

GOVERNMENT OF INDIA
MINISTRY OF DEFENCE
DEPARTMENT OF DEFENCE PRODUCTION
LOK SABHA

UNSTARRED QUESTION NO.552
TO BE ANSWERED ON THE 26TH FEBRUARY, 2016
MODERNISATION AND SECURITY OF SHIPYARDS

552. SHRI SUNIL KUMAR MONDAL:

Will the Minister of DEFENCE be pleased to state:

- (a) whether the Government has any plan to modernise and upgrade the shipyards where various types of warships and sub-marines are produced;
- (b) if so, the details thereof, shipyard-wise;
- (c) whether the Government has reviewed the security aspects of our defence factories and shipyards; and
- (d) if so, the details thereof?

A N S W E R

MINISTER OF STATE
IN THE MINISTRY OF DEFENCE

(RAO INDERJIT SINGH)

j{k k jkT; ea=h

¼jko banzthr flag½

- (a) **Yes, Madam.**
- (b) **A comprehensive assessment of the modernisation needs of the Defence Shipyards have been made based on the requirement of the ongoing and future Projects. The modernisation programme is intended not only to upgrade the existing infrastructure but also to expand their capacities in a significant manner and induct state of the art technology, so as to reduce build periods and increase productivity. Accordingly the DPSU Shipyards i.e. Mazagon Dock Shipbuilders Ltd (MDL), Garden Reach Shipbuilders & Engineers Ltd (GRSE), Goa Shipyard Ltd (GSL) and Hindustan Shipyard Ltd (HSL) have embarked on a comprehensive modernisation programme. Details are placed at Annexure.**
- (c) **Yes, Madam.**
- (d) **The Government regularly reviews the security of the defence factories and shipyards. Periodic 'Industrial Security Inspection' of the DPSUs is carried by IB. Progress report on the observations of IB report are submitted every six months by the defence factories and shipyards to IB / MHA. The Department of Defence Production, has also uploaded a 'Security Manual' for the licensed Defence Industry on its website.**

ANNEXURE REFERRED IN THE REPLY GIVEN IN PART (b) OF LOK SABHA UNSTARRED QUESTION NO. 552 FOR ANSWER ON 26.2.2016

MDL:

MDL has undertaken the 'Mazdock Modernisation Program' at a cost of Rs.966.88 Cr. The modernisation included creation of Module Workshop, 300 Ton Goliath Crane, New Wet Basin and Cradle Assembly Shop. MDL, with the completion of the modernisation program is aiming for a paradigm shift in Warship construction i.e. construction from unit assembly to block assembly enabling 'Integrated Modular Construction'. This would substantially reduce the construction/building periods.

Post modernisation, the capacity of outfitting has increased from hitherto 3 warships 5 Warships and from 3 submarines to 6 submarines. The submarine building capacity is being further enhanced by constructing additional submarine related infrastructure.

GRSE:

The modernisation Plan which was focused on enabling modular construction has been completed at a financial outlay of Rs.606 Cr. GRSE is now capable of constructing concurrently multiple large modern ships. GRSE modernisation plan included creation of the following facilities:-

- (a) Modern hull shop, upgradation of TRIBON ship design software, augmenting capacity of inclined berth, shipbuilding shop etc.
- (b) Dry Dock of 10,000 Ton capacity, inclined berth of 4500 Ton capacity, Pier Quay and associated works & systems.
- (c) Goliath Crane of 250 Ton capacity.
- (d) Module Hall, Paint Cell & Equipment.

GSL:

GSL has undertaken a planned modernisation programme and is in the process of creating infrastructure for indigenous construction of MCMVs (Mine Counter Measure Vessels) for Indian Navy. Infrastructure modernisation plan is being implemented in four phases of which Phase 1&2 has been completed in March 2011. Work for balance phases are in progress. On completion of modernisation plan, GSL will have the capacity to build high technology glass-fibre reinforced plastic (GRP) hull Mine Counter Measure Vessels (MCMVs) indigenously with the help of foreign technology provider. In addition, this will also substantially enhance the rate of production and shipbuilding capacity of the yard.

.....2/-

Post modernisation:-

- (a) **GSL will overcome the constraints in terms of launch weight restriction by installation of 6000 Ton shiplift & transfer system with associated civil structures (i.e. improvement from the existing 1500 Ton to 6000 Ton capacity).**
- (b) **There will be addition of construction berths for Offshore Patrol Vessels (from 1 to 3 for OPV size ships).**
- (c) **Augmentation of Jetty Berthing Space (from 4 wet berths to 10 wet berths).**
- (d) **Augmented material handling & crane capacity (addition of new workshop cranes from 5 Ton to 80 Ton capacity).**
- (e) **New Level Luffing outdoor cranes upto 60 Ton Lifting capacity, two new block transporters of 100 Ton capacity.**
- (f) **Increased repair capability with two berths for repairs of ships upto 6000 Ton and rationalisation of layout and material flow for efficient modular construction methodology.**

HSL:

Currently the Repair and Refurbishment of Machinery & Infrastructure (RRMI) to modernise and upgrade the shipyard is under progress. The RRMI activities are being carried out progressively to meet the requirement for construction of future platforms.
