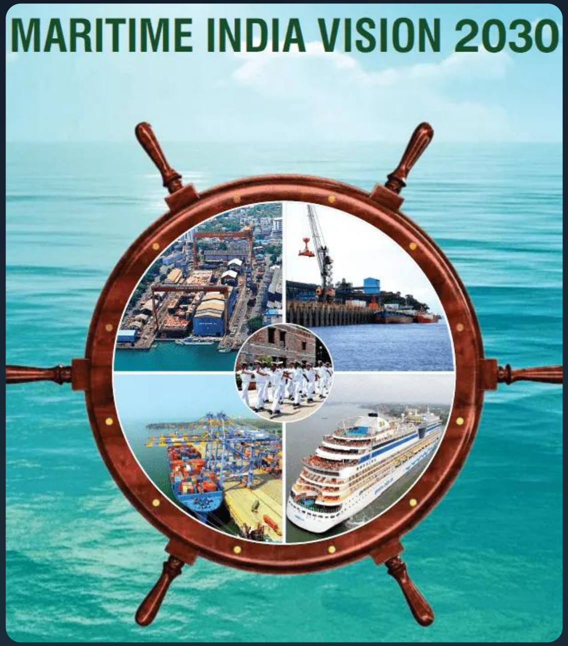
पत्तन, पोत परिवहन
एवं जलमार्ग मंत्रालय
MINISTRY OF
PORTS, SHIPPING
AND WATERWAYS

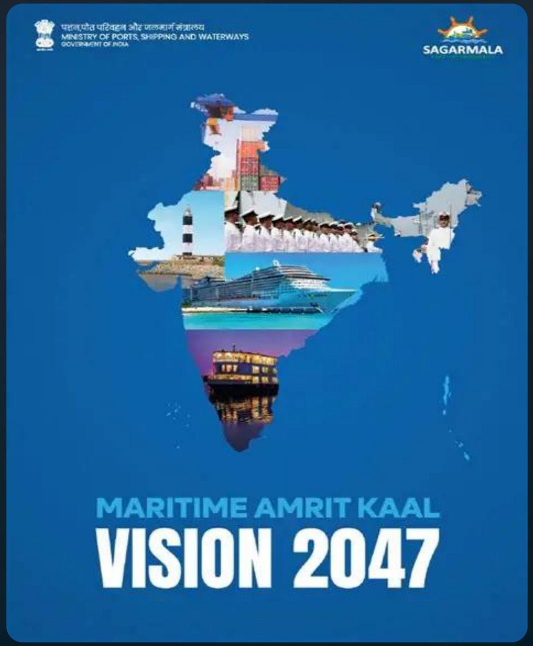
सत्यमेव जयते

Investment Opportunities in Shipbuilding Sector in India

Government of India has strong focus on Shipbuilding Industry as reflected in its vision 2030 and 2047

Vision 2030	TARGETS	Vision 2047
Top 10	Global Ranking	Top 5
0.6 Mn GT	Annual Production	4.5 Mn GT
2+ Mn jobs	Employment Generation	15 Mn jobs





Link to the vision document

Clearly Defined Central and State Policies in-place

Link to the vision document

GoI has launched ~$ 7.8 Bn scheme to turbocharge ship building in India

$ 2.7 Bn

Shipbuilding Financial Assistance scheme

(Ship Recycling Credit Note – $ 0.44 Bn)

+

$ 2.7 Bn

Maritime Development Fund

(Maritime Investment Fund – $ 2.2 Bn Interest Incentivization Fund – $ 0.56 Bn)

+

$ 2.2 Bn

Shipbuilding Development Scheme

(Capacity & capability development and credit risk coverage)

+

Legal, Policy and Process Reforms

(Customs exemptions, Right of first refusal, flagging reforms and others)

Link to the Press Release

Assuming exchange rate of INR 90 per USD

Pillar 1 | Shipbuilding Financial Assistance Scheme (SBFAS)

$ 2.3 Bn	$ 0.4 Bn	$ 0.02 Bn
Extension of Shipbuilding financial assistance scheme	Ship Recycling Credit Note	Establishment of National Shipbuilding Mission

Assistance Rate Structure

Non-specialized - Small Vessel
- Up to $ 11 Mn → 15% of actual value

Non-specialized - Large Vessel
- First $ 11 Mn → 15%
- Value above $ 11 Mn → 20%

Specialized Vessel
- First $ 11 Mn → 15%
- Value above $ 11 Mn → 25%

Phased assistance as WC bridge

- Knell laying (30%) - Upon commencement of vessel construction
- Launch (40%) - Disbursed when the vessel is floated out
- Delivery (30%) - Released upon completion and handover of the vessel to the owner

Domestic Content Requirement

< 30% Domestic Content
- No SBFAS support

30% to < 40% Domestic Content
- Pro-rata support

≥ 40% Domestic Content
- Full support

Applicable to all vessels built in Indian shipyards for domestic as well as export orders | Link to the Guidelines

Pillar 1 | ~₹700 Cr already approved and disbursed under SBFAP/SBFAS

As on 14th March 2026

Fund Applications under SBFAP

	# Applications Received	# Applications Reviewed	# Applications Approved
# Applications	323	261	245
Incentive value (Rs. Cr.)			~700

Pillar 1 | Ship Recycling Credit Note (SRCN)

$2.3 Bn
Extension of Shipbuilding financial assistance scheme

$0.4 Bn
Ship Recycling Credit Note

$0.02 Bn
Establishment of National Shipbuilding Mission

Assistance Rate Structure

- 40% of ship scrap value issued to ship-owner (Max. 5% of new vessel)
- Multiple credit notes stackable
- Time limitation - Up to 3 years
- Transferrable - From shipowner to third party

Ship Recycling

- Handles **30% - 35% of global ship recycling tonnage** annually.
- Provides **20 - 25% of India's ferrous scrap requirement**, reducing dependence on imports.
- India is the **only country with 100+ HKC Compliant Recycling Yards.**

Ship Recycling Credit Note

Ship Recycling | India is a leading Global Hub for Sustainable Ship Recycling

- Recycling governed internationally by the **Hong Kong Convention (HKC)**
- Integral to the **circular economy**, reducing the demand for virgin raw materials (97-98% Materials recoverable)

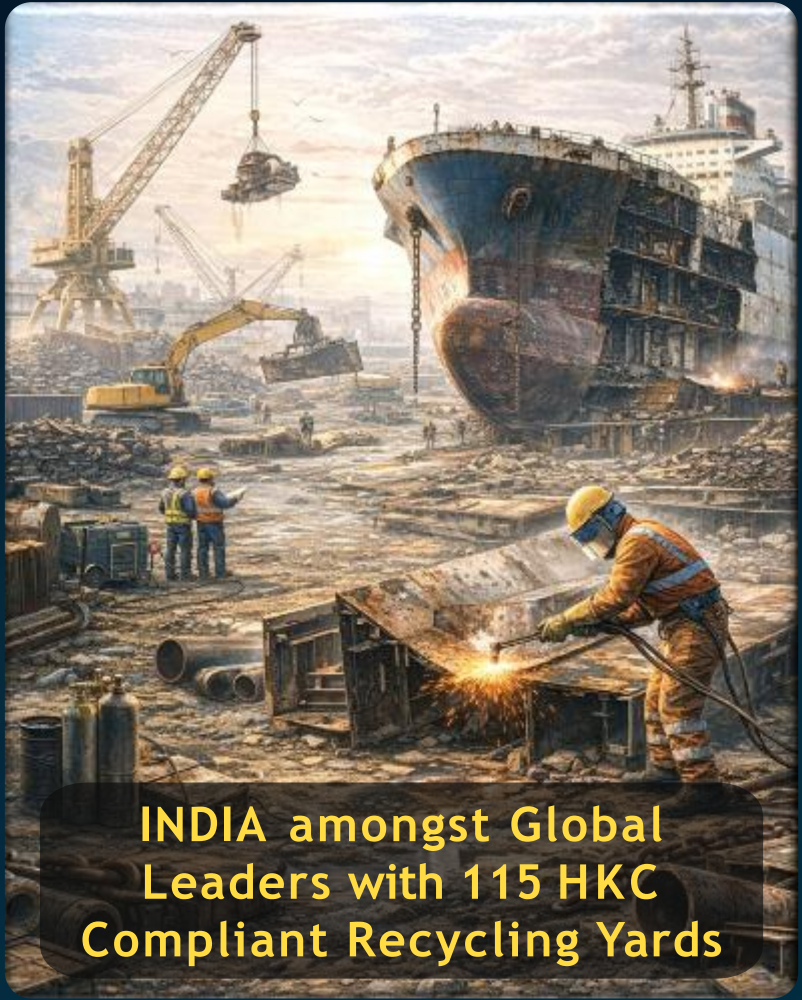
India is a leading hub with world's largest ship recycling cluster

30-35% **of global ship recycling tonnage** (~800 vessels annually)

115+ **HKC Compliant Yards** present only in India across the globe

20-25% **India's ferrous scrap requirement met,** reducing import dependence

15k+ **Direct employees** & **indirect livelihood opportunities** for thousands



INDIA amongst Global Leaders with 115 HKC Compliant Recycling Yards

152 ship recycling yards in India with 115 HKC Compliant

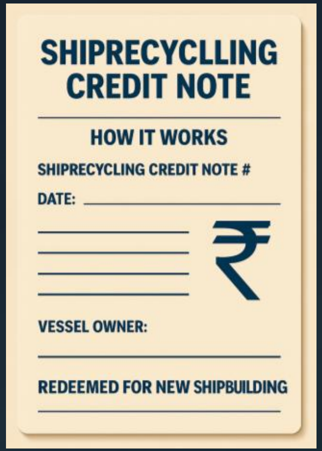
Yard	Total Number of Plots	Operational Plots	HKC Compliant yards
Alang, Bhavnagar (Gujarat)	150	128	115
Steel Industries Limited (Kerala)	1	1	0
Amar Iron Udyog, Kolkata (West Bengal)	1	1	0

A Global First: India's Ship Recycling Credit Note (SRCN)

$ 0.04 Bn allocated under the SBFAS with 10-year validity from 24th September 2025 to 31st March 2036

SHIP RECYCLING
(HKC compliant Indian recycling yard)

40%
Fair Scrap Value



Valid for 3 Years from date of issuance of Credit Note

New Build Offset

Upto 5% of new vessel value

NEW SHIPBUILDING
(Indian Shipyard)

- Stackable
- Partial Utilization
- **Transferable**
- 3+ SRCN issued

Link to the Scheme Explainer Video

Eligibility criteria and condition for redemption under the scheme

Eligibility of Vessels

- Available for **all vessels** (Indian or foreign flagged)
- Scrapped in **HKC compliant** Ship Recycling Yard **in India**
- Permission for recycling has been granted on**/after 24th Sept'25**
- **Certificate of Recycling**/ Demolition Completion avaialble

Credit Note Valuation

Credit Note Value = **Fair Scrap Value** × **40%**

Fair Scrap Value = **Price per LDT** *(published quarterly by Committee under the scheme)* × **Vessel LDT** *(as per Recycling Completion Certificate)*

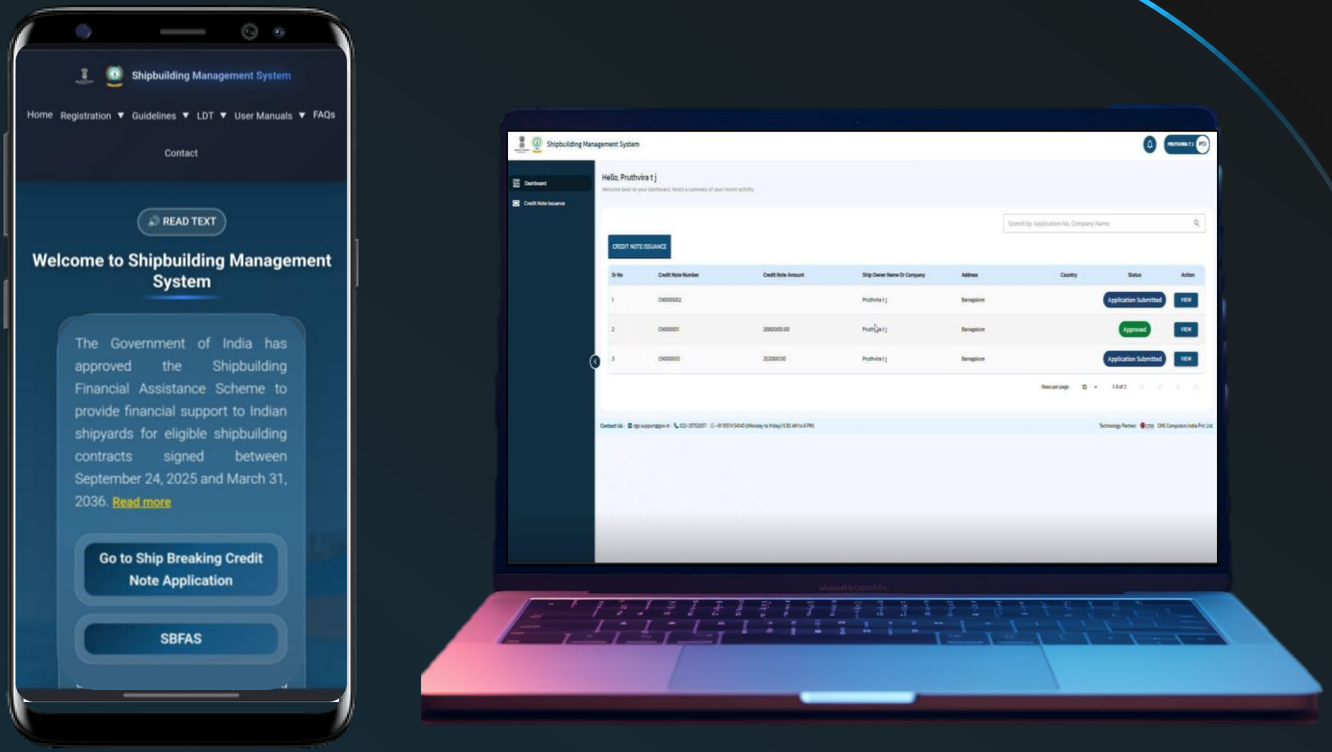
Redemption Conditions

- New build Vessel must be registered under SBFAS & be delivered within the approved construction timeline
- Redemption at any time after the launching of the Vessel and before release of final tranche of assistance under SBFAS
- For vessels not excluded under the guidelines *(Indian vessels less than 24 m in length, vessels made of wood, vessels built for defence purposes)*

- Shipowner to submit App. within 3 months from last date of completion of scrapping basis Certificate of Recycling
- Ship owner means the legal owner, as recorded in the Vessel's registration certificate issued by the Vessel's flag administration

Link to the Guidelines

End-to-end digitized process via DGMA shipbuilding portal



shipbuilding.dgshipping.gov.in

- Application submission
- Tracking
- Digital issuance
- Redemption

Process flow for approval & redemption of Ship Recycling Credit note

01 Beaching of Vessel

At HKC-compliant Indian recycling yard:- Application filled by Shipowner at draft stage

02 Recycling completion

Certificate of recycling issued by respective SMB / State Government

03 Application submission

Shipowner submits application for SCN in web portal within 3M of recycling completion

04 DGMA Verification

DG Shipping verifies the application and submitted documents

05 Issuance of SCN

Digitally signed Credit note issued to the applicant by DGMA

06 Redemption request

Ship recycling Credit note tagged to contract of new build registered under SBFAS portal

07 Vessel launch & payment

Shipyard presents the CN to DGMA & receives payment and submits security instrument

08 Vessel Delivery

Post delivery of Vessel by Shipyard within timelines under the scheme, Security is released to Shipyard

The Ship Recycling credit note maybe transferred/sold to any other entity and the transfer shall be executed via web portal

Expected Benefits

- Encourages safe and HKC compliant ship recycling in India
- Attracts new players to India's ship recycling and shipbuilding ecosystem
- Strengthens India's circular economy : recycling feeds into new shipbuilding
- Provides direct business boost for Indian shipyards
- Positions India as a leader in Green and Sustainable Maritime Growth

भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

SHIP RECYCLING CREDIT NOTE

(Fresh issue)

Certificate Number : DGS/

Name of the Vessel

IMO number of the Vessel

Particulars of the Vessel Recycled

Type of the Vessel

Gross Tonnage

Flag at the time of Scrapping

Ship Recycling Details

Name of the Ship Recycling Yard

Address of the Ship Recycling Yard

Date of completion of recycling the Vessel

LDT of the Vessel (as per GMB Certificate)

Price per LDT as per published rate (₹)

Currency Exchange Rate

Details of Financial Assistance

Name of Present Vessel Owner

Value of this Credit Note (₹)

Validity of this Credit Note

The Value of the Credit Note is redeemable against the Construction of new vessel OR can be transferred or sold to any other entity who wishes to use it towards building a new Vessel in India. This is issued in accordance with relevant provisions of the "GUIDELINES FOR IMPLEMENTATION OF SHIPBUILDING FINANCIAL ASSISTANCE SCHEME (SBFAS)" This is issued with the approval of Competent Authority.

Date of Issuance

Authorisation by Competent Authority
(shall be digitally signed)

First Ship Recycling Credit Note has been issued on 29th May 2026

Status of current pipeline and applications received

63

Vessels beached
(as of 20th July 2026)

28

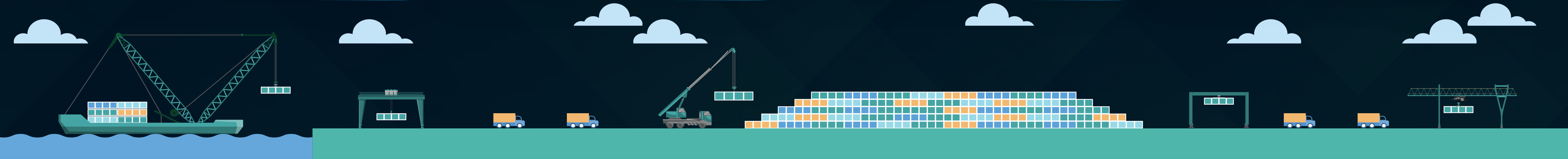
Vessels with recycling completed
(as of 20th July 2026)

18

Applications received till now

48

Shipowners registered on the digital portal



Pillar 2 | Maritime Development Fund $ 2.8 Bn (budgetary support from FY 2026 to FY 2036)

Overview

$ 2.3 Bn
$ 7.8 Bn under consideration)

Maritime Investment Fund (MIF)

- Long-term capital deployment for shipbuilding, port modernization & green shipping
- Blended finance equity fund structured as a closed-end Category I/II AIF
- Junior tranche (concessional) absorbed by GoI; senior tranche for commercial/institutional investors

49.0% (Public)	51.0% (Private)

$ 0.56 Bn

Interest Incentivization Fund (IIF)

- Supports debt financing by reducing the cost of financing
- Incentive Structure:
  - Interest incentive of up to 3%
  - Offered to banks and financial institutions
  - Applicable on loans extended to Indian shipyards

Priority sectors

- Min 50% of corpus with target 70% in following sectors
- Shipbuilding and shipbuilding clusters, ship repair
- Ship ownership and tonnage acquisition, port expansion, inland waterways terminals, and coastal and international shipping

Other sectors

- Upto 50% of corpus for MMLPs, Maritime connectivity, Ancillary manufacturing & services
- Overseas capped at 10% of corpus for technology & innovation only

Policy Instruments

- Equity instruments only to support growth, expansion
- Fund shall retain the flexibility of selecting investment instruments

GoI's contribution is held/managed by SMFCL in a fiduciary capacity in an Alternative Investment Fund (AIF) structure

Pillar 2 | Overview of key milestones since launch of scheme

24th Sep 2025
- Maritime Development Fund (MDF) approved by Cabinet

13th Oct 2025
- Constitution of Governing Council (GC)
- SMFCL appointed as Implementing Agency for IIF

18th Dec 2025
- 1st meeting of GC

19th Feb 2026
- RFP issued for Fund Manager selection for MIF

20th Feb 2026
- MDF(MIF & IIF) guidelines with concurrence of DEA

5th Mar 2026
- Pre-bid meeting on the RFP for Appointment of Fund Manager (FM) for MIF

15th Apr 2026
- Appointment of Fund Manager for MIF
- IIF portal creation

19th May 2026
- SBI Ventures appointed as Fund Manager for MIF

Pillar 3 | Shipbuilding Development Scheme $ 2.2 Bn

Capital support for greenfield capacity expansion	Capital assistance to existing/ brownfield shipyards towards the expansion of production capacity	Capability development initiatives: set up the India Ship Technology Centre (ISTC)	Shipbuilding risk coverage: Pre-Shipment Insurance, Post-Shipment Insurance and Vendor Default Insurance	Administrative Expenses
$ 1,110 Mn	$ 917 Mn	$ 34 Mn	$ 160 Mn	$ 5 Mn

Period of Validity of Scheme - 10 years (Till 31st March 2036)

Greenfield Shipbuilding Clusters

Key highlight and components funded by the SBDS Greenfield scheme

Greenfield Clusters

Objective

Develop world-class shipbuilding clusters with shared infrastructure and advanced technologies to enhance competitiveness, drive economic growth, and generate jobs

Key Highlights

- Structure: SPV inf the form of 50:50 JV between CG + SG/its entity/State Govt agencies
- Role: Develop cluster infrastructure including roads, utilities and attract investments from Shipyard/ancillary
- External Trunk connectivity: Facilitated by MRTH and Railway ministry and/or by SG
- Anchor Shipyard: Alteast 1 shipyard with minimum annual capacity of 0.5 million GT
- Funding: 100% upfront grant for eligible components (listed below)

Limited to one cluster per state

Preference to Clusters that provide enabling conditions (e.g. land availability, SG facilitation via single window and maritime policy incentives)

1. from commissioning

Link to the Scheme Explainer Video

Eligibility Criteria for development of Greenfield Shipbuilding Cluster

Cluster Capacity

Cluster shall have at least:

- Capacity: ~1.2 million GT/p.a.
- Waterfront ~2 km
- Landside areas:
  - Shipyards: ~1,000 acres
  - Ancillary Ind.: ~1000 acres
- Supporting ancillary industries

Anchor shipyard(s)

- MoU with SPV/ LoI with Board Resolution from Anchor Shipyard(s)
- Alteast ~1 must with design capacity >=0.5 million GT/p.a., to be achieved within 10 years from commissioning.
- Binding undertaking not to repurpose/divest for non-Sb use for 10 yrs from completion (unless NSbM permits).

SPV

- 50:50 JV between SG/entity and CG entity with equal representation
- Requirement of SPV not applicable in case entity under CG willing to setup such Greenfield Shipbuilding Cluster independently
- Operates as concessionaire charges lease rent from anchor/participants

Link to the SbDS Guidelines

100% upfront grant for five eligible categories

1 **Breakwaters** / Tide Independent Basins / Wave Breakers
Coastal protection structures

2 **Channel & Basin development**
Capital dredging, land reclamation & area grading, turning basins

3 **Regional Shipbuilding Capability dev centers,** Skill training, R&D, Green Sb tech & certification facilities

4 **Common maritime assets**

- Barges / Heavy lift ships
- Floating cranes
- Pontoons
- Tugs
- Other auxiliary marine craft supporting SB/SR & logistics operations across cluster

Condition: Shall be registered under SPV, used collectively for heavy-lift, transport, assembly, or vessel movement. **Admissible only as common-use cluster infrastructure** approved by NSbM.

5 **Infernal Infrastructure, Utilities, Land development, etc.**

Site Development

- Site preparation, boundary demarcation, landscaping
- Construction of essential administrative, welfare, and support facilities in accordance with applicable industrial and safety standards

Social Infrastructure

- Industrial accommodation and associated facilities for blue collar workers
- Civic waste treatment facilities
- Parks and other public recreational areas
- Medical and first aid facilities

Any other social infra proposed by SPV & approved by NSbM

Connectivity

- Construction of internal roads, pathways, and rail links for the movement of goods, equipment, and personnel within the cluster

Utilities

- Water supply
- Power distribution
- Drainage
- Sewage
- Communication
- Firefighting systems

Additionally, Land provided at near-zero value through nominal lease rentals by State Government

Entire common maritime infrastructure built by SPV and funded by Centre

Skill training, R&D, green Sb tech & certification facilities

Internal Infrastructure including:

- Site Development
- Social Infrastructure
- Rail and road Connectivity
- Utilities

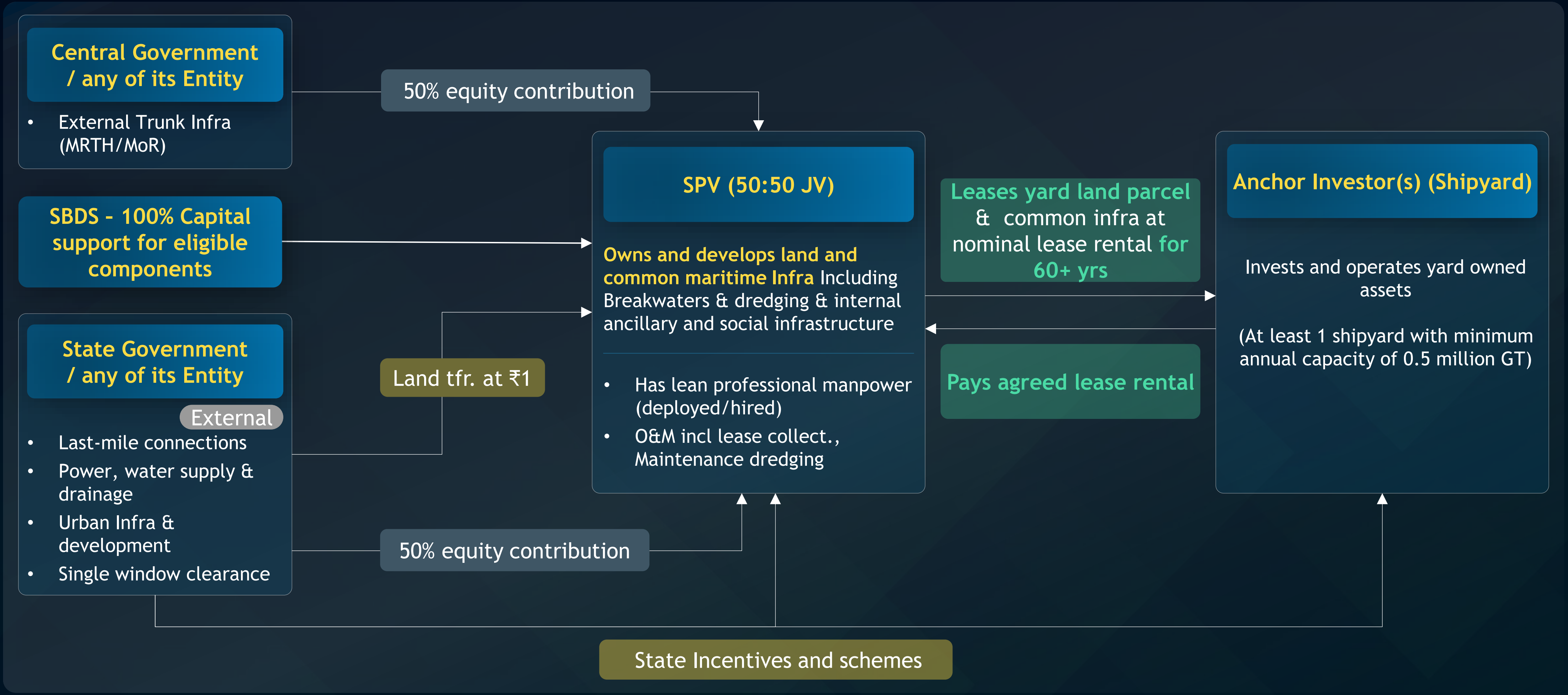
Shared floating cranes, Barges, tugs & auxiliary marine craft for cluster

Breakwaters/Tide-independent basins/ Wave breakers

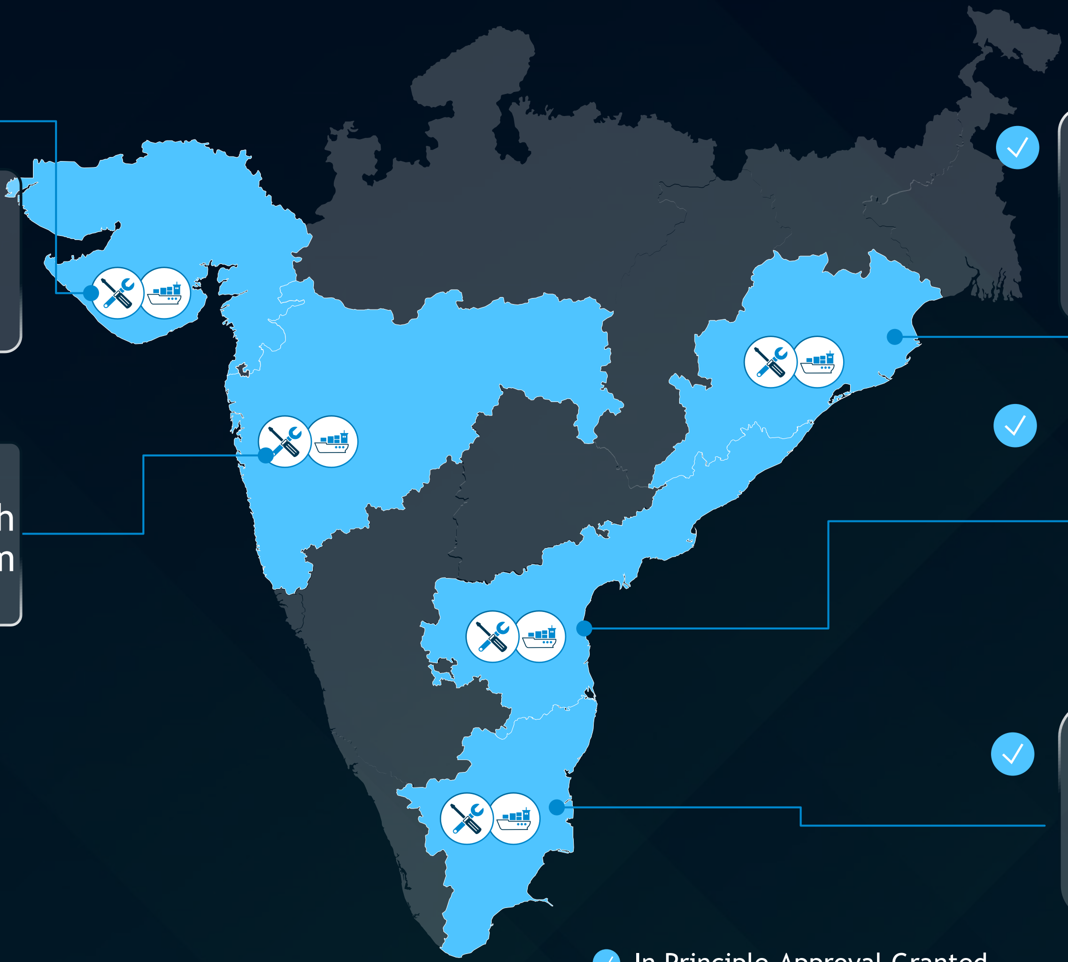
Capital dredging, land reclamation & area grading, turning basins

Backed by 100% upfront capital assistance and governed through milestone-linked funding and independent monitoring, SPV oversees the cluster wise development and begins construction of the common structures

SBDS Greenfield scheme | Overall roles and mechanism of the project



Multiple shipbuilding clusters in India envisioned across strategic locations



Gujarat, Kucchadi
- 2000 acres with 10m draft in ~1km and 2.7km waterfront

Dighi, Maharashtra
- 2000 acres land, 14m depth planned post dredging; 3km waterfront

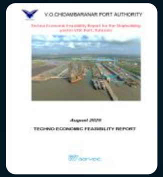
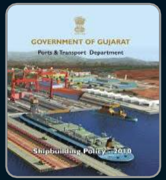
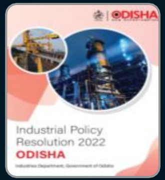
Odisha, Kendrapara
- 2000 acres of land, 12-15m depth planned post dredging & 2.5 km waterfront

Andhra Pradesh, Dugarajapatnam
- 3488 acres, 13-15m depth planned post dredging & 2.1 kms waterfront

TN, Thoothukudi
- 2050 acres of land with 2.4 km available waterfront, 5m Draft

✓ In Principle Approval Granted

5 coastal states are investor-ready and willing to collaborate

	Andhra Pradesh	Gujarat	Maharashtra	Odisha	Tamil Nadu
SPV Status	✓ Formed by APMB + VPA	✓ Formed by GMB + DPA	✓ Formed by MMB + MbPA	✓ Formed by OMB + PPA	✓ Formed by SITCOP + VoCPA
TEFR Availability	✓ 	✓ 	✓ 	✓ 	✓ 
IPA	✓ Granted	✓ Granted	✓ Granted	✓ Granted	✓ Granted
State Policy	✓ 	✓ 	✓ 	✓ 	✓ 

Brownfield capacity expansion

Pillar 3 | SBDS Brownfield expansion scheme

Facilitates capacity augmentation, modernization, and technological upgradation of existing shipyards to enhance competitiveness and efficiency

EXISTING INDIAN SHIPYARD

SBDS Brownfield grant

25%

of Eligible Project Cost
upto INR 1500 Cr
per shipyard

Milestone-based **Disbursement of grant** in 4 tranches in 15-35-30-20%

Link to the Scheme Explainer Video

Eligibility Criteria for India's Brownfield Shipyard Expansion

3 Years - Minimum Track Record

- Incorporated and operational at least 3 years prior to 24 Sep 2025

Must Hold 3 of 5 Core Assets

- Waterfront access
- Dry berthing - dry docks, slipways, floating dock or shiplift
- Wet berthing - jetties, pier or wharf
- Metal fabrication / hull erection facility
- Material handling - cranes etc

Land - Owned or 15+ years Lease

- Land must be owned outright, OR held on a lease of minimum 15 years from date of application
- Lease agreement must be in place before In-Principle Approval

Only Post-Approval Works Eligible

- Works must commence only after In-Principle Approval
- Completion within 6 years of Final Approval (extendable by NSbM)

Subsidiaries & Joint Ventures

- Subsidiaries eligible if applying yard holds ≥50% equity
- JVs with 2 partners: applying yard must hold ≥50% equity
- JVs with 3+ partners: minimum equity threshold is 33.4%
- Equity maintained for 5 years post-commissioning

Link to the SbDS Guidelines

Eligible components under SbDS for Brownfield capacity expansion

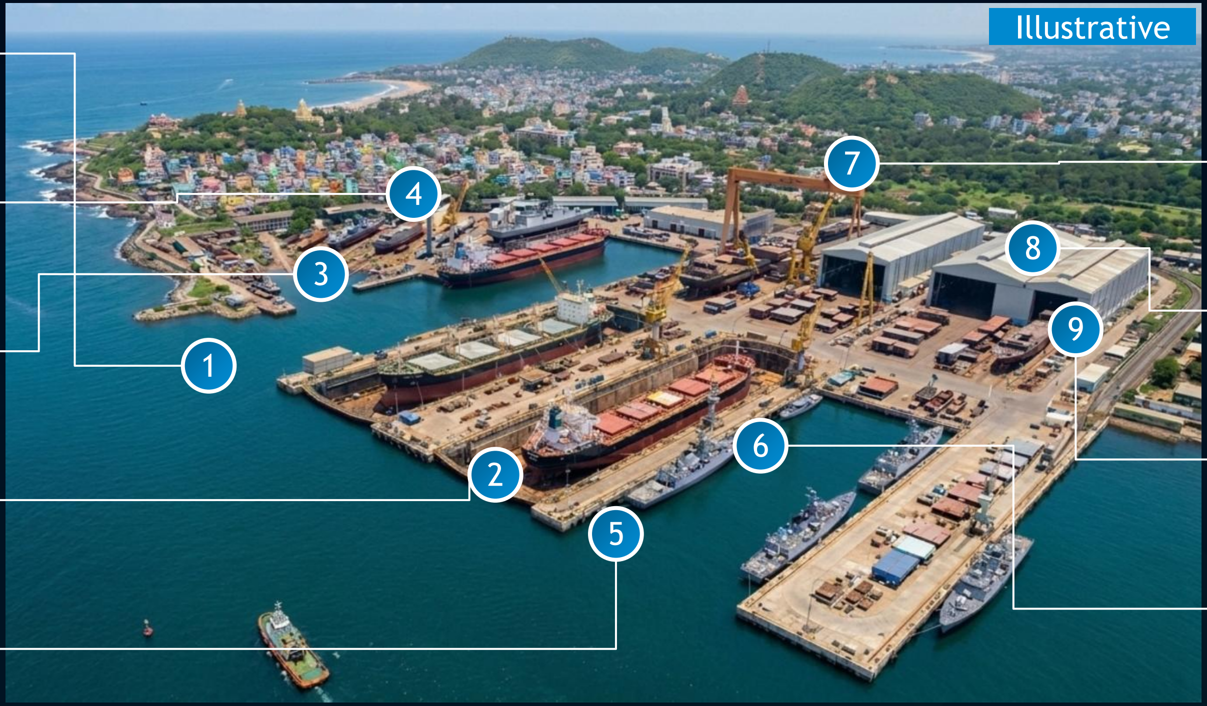
Channel & Basin Development

Shiplift

Slipway

Dry Dock

Floating Dock



Cranes

Block/Modular Fabrication Facility

Automation & Digitalization

Pier/Jetty

Any other facility not specifically mentioned above - reviewed by IA & submitted to NSBM for approval on a case-to-case basis

Explicitly excluded

- Maintenance & repair of existing facilities
- Cost of land
- Projects initiated prior to In-principle Approval

Process flow for approval and grant for shipyards

Application Preparation

- Verify eligibility criteria (hold ≥3 of 5 assets)
- Prepare DPR
  (as per Annexure I)
- Prepare Business Plan
  (as per Annexure xx)
- Obtain all environmental and statutory clearances

- Submit online application to DGMA along with above documents and
  - Affidavit & indemnity bond
  - Board resolution

In-Principle Approval
(no financial commitment)

- DGMA reviews and grants In-Principle Approval:
  - ≤ ₹100 Cr → DGMA grants directly
  - > ₹100 Cr → DGMA reviews and sends → NSbM

Shipyard commences work activities

IEA[1] Appraisal

- Physical site visit
- Assesses Technical feasibility, Cost reasonableness, Financial viability, Regulatory compliance
- Evaluates DPR & Issues TFAR
- Submits to PAC which then reviews reports & recommends for approval to DGMA

Final Approval

- Final approval granted and sanction letter issued basis complete proposal (Application, TFAR, IEA and PAC report)
  - ≤ ₹100 Cr → DGMA basis PAC recommendations
  - > ₹100 Cr → DGMA reviews → Placed before PAC → NSbM

Financial Closure

- Demonstrate financial closure: Equity + Debt commitments cover 75% of APC
- Certifies funding mix; no funding gaps confirmed
- Submit Security Instrument (Bank Guarantee/Corporate Guarantee for PSUs)

Milestone-linked Fund Release

Tranche	Milestone	Condition	Funds released
T1	Issues work orders (≥ 50% of APC)	IPMA verifies work orders	15%
T2	Achieves 15% physical progress	75% of T1 utilized	30%
T3	Achieves 40% physical progress	75% of T1+T2 utilized	35%
T4	100% project Completion Cert.	100% of T1-T3 utilized	20%

1. IEA: Independent Evaluation Agency. T1: Trache 1

SB Credit Risk Cover | $ 150 Million corpus shields Indian shipyards across three key risk categories

Operationalize the $ 150 Mn allocation under the Shipbuilding Development Scheme (SbDS) to provide financial protection to Indian shipyards against key risks in domestic and export shipbuilding projects at nominal premiums

Fund Access & Agencies

- Corpus centrally managed by DGMA / SMFCL. Access granted to Govt-owned entities / PSUs - NIA & ECGC - via Letter of Nomination.

Annual Tranches & Disbursement

- Funds released in annual tranches linked to policy uptake, claims processed and utilization efficiency. Mid-year top-up available on request to NSbM.

Premiums

- Premiums kept nominal - primarily to cover agency operating & training costs. GoI seed corpus absorbs all risk payouts.

1 Pre-Shipment Insurance

Buyer's Default

Protects shipyard if buyer cancels or defaults during construction — covers incurred costs & lost profits.

02 Post-Shipment Insurance

Payment Default

Covers non-payment after vessel delivery, including commercial disputes and applicable political risks.

03 Vendor Default Insurance

Supply Chain Risk

Covers losses from vendor failure to supply critical equipment; protects advance payments made by shipyard.

Source: Implementation Guidelines for Credit Risk Covers under SbDS, MoPSW / DGMA

Pillar 4 - Legal, Policy and Process Reforms

Right of First Refusal (RoFR)

Local SB economy boost via preference given to Indian Shipyards for domestic vessel procurement

Local Demand Aggregation

$ 11.11 Bn investment by SCI for fleet expansion (200+ vessels) by 2047 adding 10 Mn GT. $ 5.2+ Bn shipbuilding orders from Oil & Gas PSUs.

Restrictions on old imports

Restrictions on acquisition of >20 yr old and operations of >25 yr old

Infrastructure status

Large commercial ships (> 1500 GT if built, owned and flagged in India & >10,000 GT if India owned and flagged) part of IHML post Sept'25

Maritime Financing

GIFT city institutionalized as center for ship leasing with fiscal benefits (10 year tax holidays, GST exemptions, capital gain tax waivers).

Indigenization of Ancillary Equipment

Make I/II schemes for Shipbuilding OEMs (e.g., Propulsion engines)

Legal & Policy Reforms

Five (05) Major Legislations were passed in 2025 by Parliament.

Envisaged benefits of reforms:

- Improve EoDB in Indian maritime sector
- Creation of sustainable demand for Indian shipbuilding industry & easier access to maritime financing

Launch of Domestic Fleet Acquisition Plan

Launch of Domestic Fleet Acquisition Plan by Hon’ble PM

Demand Aggregation | Domestic Fleet Expansion Plan in place

Demand Aggregation plan launched in Dec'2025 marks a decisive acceleration in India's shipbuilding push

			1 year plan		
Organization/Programme	**Vessel Planned**	**Investment (₹ Cr)**	**Vessel type**	**1 yr. plan**	**Tender floated**
Oil and Gas PSUs - Fleet acquisition plan (10 years)	59 vessels (34-SCI & OG JV; 25-ONGC)	47,800 *(2.8 Mn GT)*	PSVs, Tugs, LPG & Crude, Product & MR tankers etc.	26	18
SCI - Business plan (2047)	216 bulkers/ tankers/offshore	1,00,000 *(10 Mn GT)*	MR tankers	2	2
SCI - Container fleet (BCSL) (2047)	51 container vessels	60,000 *(6 Mn GT)*	Container Vessels	18	12
Major Ports - Domestic Green Tug Programme (10 years)	100 green tugs	12,000	Green Tugs	12	12
DCI- Fleet expansion (5 Years)	11 dredgers	3,775	Dredgers	4	-
Total	**437 vessels**	**₹ 2.2 lac Cr. *(19 Mn GT)***		***62***	***44***

Attractive Financial incentives across the lifecycle to augment project economics

Pre operations setup	Post operations setup
SBDS: Nominal lease rental on ready plug and play infrastructure - Land parcels for yard - Common marine infrastructure (Breakwaters, dredging & reclamation, internal Infra and others)	SBFAS: 15- 25% financial assistance on every ship built SBDS: Pre-Shipment Insurance, Post-Shipment Insurance and Vendor Default Insurance SBDS: 25% Capital assistance to existing yards towards brownfield expansion of production

MDF- Maritime Investment Fund: Equity financing under MIF for long-term capital deployment & Interest Incentivization of Interest incentive of up to 3%

SBFAS- Ship breaking credit note for upto 40% scrap value of vessel

+

- Additional outlay by Govt. of India to stimulate demand (~437 vessels)
- Additional incentives by State Governments ~ 15- 25% Capex cost (including capital subsidy, SGST Reimbursement, etc.)
- Ship as Infrastructure status - 10-yr tax holiday for through GIFT city

Others

Shipbuilding Skilling Initiatives & Design Capabilities

Shipbuilding Skilling Institutes and action plan to leverage ITIs

Indian Maritime University

- Operates: 6 campuses across India.
- Avg. no of students passing each year ~1100
  - Naval Architecture & Ocean engineering - 120
  - B.Tech Marine engineering - 370
- Offers UG, PG, and doctoral programs in marine engineering, nautical science, and maritime management.
- Strong industry connects with the shipping and maritime sectors.

Centre of Excellence in Maritime & Shipbuilding (CEMS)

- 8+ years of operations
- 22+ labs
- 100+ MoUs with Industry and Academia
- 21,000+ students trained so far (~ 7,000 per annum as on 2024-25)
- Some are placed at various Shipyards (including CSL, GRSE, etc.)

Action plan to leverage ITIs

IMU is shortly commencing short term bridge courses for ITI Freshers to transition to Maritime Tradesman, MoU signed with Swan DHI and CEMS. 5 Trades Finalized (Welder, Fitter, Plumber, Electrician, HVAC)

Identification & Strengthening of Coastal ITIs:
Upgrade strategically located coastal ITIs (50-100 km of major shipyards), to ensure they can supply industry-ready manpower for shipbuilding.

Introduction of Shipyard-Specific courses:
Shortlisted ITIs to introduce specialized shipbuilding trades (Marine Welder, Marine Electrician, Marine Pipe Fitter etc.) using curricula aligned with needs of shipyards.

Modern Training Infrastructure & Certification Ecosystem:
ITIs to be upgraded with modern workshops, and trainees will be certified through recognized bodies such as IRS improving employability across shipyards and subcontractors.

Collaboration with MoSDE and MCA

MoPSW is actively working in convergence with MoSDE and MCA – to leverage their existing schemes such as NAPS, PMKVY, PMIS etc. for skill development in Ship Building.

MoSDE

Action so far:

- Industry oriented curriculum developed for Welder, Electrician, Structural fitter and Pipe fitter by Centre of Excellence in Maritime and Shipbuilding

Next steps

- New Qualification Packs (QPs) to be developed by CGSSC for shipbuilding industry
- Leverage PMKVY, NAPS to fund large-scale training for key shipyard job roles once QPs approved

National Apprenticeship Promotion Scheme (NAPS)
Pradhan Mantri Kaushal Vikas Yojana (PMKVY)
Prime Minister Internship Scheme (PMIS)

MCA

Action so far:

- Cochin Shipyard Limited, Mazagon Dock Shipbuilders Ltd and L&T have already started the pilot program for PMIS

Next steps

- Onboard other major and intermediate shipyards into the PMIS pilot/ full program
- Data sharing and joint progress monitoring by MoPSW and MCA nodal agencies

Global Collaborations

India & South Korea

Korea International Cooperation Agency (KOICA), **Indian Maritime University** (IMU) & **Cochin Shipyard Limited** (CSL) Shipbuilding Skilling initiative (2027-2032):

- Training of 4,000 candidates at Kochi
- Project value – approx. USD 30 million
- Govt. of Korea approved, details awaited

India & UAE

- Shipbuilding skilling program between Dubai Drydocks World (DDW), Cochin Shipyard Limited (CSL) and Centre for Maritime & Shipbuilding (CEMS) at CEMS, Vizag
- MoU signed during IMW 2025
- Pilot training programme finalized for 65 candidates viz Welder, Electrician, Structural fitter and Pipe fitter
- Course on ‘structural fitter’ for 15 candidates started w.e.f. 2nd Mar 2026. Remaining course commence by : 31st Mar 2026

Powering India's Maritime Rise: Strategic Partnerships

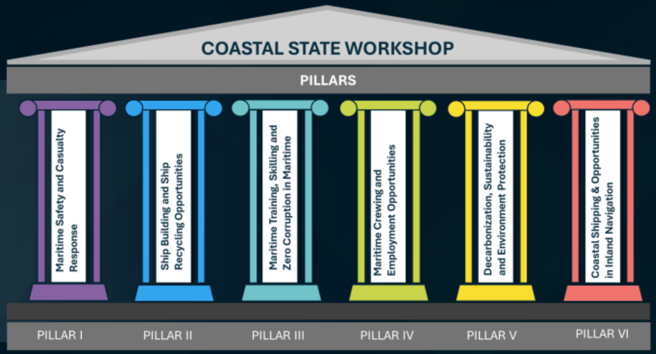
- India Maritime Week witnessed **28 MoUs** signed across shipyards and maritime ecosystem partners
- Representing a combined investment commitment of **₹8,260+ Crore**

Key Focus Area | **Shipyard Infrastructure Development**

MoUs inked during India Maritime Week set the stage for a transformational leap in India's maritime capabilities — accelerating growth, enhancing infrastructure, and positioning India as a global shipbuilding powerhouse.

Coastal State Workshop

The first Coastal State Workshop, was held in Goa on 2nd March 2026, brings together **diverse stakeholders** to jointly advance **Pillar II—Shipbuilding**—through a unified and collaborative approach



Potential Opportunity: Ancillary Industry

Context

- With increasing shipbuilding capacity, demand for shipboard equipment & components will increase
- Long-term economic feasibility require components to be produced in India
- 30% - 40% domestic content requirement under SBFAS

Opportunities

- Engagement with international OEM's to set up facilities in India
- Support of greenfield cluster and state-level policy support may be leveraged for new facilities

Expected outcomes

- Development of a robust shipbuilding domestic ecosystem
- Ensure long term competitiveness of Indian Shipbuilding Sector

The policy is notified.
The sites are approved.
The demand is published.

Opportunity to build in India for the world

$ 7.8 Bn	Committed to shipbuilding, to 2036
437	Vessels of published national demand
5	Greenfield clusters, all approved in principle
25+	Shipyards looking for expansion partners

सागराः सुपंथानाः संतु

Let the Oceans Have Safe Passages

2025	2030	2047
16th	Top 10	Top 5
INVEST	BUILD	LEAD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