

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**LOK SABHA**  
**UNSTARRED QUESTION NO. 4353**  
ANSWERED ON 20.12.2024

**SETTING UP OF ULTRAMODERN SHIP-BUILDING YARDS**

4353. SHRI T R BAALU:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

**पत्तन, पोत परिवहन और जलमार्ग मंत्री**

- (a) whether the Government has decided to set up new ultramodern ship-building and ship repair yards at an investment of Rs.30,000 crores;
- (b) if so, the details thereof including the number of Shipyards and their locations;
- (c) the details of the existing ship-building capacity of India in both public and private sectors; and
- (d) the details of investments made to augment the capacity and capabilities during the last decade in the modernization of ship-building and ship repair facilities in the country?

**ANSWER**

MINISTER OF PORTS, SHIPPING AND WATERWAYS  
(SHRI SARBANANDA SONOWAL)

(a) to (d) The details of the existing ship-building capacity of India in both public and private sector is provided in **Annexure**. To augment the capacity and capabilities in the modernization of ship-building and ship repair facilities in the country, several measures have been taken viz.

(i). To increase indigenous shipbuilding with regard to modern technologies and machinery, the Ministry has amended the Shipbuilding Financial Assistance Policy(SBFAP) guidelines on 23.08.2023 to include:

- a) Wind Turbine Installation Vessel, Windfarm Service and Maintenance Vessel and Self-Propelled Dredgers as specialized vessels which are eligible to get higher financial assistance, over and above ₹40 Crores which is upper limit for non-specialized vessels.
- b) Flat 30% Financial Assistance for vessels where main propulsion is achieved by means of green fuels such as Methanol/ Ammonia / Hydrogen fuel cells etc.
- c) Flat 20% Financial Assistance for vessels fitted with fully electric or hybrid propulsion system.

(ii). Funds allocated under SBFAP for shipbuilding contracts signed between April 1, 2016 to March 31, 2026 in Indian Shipyards is Rs. 4,000 crore and the utilization till date is Rs 385.16 crore.

(iii). Government of India vide Gazette Notification No. 112 dated April 13, 2016 has included 'Shipyards' in the updated Harmonized Master List of Infrastructure Sub-sectors.

(iv). In order to promote indigenous shipbuilding, Government has issued guidelines on 19.05.2016 for evaluating and awarding tenders for new shipbuilding orders floated by government departments or agencies including public sector undertakings for acquisition of any type of vessel(s) used by them for Governmental purposes or for their own use. Whenever acquisition of a vessel(s) is undertaken through tendering route, the qualified Indian Shipyards will have a "Right of First Refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard which is aimed at increasing ship building activities in Indian shipyards.

Further, the Government entities dealing with ship building and ship-owning are advised to ensure local content as per the Government of India Public Procurement (Preference to Make in India) Order, 2017. As per this Order, procurement of ships of less than ₹200 crores is required to be from Indian shipyards.

(v). The Government, in November, 2021, has released Standard Tug Designs of five variants for use by Major Ports for procurement of tugs to be built in Indian Shipyards.

(vi). To promote indigenous shipbuilding, the Ministry of Ports, Shipping and Waterways on 20.09.2023 has revised the hierarchy of Right of First Refusal (RoFR) to be followed in any kind of charter of a vessel which is undertaken through a tender process. The revised hierarchy of RoFR is:

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

(vii) In order to achieve the objective of Atmanirbhar Bharat, the Union Cabinet in 2021 had approved a scheme to provide Rs. 1,624 crore as subsidy over a period of five years to Indian Shipping Companies in global tenders floated by Ministries/Department and CPSEs for import of Government Cargo. The CPSE, concerned have provided subsidy amounting Rs. 213.54 crore upto 08.10.2024.

(viii) Ministry of Ports, Shipping & Waterways has launched the Green Tug Transition Programme (GTTP) which aims to reduce carbon emissions and minimize

environmental impact by encouraging adoption of environmentally sustainable tugboat operations.

(ix) Government has launched the Harit Nauka guidelines for inland vessels which aim to promote the adoption of greener technologies in inland waterway vessels.

(x) Further, Government of India has released Maritime India Vision 2030 and Maritime Amrit Kaal vision 2047, which have assessed gaps in the existing shipbuilding capabilities.

Several rounds of stakeholder's consultation have been done on revitalizing shipbuilding sector and the interventions required have been identified.

## ANNEXURE

The details of the existing ship-building capacity of India in public sector is as under:

S.No	Name of Shipyard	Ownership	Deadweight capacity of the yard
1	Goa Shipyard Limited	Government of India, Ministry of Defence	822600
2	Garden Reach Shipbuilders and Engineers Ltd		
3	Hindustan Shipyard Limited		
4	Mazagon Dock Shipbuilders Ltd		
5	Cochin Shipyard Limited	Government of India, Ministry of Ports, Shipping & Waterways	247000
6	Udipi Cochin Shipyard		
7	Hooghly Cochin Shipyard Limited		
8	Shalimar Works Ltd	Government of West Bengal	12000
9	Kerala Shipping & Inland Navigation Corporation Ltd	Government of Kerala	800
	Total		10,82,400

The details of the existing ship-building capacity of India in private sector is as under:

S.No	Name of Shipyard	Ownership	Deadweight capacity of the yard
1.	Vijai Marine Services	Private	12000
2.	Mandovi Drydocks	Private	12000
3.	L & T Shipbuilding Limited	Private	26000
4.	Shoft Shipyard Private Limited	Private	36000
5.	Chowgule And Company Pvt. Ltd.	Private	7000
6.	Titagarh Wagons Limited	Private	6000
7.	Dempo Shipbuilding and Engineering Private Limited	Private	18000
8.	Marine Frontiers Private Limited	Private	300
9.	Navgathi Marine Design And Constructions Pvt Ltd	Private	7000

10.	Konkan Barge Builders Pvt Ltd	Private	3000
11.	Waterways Shipyard Pvt Ltd	Private	10000
12.	Synergy Shipbuilders	Private	10000
13.	San Marine Shipyard	Private	8000
14.	A H Wadia Boat Builders	Private	300
15.	MOC Shipyards Private Limited	Private	3000
16.	Zuari Shipyard Private Limited	Private	9000
17.	Victoria Shipbuilding And Engineerings LLP	Private	8000
18.	Atreya Shipyard Private Limited	Private	6000
19.	Navalt Solar And Electric Boats Private Limited	Private	1600
20.	A C Roy Shipbuilders Private Limited	Private	3000
21.	Chowgule Sbd Private Limited	Private	32000
22.	Sea Blue Shipyard Ltd	Private	5000
23.	Island Ship Repairers	Private	5000
24.	Bristol Boats Pvt, Ltd	Private	200
25.	West Coast Shipyard Ltd	Private	5000
26.	Aquarius Shipyard Pvt. Ltd.	Private	2000
27.	Swan's Pipavav Shipyard	Private	900000
28.	Praka Engineering shipyard	Private	20000
29.	Modest Infrastructure Pvt. Ltd	Private	6000
30.	Master Shipyard Pvt Ltd	Private	4000
31.	Suryadipta Shipyard	Private	6000
32.	Essfour Engineering Pvt. Ltd.	Private	3000
33.	Solas Marine	Private	2100
34.	Majestic Dockyard Pvt. Ltd	Private	3000
	Total		11,79,500

Total Deadweight capacity of the public and private yards: 22,61,900

\*\*\*\*\*