2021 | - | 678.39 | - | 678.39 | 523.65 | - | - | 523.65 | 154.74 |
| | | 2020 | - | 1162.23 | - | 1162.23 | 1026.04 | - | - | 1026.04 | 136.19 |
| 20 | Ferromar Shipping Pvt. Ltd. | 2021(P) | 261.09 | N.A | 521.17 | 782.26 | 599.58 | 385.10 | 37.19 | 1021.87 | -239.61 |
| | | 2020 | 77.49 | N.A | 630.43 | 707.92 | 332.23 | 308.88 | 72.04 | 713.15 | -5.23 |
| | | 2019 | N.A | N.A | 832.14 | 832.14 | 380.42 | 320.62 | 91.13 | 792.17 | 39.97 |
| | | 2018 | N.A | 26.70 | 706.68 | 733.38 | 328.74 | 345.69 | 98.77 | 773.20 | -39.82 |
| 21 | M/s Glory Shipmanagement Pvt. Ltd. | 2021(P) | 0.00 | 152.00 | 4977.00 | 5129.00 | 3111.00 | 989.00 | 345.00 | 4445.00 | 684.00 |
| | | 2020 | 0.00 | 258.00 | 3578.00 | 3836.00 | 2248.00 | 873.00 | 365.00 | 3486.00 | 350.00 |
| 22 | High Seas Shipping Associates | 2021 | N.A | 378.13 | 20.76 | 398.89 | 363.73 | 2.46 | 18.49 | 384.68 | 14.21 |
| | | 2020 | N.A | 721.71 | 13.70 | 735.41 | 693.21 | 2.96 | 22.58 | 718.74 | 16.67 |
| 23 | Homa Engineering Works | 2021 | N.A | 452.12 | 12.12 | 464.24 | 412.65 | 6.99 | 27.24 | 446.88 | 17.36 |
| | | 2020 | N.A | 1792.49 | 14.74 | 1807.23 | 1702.72 | 7.81 | 61.83 | 1772.33 | 34.87 |
| | | 2019 | N.A | 1447.29 | 10.38 | 1457.67 | 1302.57 | 8.08 | 65.74 | 1376.39 | 81.28 |
| | | 2018 | N.A | 819.99 | 13.76 | 833.75 | 710.27 | 7.96 | 65.73 | 783.96 | 49.79 |
| 24 | JITF Shipyard Ltd | 2021 | N.A | 236.48 | 42.01 | 278.49 | 277.74 | 22.28 | 0.00 | 300.02 | -21.53 |
| | | 2020 | N.A | 172.72 | 283.73 | 456.45 | 244.96 | 22.72 | 0.00 | 267.68 | 188.77 |
| | | 2019 | N.A | 170.36 | 133.28 | 303.64 | 193.93 | 22.63 | 0.84 | 217.40 | 86.24 |
| 25 | KSINC | 2021 | 343.38 | 151.29 | 1196.05 | 1690.72 | 1863.62 | 338.47 | 2.98 | 2205.07 | -514.35 |
| | | 2020 | 42.67 | 21.35 | 1974.24 | 2038.26 | 1908.24 | 355.74 | 20.09 | 2284.07 | -245.81 |
| 26 | L&T Shipbuilding Ltd** | 2021 | | | | 0.00 | | | | 0.00 | 0.00 |
| | | 2020 | 24587.30 | 10385.01 | 650.54 | 35622.85 | 34514.80 | 7988.45 | 26992.47 | 69495.72 | -33872.87 |
| | | 2019 | 49044.92 | 10932.17 | 626.53 | 60603.62 | 69629.21 | 7966.72 | 24517.69 | 102113.62 | -41510.00 |
| | | 2018 | 69099.61 | 3989.19 | 2877.55 | 75966.35 | 85562.26 | 9549.19 | 24991.21 | 120102.66 | -44136.31 |
| 27 | Mandovi Drydocks | 2021 | 4117.00 | 461.00 | 1190.00 | 5768.00 | 4120.00 | 54.00 | 161.00 | 4335.00 | 1433.00 |
| | | 2020 | 6007.00 | 1053.00 | 705.00 | 7765.00 | 6342.00 | 65.00 | 124.00 | 6531.00 | 1234.00 |
| | | 2019 | 6028.32 | 793.95 | 1071.62 | 7893.89 | 6230.45 | 61.34 | 183.92 | 6475.71 | 1418.18 |
| | | 2018 | 4926.10 | 2209.71 | 393.58 | 7529.39 | 6941.60 | 68.43 | 144.73 | 7154.76 | 374.63 |
| 28 | Marine Care 'N' Associates | 2021 (P) | N.A | 900.00 | N.A | 900.00 | 827.00 | 8.00 | 5.00 | 840.00 | 60.00 |
| | | 2020 | N.A | 899.00 | N.A | 899.00 | 809.00 | 7.00 | 5.00 | 821.00 | 78.00 |
| | | 2019 | N.A | 621.00 | 2.00 | 623.00 | 557.00 | 6.36 | 6.64 | 570.00 | 53.00 |
| 29 | Marine Frontiers Pvt. Ltd. | 2021 | 685.56 | 153.95 | 22.07 | 861.58 | 684.88 | 34.72 | 85.01 | 804.61 | 56.97 |
| | | 2020 | 107.43 | 107.43 | 11.75 | 226.61 | 641.48 | 43.10 | 81.64 | 766.22 | -539.61 |
| | | 2019 | 1017.84 | 40.83 | 114.15 | 1172.82 | 1658.24 | 55.16 | 76.61 | 1790.01 | -617.19 |
| | | 2018 | 117.98 | 2.00 | 73.12 | 193.10 | 285.19 | 73.11 | 52.47 | 410.77 | -217.67 |
| 30 | Modest Infrastructure Pvt. Ltd. | 2021 | 779.92 | 1686.63 | 60.00 | 2526.55 | 2044.50 | 164.47 | 983.61 | 3192.58 | -666.03 |
| | | 2020 | 814.02 | 937.44 | 99.60 | 1851.06 | 2024.22 | 164.47 | 1068.61 | 3257.30 | -1406.24 |
| | | 2019 | 574.51 | 744.41 | 338.68 | 1657.60 | 1272.81 | 165.87 | 1170.98 | 2609.66 | -952.06 |
| | | 2018 | N.A | 237.61 | 115.58 | 353.19 | 1108.04 | 196.78 | 1134.06 | 2438.88 | -2085.69 |
| 31 | N N Shipbuilders and Engineers Pvt Ltd | 2021 | N.A | N.A | 2.48 | 2.48 | 48.30 | 11.58 | 27.02 | 86.90 | -84.42 |
| | | 2020 | 97.36 | N.A | 2.13 | 99.49 | 149.88 | 11.98 | 25.76 | 187.62 | -88.13 |
| | | 2019 | 12.03 | N.A | 816.26 | 828.29 | 879.82 | 14.16 | 26.85 | 920.83 | -92.54 |
| | | 2018 | 17.05 | 6.00 | 799.34 | 822.39 | 767.57 | 19.73 | 27.00 | 814.30 | 8.09 |
| 32 | Reliance Naval & Engineering Ltd. @ | 2021 | | | | | | | | | |
| | | 2020 | | | | | | | | | |
| | | 2019 | 13017.26 | 1775.97 | 3669.81 | 18463.04 | 19526.60 | 6565.81 | 127807.42 | 153899.83 | -135436.79 |
| | | 2018 | 27162.72 | 5725.31 | 8496.22 | 41384.25 | 52451.81 | 19806.81 | 69739.19 | 141997.81 | -100613.56 |

Table No. 4.1 Contd...

Financial Performance (Income & Expenditure) : Company - wise (2018 to 2021)

(Rs. in lakhs)

| Sl. No. | Name of the Company | As on 31st March | Income from (Rs. in lakhs) | | | Total Income | Expenditure incurred on (Rs. 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) |
| 33 | San Marine | 2021 | 1287.50 | 0.00 | 11748.43 | 13035.93 | 9986.91 | 782.96 | 449.03 | 11218.90 | 1817.03 |
| | | 2020 | 0.00 | 0.00 | 9515.10 | 9515.10 | 7595.80 | 391.50 | 213.00 | 8200.30 | 1314.80 |
| | | 2019 | 313.00 | 0.00 | 9100.00 | 9413.00 | 7690.80 | 158.80 | 228.00 | 8077.60 | 1335.40 |
| 34 | Sea Blue Shipyard Ltd | 2021 | 0.00 | 1258.60 | 197.77 | 1456.37 | 994.26 | 16.69 | 25.38 | 1036.34 | 420.04 |
| | | 2020 | 0.00 | 1553.09 | 12.78 | 1565.86 | 985.76 | 17.79 | 18.73 | 1022.29 | 543.57 |
| | | 2019 | 114.91 | 281.64 | 24.40 | 420.94 | 1164.19 | 22.22 | 26.91 | 1213.33 | -792.38 |
| 35 | Sembmarine Kakinada Ltd. @ | 2021 | | | | | | | | | |
| | | 2020 | N.A | 7104.64 | 3380.50 | 10485.14 | 6483.01 | 2341.25 | 4005.26 | 12829.52 | -2344.38 |
| | | 2019 | N.A | 7104.64 | 3380.50 | 10485.14 | 6483.01 | 2341.25 | 4005.26 | 12829.52 | -2344.38 |
| | | 2018 | N.A | 7104.64 | 3380.50 | 10485.14 | 6483.01 | 2341.25 | 4005.26 | 12829.52 | -2344.38 |
| 36 | Shoft Shipyard Pvt. Ltd. | 2021 (P) | 6400.00 | 435.34 | 530.00 | 7365.34 | 5000.00 | 500.00 | 280.00 | 5780.00 | 1585.34 |
| | | 2020 | 7714.11 | 432.80 | 1461.81 | 9608.72 | 6181.06 | 392.91 | 167.43 | 6741.40 | 2867.32 |
| | | 2019 | 7553.05 | 501.40 | 389.42 | 8443.87 | 6495.59 | 316.38 | 209.47 | 7021.44 | 1422.43 |
| | | 2018 | 5978.14 | 1442.61 | 333.68 | 7754.43 | 6424.39 | 229.71 | 158.69 | 6812.79 | 941.64 |
| 37 | Tebma Shipyards Ltd** | 2021 | | | | 0.00 | | | | 0.00 | 0.00 |
| | | 2020 | | | | 0.00 | | | | 0.00 | 0.00 |
| | | 2019 | 116.38 | 45.88 | 15.18 | 177.45 | 235.65 | 87.88 | N.A | 323.53 | -146.08 |
| | | 2018 | N.A | 110.05 | 51.25 | 161.29 | 4544.93 | 1176.36 | N.A | 5721.29 | -5559.99 |
| 38 | Timblo Drydock Pvt. Ltd. | 2021 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | 2020 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | 2019 | 874.75 | 106.23 | 2694.34 | 3675.32 | 4710.17 | 180.95 | 991.95 | 5883.08 | -2207.76 |
| | | 2018 | 3213.66 | 0.00 | 1210.76 | 4424.42 | 2937.24 | 212.71 | 1122.46 | 4272.41 | 152.01 |
| 39 | Titagarh Wagons Ltd. | 2021 | 392.62 | N.A | N.A | 392.62 | 559.43 | 10.79 | N.A | 570.22 | -177.60 |
| | | 2020 | 2520.07 | N.A | N.A | 2520.07 | 2201.86 | 50.01 | N.A | 2251.87 | 268.20 |
| | | 2019 | 13151.65 | N.A | N.A | 13151.65 | 9769.50 | 186.46 | N.A | 9955.96 | 3195.69 |
| | | 2018 | 3516.72 | N.A | N.A | 3516.72 | 2921.47 | 46.17 | N.A | 2967.64 | 549.08 |
| 40 | Vijai Marine Shipyards | 2021 | 2215.74 | 35.03 | 426.87 | 2677.64 | 2171.37 | 67.05 | 48.56 | 2286.98 | 390.66 |
| | | 2020 | 2913.10 | 602.05 | 266.18 | 3781.33 | 2997.94 | 89.64 | 187.29 | 3274.87 | 506.46 |
| | | 2019 | 2447.05 | 603.37 | 489.49 | 3539.91 | 4037.30 | 103.61 | 186.86 | 4327.77 | -787.86 |
| | | 2018 | 5265.03 | 25.00 | 353.47 | 5643.50 | 5388.82 | 117.74 | 226.40 | 5732.96 | -89.46 |
| 41 | West Coast Shipyard Ltd.\$ | 2021 | | | | 0.00 | | | | 0.00 | 0.00 |
| | | 2020 | N.A | 433.00 | N.A | 433.00 | N.A | N.A | N.A | 0.00 | 433.00 |
| | | 2019 | 337.57 | 95.20 | 80.01 | 512.78 | 322.71 | 25.12 | 0.54 | 348.37 | 164.41 |
| | | 2018 | 70.40 | 38.90 | 236.95 | 346.25 | 341.30 | 29.41 | 0.08 | 370.79 | -24.55 |
| 42 | Waterways Shipyard Pvt. Ltd. | 2021 | 2248.35 | N.A | 110.90 | 2359.25 | 1701.47 | 41.37 | 300.53 | 2043.37 | 315.88 |
| | | 2020 | 1661.94 | N.A | 257.84 | 1919.78 | 1520.25 | 46.82 | 151.17 | 1718.24 | 201.54 |

(P) Provisional / Unaudited

** No information is received for 2020-21

Note : New companies (At S. No. 10, 12, 19, 21, 22, 25 & 42) have been added from 2020-21; based on the list obtained from Indian Register of Shipping.

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

(&) Includes income from exceptional items.

^ Includes Deferred Tax Provision

\$\$ Figure after adjustment of Exceptional Items and Tax Expense (reversal of earlier year provision)

\$ Financial information is not received for 2020-21

Section -5

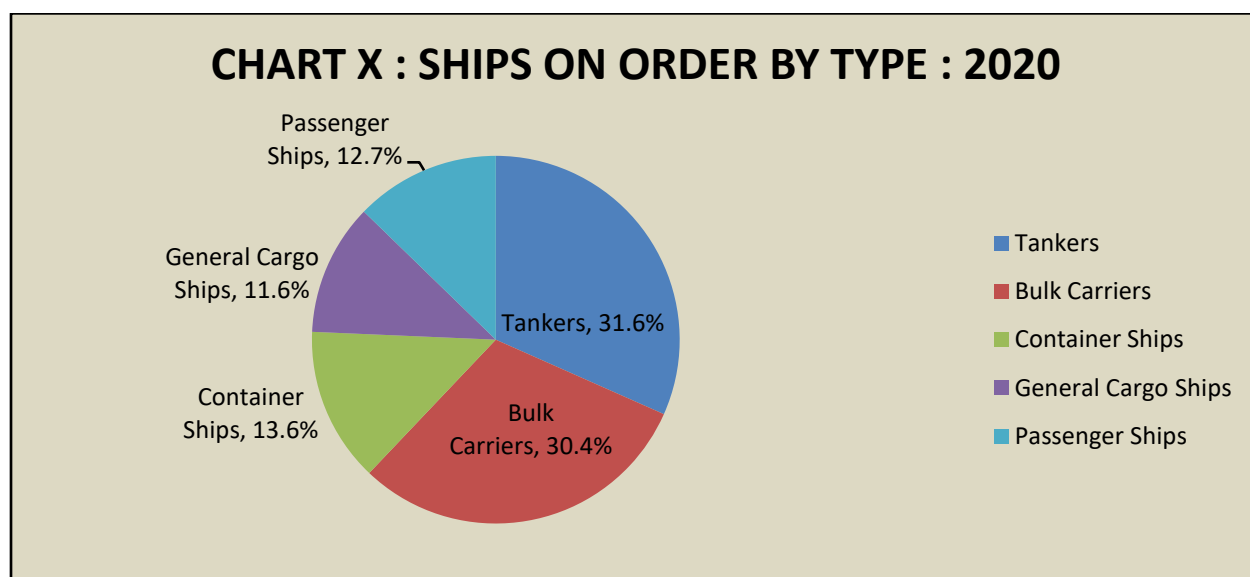
INTERNATIONAL SCENARIO

5. INTERNATIONAL SCENARIO

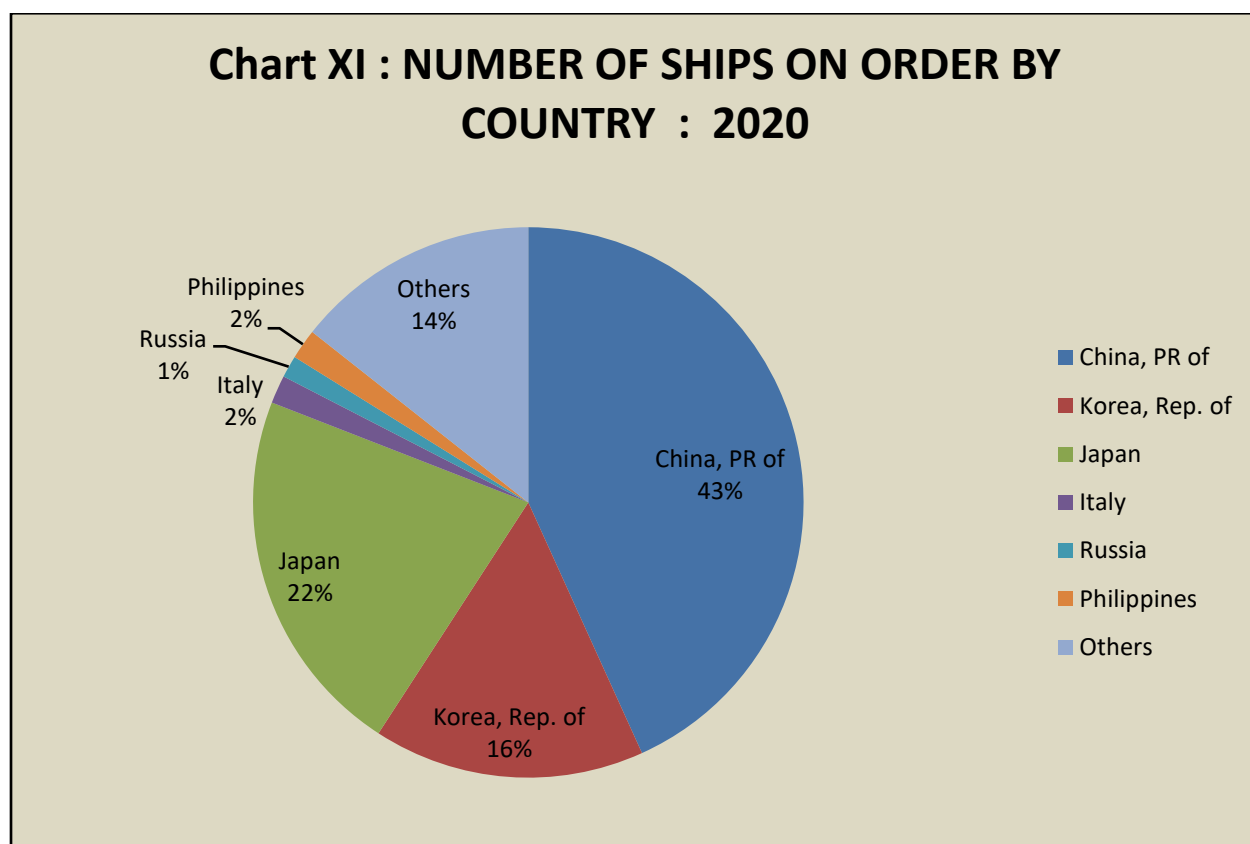
5.1 This section comprises comparative time series data on ship building activity in terms of order and completion and by type and country (Table 5.1 to 5.6).

5.2 Table 5.1 shows that the number of ships on order reflects the demand side dynamics of the world shipping industry. Over the period 2003 to 2020 (as on 1st January), the number of ships on order at a global level has increased from 2248 units in 2003 to 2677 units in 2020. During last three years from 2017 to 2020, number of ships on order has gone down from 2944 ships in 2017 to 2677 ships in 2020. Ships on order (as on 1st January) in terms of compensated gross tonnage (CGT) have gone up from 49.16 million CGT in 2003 to 72.35 million CGT in 2020. During the year 2003 to 2020, order book of world shipbuilding industry had witnessed CAGR of 1.03% and 2.30% 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 (31.6%) followed by Bulk Carrier ships (30.4%), Container ships (13.6%), Passenger Ships (12.7%) and General cargo ships (11.6%) shown in the chart X below. (Table 5.3)

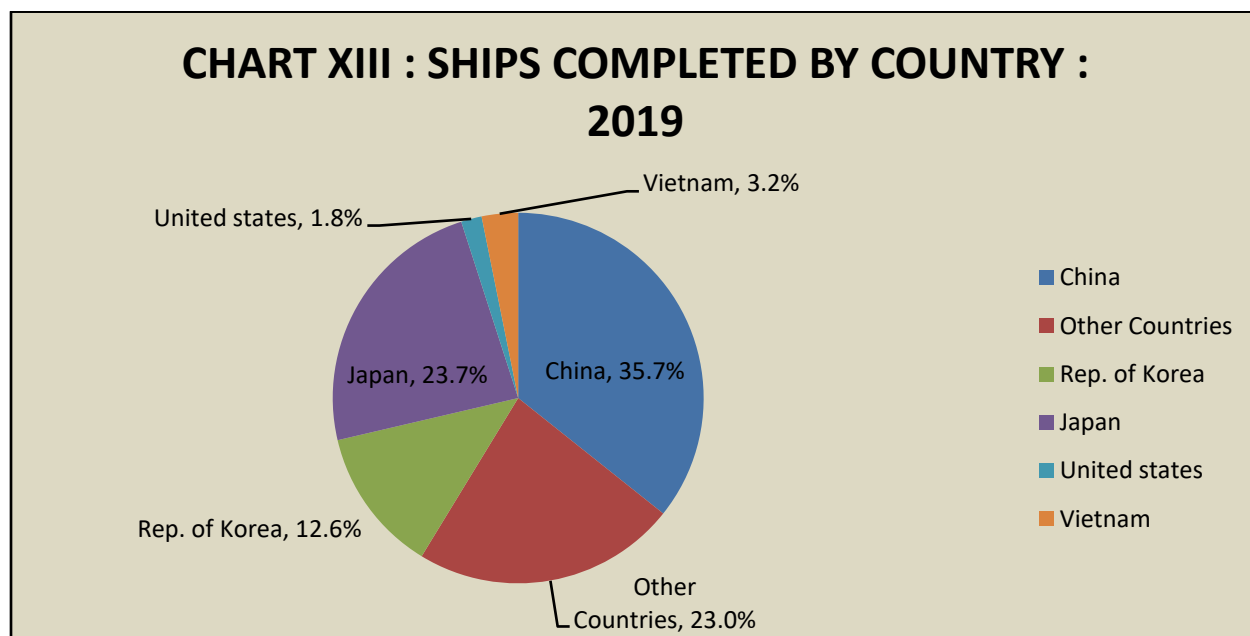
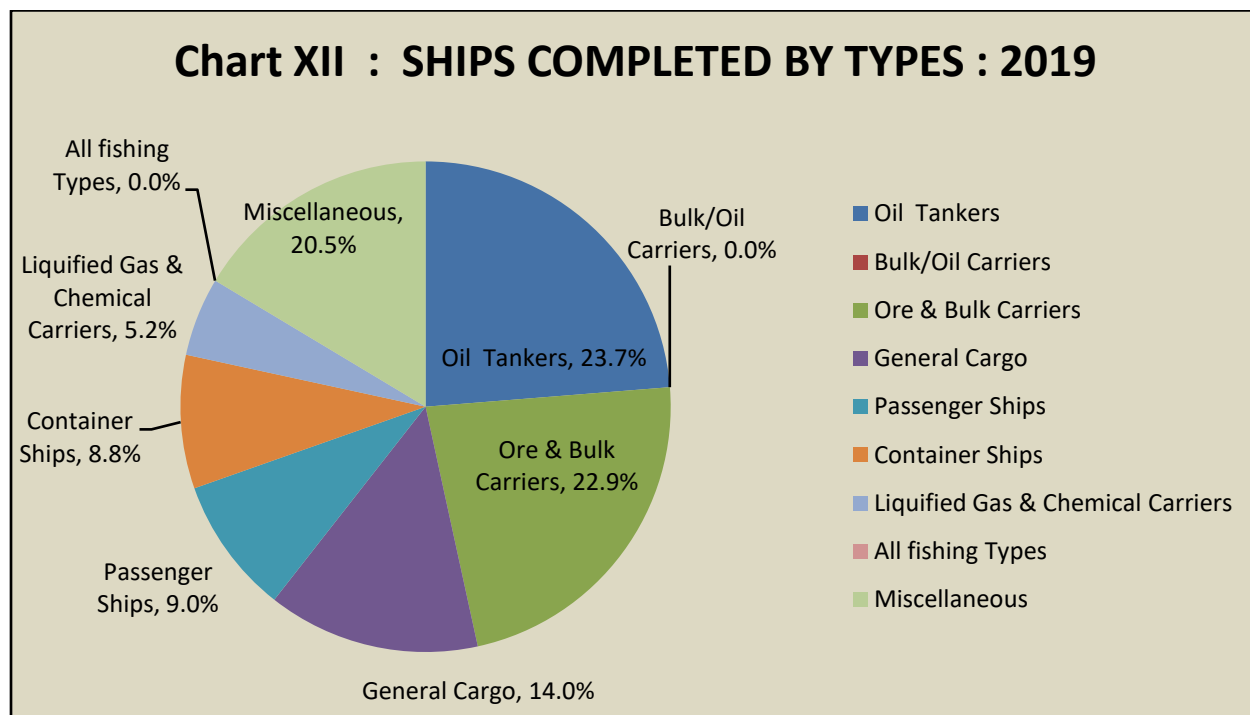


5.3 Table 5.2 provide country-wise data on the ship order book position as on 1st July, 2020 and table 5.4 presents the country-wise ships completion during the year 2019. Country-wise percentage share of Ships on order during 2020 was given in chart XI below. Chart suggest that, China, Japan and Republic of Korea were the top three nations which accounted for a global share of around 43%, 22% and 16% respectively in number of ships on order in 2020. China, Japan and Republic of Korea were the top three nations which accounted for a global share of 35.9%, 14.6% and 28.6% respectively in ships on order in terms of compensated gross tonnage (cgt) in 2020.



5.4 Country-wise number of ships built and delivered recorded in terms of gross tonnage (GT), were 66.00 million GT in 2019 (Table 5.4) reflecting an increase of 13.85% over 57.97 million GT completed in 2018. In terms of number, the total number of ships completed increased to 1829 units in 2019 from 1672 units in 2018 reflecting an increase of 9.39%. Out of 66.00 million GT of ship delivered during 2019; the percentage share of Ore & Bulk carriers was 32.9% (contributed 21.76 million GT in 2019, Table 5.5) which was highest among the other types of ships delivered in the same year.

5.5 The different types of ships on order and delivered in the world may be seen from the following charts.



Other Countries: All excluding United States, Japan, Vietnam, China & Rep. of Korea for Chart XIII

Source: Shipping Statistics Yearbook 2020

Table No. 5.1

**World Ship-building - Ships On Order And Completed
During 2003 - 2020**

| Year | Ships on Order * | | Ships Completed @ | |
|--------|------------------|----------|-------------------|---------|
| | No | 1000 cgt | No | 1000 gt |
| (1) | (2) | (3) | (4) | (5) |
| 2003 | 2248 | 49155 | 1731 | 36786 |
| 2004 | 2984 | 67965 | 1931 | 40586 |
| 2005 | 3948 | 91544 | 1993 | 47566 |
| 2006 | 4787 | 106205 | 2309 | 53529 |
| 2007 | 6045 | 125474 | 2611 | 57634 |
| 2008 | 8887 | 184010 | 3221 | 68477 |
| 2009 | 9501 | 191562 | 3432 | 78522 |
| 2010 | 7731 | 153869 | 3558 | 98477 |
| 2011 | 6525 | 130035 | 3434 | 103786 |
| 2012 | 4804 | 105047 | 3163 | 96565 |
| 2013 | 3589 | 81750 | 2403 | 71071 |
| 2014 | 3879 | 92729 | 2200 | 63876 |
| 2015 | 4195 | 103838 | 2522 | 67633 |
| 2016 | 3880 | 100531 | 1994 | 66783 |
| 2017 | 2944 | 78492 | 1840 | 65612 |
| 2018 | 3083 | 78482 | 1672 | 57966 |
| 2019 | 3323 | 81802 | 1829 | 65996 |
| 2020 | 2677 | 72346 | N.A | N.A |
| 2020\$ | 2478 | 65696 | N.A | N.A |

Note 1: Figures of Ships on Order in the Table for the period 2003 onwards is as on 1st January.

* Ships of 300gt and Over.

@ Merchant Ships of 100gt and Over.

\$ As on 1st July,2020

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

Source: Shipping Statistics Year Book 2020

Table No.5.2

**Ships on Order by Major Types and Country of Build
(As on 1st July, 2020)**

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 | 295 | 6701 | 361 | 8368 | 175 | 4503 | 181 | 2417 | 59 | 1569 | 1071 | 23558 |
| 2 | Korea Rep. | 307 | 14705 | 14 | 566 | 62 | 3326 | 4 | 98 | 8 | 126 | 395 | 18821 |
| 3 | Japan | 138 | 2222 | 244 | 4313 | 74 | 2075 | 67 | 776 | 16 | 178 | 539 | 9564 |
| 4 | Italy | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 41 | 3995 | 41 | 3995 |
| 5 | Germany | 2 | 18 | NIL | NIL | NIL | NIL | NIL | NIL | 25 | 2627 | 27 | 2645 |
| 6 | France | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 11 | 1817 | 11 | 1817 |
| 7 | Finland | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 11 | 1253 | 11 | 1253 |
| 8 | Philippines | 2 | 7 | 24 | 433 | 2 | 30 | 10 | 133 | 6 | 76 | 44 | 681 |
| 9 | Vietnam | 17 | 400 | 5 | 92 | NIL | NIL | 1 | 1 | 6 | 55 | 29 | 549 |
| 10 | Russia | 17 | 335 | NIL | NIL | NIL | NIL | 8 | 56 | 7 | 55 | 32 | 446 |
| 11 | Norway | NIL | NIL | NIL | NIL | 1 | 3 | 1 | 2 | 17 | 305 | 19 | 311 |
| 12 | Taiwan | NIL | NIL | NIL | NIL | 8 | 179 | NIL | NIL | NIL | NIL | 8 | 179 |
| 13 | Spain | NIL | NIL | NIL | NIL | NIL | NIL | 4 | 6 | 9 | 168 | 13 | 175 |
| 14 | Croatia | 2 | 45 | 1 | 12 | NIL | NIL | 2 | 35 | 4 | 101 | 9 | 193 |
| 15 | US | NIL | NIL | 1 | 11 | 2 | 37 | 2 | 32 | 15 | 82 | 20 | 162 |
| 16 | Turkey | 8 | 48 | NIL | NIL | NIL | NIL | 3 | 18 | 20 | 168 | 31 | 235 |
| 17 | Bangladesh | 17 | 68 | NIL | NIL | NIL | NIL | 15 | 64 | 7 | 28 | 39 | 160 |
| 18 | India | 3 | 8 | 1 | 2 | NIL | NIL | 8 | 45 | 4 | 76 | 16 | 132 |
| 19 | Portugal | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 7 | 138 | 7 | 138 |
| 20 | Netherlands | 5 | 29 | NIL | NIL | NIL | NIL | 19 | 102 | 4 | 9 | 28 | 140 |
| 21 | Others | 15 | 160 | NIL | NIL | 1 | 3 | 26 | 87 | 46 | 295 | 88 | 544 |
| | Total | 828 | 24745 | 651 | 13797 | 325 | 10157 | 351 | 3874 | 323 | 13123 | 2478 | 65696 |

Note 1: cgt-compensated gross tonnage

Source : Shipping Statistics Year book 2020

Table No. 5.3

Ships on order by Type

During 2018-2020

Ships of 300gt and over

| Ship Type | 2018 | | 2019 | | 2020 | |
|---------------------|-------------|--------------|-------------|--------------|-------------|--------------|
| | No of Ships | 1000 cgt | No of Ships | 1000 cgt | No of Ships | 1000 cgt |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| Tankers | 1127 | 30903 | 1048 | 29771 | 847 | 26164 |
| Bulk Carriers | 820 | 17790 | 1005 | 21601 | 815 | 17713 |
| Container Ships | 429 | 14338 | 452 | 13556 | 364 | 11364 |
| General Cargo Ships | 395 | 4749 | 455 | 4655 | 310 | 3462 |
| Passenger Ships | 312 | 10702 | 363 | 12219 | 341 | 13644 |
| Grand Total | 3083 | 78482 | 3323 | 81802 | 2677 | 72346 |

Note 1: Figures from the year 2018 to 2020 is as on 1st January.

Note 2: cgt-compensated gross tonnage

Source: Shipping Statistics Year Book 2020.

Table No. 5.4

Merchant Ships Completed By Country Of Build (2017-2019)

(Ships of 100 gt & Over) (a)

| S. No. | Country of Build | 2017 | | 2018 | | 2019 | |
|-----------|--------------------|-------------|--------------|-------------|--------------|-------------|--------------|
| | | No. | 1000 gt | No. | 1000 gt | No. | 1000 gt |
| 1 | 2 | 5 | 6 | 7 | 8 | 7 | 8 |
| (1) | Croatia | 12 | 125 | 7 | 24 | 9 | 28 |
| (2) | Brazil | 19 | 376 | 19 | 227 | 10 | 143 |
| (3) | Denmark | - | - | - | - | 2 | 2 |
| (4) | Finland | 5 | 173 | 3 | 138 | 3 | 335 |
| (5) | France | 4 | 173 | 3 | 360 | 2 | 353 |
| (6) | China, PR of | 709 | 23689 | 642 | 23232 | 653 | 23148 |
| (7) | Germany | 10 | 469 | 10 | 479 | 8 | 487 |
| (8) | Italy | 10 | 469 | 6 | 477 | 8 | 527 |
| (9) | Korea, Rep. Of | 286 | 22468 | 190 | 14633 | 231 | 21700 |
| (10) | Japan | 372 | 13114 | 338 | 14440 | 433 | 16238 |
| (11) | Netherlands | 30 | 104 | 25 | 57 | 23 | 40 |
| (12) | Norway | 10 | 68 | 19 | 84 | 26 | 196 |
| (13) | Poland | 10 | 45 | 2 | 6 | 1 | 3 |
| (14) | Spain | 19 | 46 | 18 | 206 | 11 | 192 |
| (15) | Philippines | 29 | 1980 | 32 | 1987 | 25 | 802 |
| (16) | United Kingdom | - | - | 1 | 0 | 1 | 1 |
| (17) | United States | 47 | 226 | 52 | 200 | 33 | 128 |
| (18) | Vietnam | 32 | 361 | 44 | 477 | 58 | 550 |
| (19) | Other Countries | 236 | 1726 | 261 | 939 | 292 | 1122 |
| | World Total | 1840 | 65612 | 1672 | 57966 | 1829 | 65996 |

Note 1: gt-gross tonnage

Source : Shipping Statistics Year Book 2020.

Table No. 5.5

World Merchant Ships Completed By Principle Types (1991-2019)

(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) |
| 1991 | 175 | 6782 | 9 | 619 | 78 | 3083 | 386 | 1556 | | |
| 1992 | 253 | 9275 | 14 | 854 | 64 | 2527 | 337 | 1698 | | |
| 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 |

World Merchant Ships Completed By Principle Types (1991-2019)

(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) |
| 1991 | 78 | 1910 | 131 | 963 | 367 | 238 | 350 | 945 | 1574 | 16096 |
| 1992 | 88 | 2173 | 125 | 883 | 231 | 197 | 394 | 1026 | 1506 | 18633 |
| 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 |

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

(b) : Incl. Ore/oil carriers.

Source : Shipping Statistics Year Book, 2020.

Note 1: gt-gross tonnage

Table No. 5.6

Total Order Book - By Country of Build
(As on 1st July,2020)

(Ships of 300 gt and over)

| Country | 2019 | | | 2020 | | |
|--------------------|------------------|--------------|---------------|------------------|--------------|---------------|
| | 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 | 1187 | 25805 | 85472 | 1071 | 23558 | 76098 |
| Croatia | 17 | 258 | 152 | 9 | 193 | 150 |
| Phillippines | 39 | 629 | 2151 | 44 | 681 | 2122 |
| Finland | 10 | 1210 | 146 | 11 | 1253 | 108 |
| France | 9 | 1418 | 133 | 11 | 1817 | 180 |
| Germany. FR of | 27 | 2240 | 295 | 27 | 2645 | 240 |
| Italy | 44 | 4434 | 381 | 41 | 3995 | 339 |
| Japan | 692 | 14053 | 48223 | 539 | 9564 | 31109 |
| Korea, Republic of | 412 | 19837 | 52127 | 395 | 18821 | 45440 |
| Netherlands | 22 | 109 | 99 | 28 | 140 | 136 |
| Poland | 9 | 62 | 24 | 8 | 66 | 19 |
| Romania | 11 | 101 | 55 | 9 | 69 | 53 |
| Russia | 43 | 533 | 1323 | 32 | 446 | 1367 |
| Spain | 18 | 324 | 498 | 13 | 175 | 22 |
| Turkey | 20 | 158 | 83 | 31 | 235 | 78 |
| U.S | 17 | 171 | 166 | 20 | 162 | 146 |
| Other Countries | 201 | 2283 | 3250 | 189 | 1876 | 2084 |
| Total | 2778 | 73625 | 194578 | 2478 | 65696 | 159691 |

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

Source: Shipping Statistics Year Book 2020

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.
