कोचीन शिपयार्ड लिमिटेड
(भारत सरकार का श्रेणी 1 मिनि रत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2017/ **13 December 2017**

The Secretary
Ministry of Shipping
Transport Bhavan
New Delhi

Dear Sir,

Kind attn: Shri Narendar Kumar, US (PPP cell)

Rajya Sabha Question Starred/ Unstarred Diary No. U23 to be answered on 18.12.2017 regarding Comprehensive policy to enhance drafts at Indian ports.

Please refer to your email dated 06.12.17 on the above subject. The point-wise replies are furnished below:

(a) Whether it is a fact that very low drafts at Indian ports does not match the international standards as per the Maritime Agenda 2010-2020;
(b) If so, the details of drafting facilities exist as of now in 12 major ports in the country;
(c) Whether Government has formulated any comprehensive policy to enhance the drafts at Indian Port; and
(d) If so, the details thereof?

Reply: The questions being related to Port Sector, Cochin Shipyard Ltd has no information in this regard and hence not in a position to reply to the above queries.

This is issued with the approval of C&MD.

Thanking you,

Yours faithfully,

Company Secretary

पंजीकृत कार्यालय: प्रशासनिक भवन, पी.ओ. बैग सं. 1653, पेरुमानूर पी.ओ., कोच्ची - 682 015
Registered Office: Administrative Building, P.O. Bag No. 1653, Perumanoor P.O., Kochi - 682 015
फोन / Phone: +91 (484) 2361181/2501200. फाक्स/ Fax: +91 (484) 2370897/2383902
वेबसाइट / Website: www.cochinshipyard.com CIN: U63032KL1972GOI002414

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार का श्रेणी 1 मिनि रत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/05/2007 **26 Feb 2018**

The Secretary (Shipping),
Ministry of Shipping,
Transport Bhavan,
New Delhi - 110001

(Kind Attn: Shri. Janardhan Prasad, Assistant Section Officer)

Sub: Provisionally admitted Question for the Rajya Sabha Starred/unstarred Diary No. U1356

Dear Sir,

This refers to the email dated 23 Feb 18 on the above subject. The para wise replies to the questions are as below:

a) Whether it is a fact that ONGC ship blast killed 5 persons and many were injured at Cochin Shipyard Limited recently;
b) If so, detailed thereof;

There was a Fire accident onboard the vessel MODU Sagar Bhushan on 13 Feb 18. The details about the accident are as below:

i) MODU Sagar Bhushan arrived at Cochin Shipyard Limited on 07 Dec 17 for repairs and she was dry-docked in our Drydock No.1 (Repair Dock) on 12 Jan 2018 and the works were progressing onboard the vessel. The vessel was scheduled to be undocked on 28 Feb 2018.

ii) On 13 Feb 18, at 9:12 hours a phone call was received at Fire control room of CSL informing that there was a fire incident in the forward area of the vessel. Further, calls were received by the fire control room immediately thereafter intimating that it was an explosion near the AC compartment in the forward area of the ship. The accident is observed to have happened near the A/C plant, when the area was being inspected by CSL Fire and Safety personnel for issuing work permit for starting of the work.

MANAGEMENT SYSTEM CERTIFICATION DNV·GL ISO 9001 : ISO 14001 OHSAS 18001

पंजीकृत कार्यालय: प्रशासनिक भवन, पी.ओ. बैग सं. 1653, पेरुमानूर पी.ओ., कोच्ची - 682 015
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वेबसाइट / Website: www.cochinshipyard.com CIN: U63032KL1972GOI002414

iii) CSL Fire rescue team with the CSL's Fire engine, Ambulance and Emergency response vehicle, had done the firefighting and rescue at the site immediately. Assistance from Kerala Fire and Rescue Services and Ambulance services from nearby hospitals were also arranged at the site for controlling the situation.

iv) However, 5 persons have lost their lives in the accident. 1 person admitted in critical condition is responding well to the treatment and will be discharged soon. 8 persons who were rescued from site in addition to 6 above, were treated and discharged from hospital.

c) Whether Government has ordered any inquiry into this incident; and
d) If so, the details thereof?

i) CSL has constituted a high level enquiry committee comprising of Director (Operations) as Chairman of the committee, Chief General Manager (Tech & IP), Chief General Manager (IQC, SD & HSE) and Chief Safety Officer, for detailed investigation into the accident. The committee has presented the findings of the preliminary investigations on 22 Feb 2018. The final detailed report is expected in two weeks time.

ii) A team lead by Director, Department of Factories & Boilers, Govt. of Kerala is investigating the matter as per the Factories Act.

iii) Kerala State Police along with their Forensic Departments are investigating the accident.

iv) Mercantile Marine Department, Kochi (Part of Directorate General of Shipping) is also enquiring into the matter.

This is issued with approval of CMD.

Yours faithfully,

(Kala V)
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार का श्रेणी 1 मिनि रत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

CMD/2017/ **20 March 2018**

The Secretary
Ministry of Shipping
Transport Bhavan
New Delhi

Kind Attn: Shri Shashi Wadhwa, Section Officer (C)
Sub: Rajya Sabha Question Dy No. U638 on share of Stalled Infrastructure Projects SPI due to answer on 23.03.18.

Dear Sir,

Please refer to the MoS Letter No. CD-11053/35/2018-Coord dated 16 March 2018 on the above subject. The replies to the questions pertaining to CSL are as below.

a) What is total share of stalled public and private infrastructure projects in the economy during the year 2016-17;

Ans: Nil

b) Which sectors the largest number of stalled projects in the country as of October, 2017 and ;

Ans: Nil

c) Whether new projects have been affected by the stalled projects and if so, the details thereof?

Ans: N.A

This issued with the approval of CMD.

Thanking you,

Yours faithfully,

(Kala V)
Company Secretary

पंजीकृत कार्यालय: प्रशासनिक भवन, पी.ओ. बैग सं. 1653, पेरुमानूर पी.ओ., कोच्ची - 682 015
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COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2010

March 23, 2018

The Secretary to Government of India
Ministry of Shipping
ParivahanBhawan
No: 1, Parliament Street
New Delhi-110 001

Kind Attention Shri. Rajasekharan, US (MoS)

LokSabha Starred Question Dy. No. U3332 regarding expansion of Government owned shipyards" for reply on 2.4.2018

Dear Sir,

With reference to the captioned subject, the replies with respect to Cochin Shipyard (CSL) are as furnished below:

(a) The details of on-going and proposed shipbuilding projects of Government owned shipyards and the present status thereof

A statement showing the current order book position and proposed upcoming contracts of CSL is enclosed herewith (**Enclosure-1**).

(b) Whether Government is considering expansion of Government owned shipyards under Make-in-India campaign and if so, the details thereof;

CSL is currently implementing the following major expansion projects:

i. **New Dry Dock**: CSL is building an additional dry dock of size 310x75x60 meter. This third dry dock will be the largest dry dock in CSL. This enhanced capacity will enable yard to take up construction& repairs of larger vessels& offshore structures.

ii. **International Ship Repair Facility (ISRF)**: ISRF is a greenfield ship repair yard being put up at Willingdon Island, Kochi on 42 acres of land leased from the Cochin Port Trust. The facility will house a modern Ship Lift and Transfer System of 6000 Tons capacity which will cater to repairs to all types of small and medium sized vessels, including Navy & Coast Guard ships.

iii. **Hooghly Cochin Shipyard Limited (HCSL):** CSL has set up a new Joint Venture Company with the Hooghly Dock & Port Engineers Ltd (HDPEL), Kolkata as part of its foray into the Inland waterways transport vessel segment. The new facility, named Hooghly Cochin Shipyard Limited (HCSL), is expected to be ready for operations in 2 years.

iv. **Commencement of Ship Repair Operations at MbPT** - CSL will shortly commence Ship Repair Operations at the Hughes Dry-Dock in the Indira Dock premises of Mumbai Port Trust (MbPT). This is based on an MoU signed between CSL & MbPT aimed at setting up a professional Ship Repair eco system at Mumbai by utilising the Indira Dock facility at Mumbai Port. The MoU also provides for expansion of Ship repair capacity within the Indira Dock by setting up a floating dry dock and upgrading the existing facilities. This facility is expected to be very uselful for vessels calling on Mumbai Port. The facility will also cater to the ship repair demands of the Indian Navy.

v. **Commencement of Ship Repair Operations at KoPT** - CSL has signed an MoU with the Kolkata Port Trust(KoPT) for modernizing and setting up a professional, efficient and cost effective Eco system for Ship Repair Operations at the Netaji Subash Dock, Kolkata. The MOU to this effect was signed between CSL and KoPT on 17.03.2018. The facility will be operated on a profit sharing basis between CSL and KoPT.

(c) Whether Government proposes to provide more defence orders to build multipurpose vessels and warships in Government owned shipyards; and

(d) If so, the details thereof?

CSL is unable to comment on this.

Thanking you,

Yours faithfully
For Cochin Shipyard Limited

V Kala
Company Secretary

Enclosed : As stated

SEC/04/2015-Vol-I **December 27, 2018**

The Secretary to Government of India
Ministry of Shipping
Parivahan Bhawan
No: 1, Parliament Street
New Delhi-110 001

Kind Attention Shri. V S Sehrawat

Sub: Rajya Sabha Provisionally admitted Starred/Unstarred Question Dy. No. U2429 due for answer on 27.12.2018.

Dear Sir,

1. With reference to your letter No.CD-11053/124/2018-Coord dated December 17, 2018 on the captioned subject, the replies with respect to Cochin Shipyard are as furnished below:

(a) Whether the Central Government has any special projects and schemes for development of coastal district of Tamil Nadu and if so, the details thereof;

Since this is not relevant to CSL, we do not have any information on the same.

(b) The total amount allocated and disbursed during the last three years;

Same as (a) above.

(c) If so, the details thereof and the funds allocated for the same during the last three years?

Same as (a) above.

2. This issues with the approval of CMD

Thanking you,

Yours faithfully
For Cochin Shipyard Limited

V Kala
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार का श्रेणी 1 मिनि रत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2015-Vol-I

December 27, 2018

The Secretary to Government of India
Ministry of Shipping
Parivahan Bhawan
No: 1, Parliament Street
New Delhi-110 001

Kind Attention Shri. V S Sehrawat

Sub: Rajya Sabha provisionally admitted Starred/Unstarred Question Dy. No. S3437 due for answer on 27.12.2018.

Dear Sir,

1. With reference to your letter No.CD-11053/144/2018-Coord dated December 18, 2018 on the captioned subject, the replies with respect to Cochin Shipyard are as furnished below:

The status of implementation of recommendation of Second Administrative Reforms Commission Report:

Not applicable to CSL

a) If no progress has been made on the implementation, the reasons therefor;

Not applicable to CSL

b) Whether the Ministry is undertaking a review of administrative institutions and agencies in order to reform them and free them from political interference; and

Not applicable to CSL

c) If so the details thereof and if not the reasons therefor

Not applicable to CSL

2. This issues with the approval of CMD

Thanking you,

Yours faithfully
For Cochin Shipyard Limited

V Kala
Company Secretary

SEC/03/2013 **June 19, 2019**

The Secretary to Government of India
Ministry of Shipping
Parivahan Bhawan
No: 1, Parliament Street
New Delhi-110 001

Ref: Rajyaa Sabha Starred/Unstarred Question Diary No.U918 raised by Shri K K Ragesh regarding the strategic sales for four shipyards

Dear Sir

1 This is with reference to the email dated June 18, 2019 on the above subject. Our responses are given below:

(a) Whether government has decide upon strategic sales of four shipyards, which has shipbuilding facilities under defence ministry viz. Goa Shipyard Ltd, Garden Reach Shipbuilders and Engineers Ltd, Hindustan Shipyard Ltd, Visakhapatnam , Mazagaon Dock Shipbuilders Limited and Cochin Shipyard Ltd and

Ans.: Cochin Shipyard Limited is a company under the administrative control of Ministry of Shipping and not Ministry of Defence. The Company is not aware of any proposal for strategic sales of four shipyards

(b) If so, the reasons for such decision for strategic sale thereof?

Ans.: Not Applicable

2 This issued with the approval of CMD.

Thanking you,

Yours faithfully
For Cochin Shipyard Limited

(V Kala)
Company Secretary

From: Kala.V [mailto:kala.v@cochinshipyard.com]
Sent: 04 July 2019 13:43
To: 'Sushil.65@nic.in'; 'adsbr'
Cc: 'jasvinderkumar497@gmail.com'; 'JOSE V J'; 'shylaja.a'; 'paul.ranjan@cochinshipyard.com'; 'BEJOY BHASKER'; cmd@cochinshipyard.com
Subject: FW: Provisionally admitted starred/ Unstarred Rajya Sabha Question DY No U1373 for 09 July 2019 regarding increase in infrastructure investment.

Dear Sir

Please refer your email dated 03/04 July 2019 on the parliament Question for 09.07.2019. Our replies are as follows

Q 2 a Whether government has proposal to increase to infrastructure investment to one trillion rupees by the year 2024 and
Ans Cochin Shipyard is planning to spend Rs 3850 crores on approved infrastructure projects. This will be spent within the year 2024.

Q2 b If so, the details thereof and how Government is planning to meet the target
Ans The details of the infrastructure projects referred above is as follows

Sl No	Project	Amount (Rs Crs)
i.	Large Dry Dock at CSL premises and International Shiprepair Facility at leased land from Cochin Port Trust	2769.00
ii.	Investment in new JV Hooghly Cochin Shipyard Limited	171.00
iii.	Expansion of SR facility at Mumbai Port Trust	80.00
Iv	Expansion of SR facility at Kolkata	20.00
v.	Upgradation/ modernisation of existing facility	510.00
Vi	Investment in emerging opportunities	300.00
	Total Capex	3850.00

Out of the above, Rs 933 crores have been spent till March 2019 and the balance of Rs 2917 crores is expected to be spent in the next three/ four years, through the IPO proceed and the internal resources to be ploughed back from the internal generation of profits after payment of dividend.

Thanking you

कला वी
महा प्रबन्धक कंपनीसचिव
कोचीन शिपयार्ड लिमिटेड
कोच्ची-682015
केरल,भारत

KALA V
General Manager & Company Secretary
Cochin Shipyard Ltd.
Kochi-682015
Kerala, India

Ph: **+91 484 2501306**
Email: **kala.v@cochinshipyard.com**

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Thank you for considering the environmental impact of printing this email.

Secretary

From: secretary@cochinshipyard.com
Sent: 30 January 2020 12:28
To: adsbr@nic.in; csldelhioffice@gmail.com
Cc: 'PSTOCMD'
Subject: FW: Provisionally admitted question dy no. S826 for answer in the Rajya Sabha for 06.02.2020 regarding implementation of the recommendations of the Rangarajan Commission
Attachments: PQ S826 reply 06-06-2020.pdf

Dear Sir

1 This is with reference to the email dated January 29, 2020 on the above subject. Our responses are given below:

(a) The number of recommendations of the Rangarajan Commission report that have been implemented; and

(b) The number of recommendations that have been rejected and the number of recommendations that are pending for consideration?

Answer (a) & (b)

CSL is unable to provide any comments as the same is not pertaining to Cochin Shipyard Limited.

This issues with the approval of CMD.

धन्यवाद और सादर
कला वी
महा प्रबन्धक व कंपनीसचिव
कोचीन शिपयार्ड लिमिटेड
कोच्ची-682015
केरल,भारत

Thanks & Regards
KALA V
General Manager & Company Secretary
Cochin Shipyard Ltd.
Kochi-682015
Kerala, India

Ph: **+91 484 2501306** Mob: **9895705113**
Email: **kala.v@cochinshipyard.com**

www.cochinshipyard.com www.facebook.com/cochinshipyardltd

Thank you for considering the environmental impact of printing this email.

From: PSTOCMD [mailto:pstocmd@cochinshipyard.com]
Sent: 29 January 2020 16:10
To: syam.kamal@cochinshipyard.com
Subject: FW: Provisionally admitted question dy no. S826 for answer in the Rajya Sabha for 06.02.2020 regarding implementation of the recommendations of the Rangarajan Commission

Dear Sir,

Syam kamal

From: Syam kamal <syam.kamal@cochinshipyard.com>
Sent: 25 February 2020 16:14
To: 'adsbr@nic.in'
Cc: 'madhu.nair@cochinshipyard.com'; 'sureshbabu.nv@cochinshipyard.com'; 'bejoy@cochinshipyard.com'; 'Jose V J'; 'Jasvinder Kumar'; 'PSTOCMD'; 'Aswinsarma M'; 'KIRAN K A'
Subject: Parliament question Dy. No.4462 regarding infrastructure bonds
Attachments: pq from coord re infra.PDF

Dear Sir,

Please refer your O.M CD-11053/34/2018-Coord dated February 24, 2020 on Parliament question Dy No 4462 regarding Infrastructure Bonds. The replies are furnished below:

(a) Whether the Government is planning to reintroduce the infra bonds to boost infrastructure development and if so, the details thereof;

(b) Whether the infrastructure bonds are seen as an option for tax saving and if so, the details thereof;

(c) Whether there will be any changes to the income tax slabs, and

(d) If so, the details thereof?

Answer to question (a) to (d) above : Cochin Shipyard Limited (CSL) is unable to provide any comments as the same is not pertaining to CSL.

यम कमल एन
पनी सचिव
ोचीन शिपयार्ड लिमिटेड
ोच्ची-682015
रल,भारत

SYAMKAMAL N
Company Secretary
Cochin Shipyard Ltd.
Kochi-682015
Kerala, India

h: **+91 484 2501744** Mob: **+91 8129270925**
mail: **syam.kamal@cochinshipyard.com**

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hank you for considering the environmental impact of printing this email.

From: Jasvinder Kumar [mailto:jasvinderkumar497@gmail.com]
Sent: 24 February 2020 15:04
To: Company Secretary
Subject: Fwd: PARLIAMENT QUESTION DY .No .4462 REGARDING INFRASTRUCTURE BONDS

---------- Forwarded message ---------
From: **adsbr** <adsbr@nic.in>

Aswinsarma M

From: Secretary [secretary@cochinshipyard.com]
Sent: 13 March 2020 17:56
To: 'Bhushan Kanwadiya'
Cc: 'MADHU SNAIR'; 'RAMESH K J'; 'csldelhioffice@gmail.com'; 'adsbr'; 'SYAMKAMAL N'
Subject: Reply to Question Unstarred Diary No. 9213 regarding Theft in INS Vikrant

Dear Sir,

Please refer your trailing e-mail forwarding the question Unstarred Diary No. 9213 regarding Theft in INS Vikrant. The replies are furnished below:

(a) **Whether the Government is aware of the theft of computer devices from the Indigenous Aircraft Carrier INS Vikrant being built at the Cochin Shipyard Limited?**

Reply:

Yes

(b) **If so, the details thereof:**

Reply:

i) On 16.09.2019, it had come to the notice of Shipyard regarding theft of electronic items in the Integrated Platform Management System (IPMS) consoles onboard the IAC.

ii) CSL had lodged an immediate complaint of theft with the Kerala Police vide crime No. 1384/19/U/s 457, 461 and 380 IPC on 16.09.2019. It was reported in the complaint that certain electronic system components of the IPMS installed onboard IAC had been damaged and few of the component in the control panels removed and missing from them, causing the system to be non-operational.

iii) There are about 31 Nos. of the above said equipments installed onboard the IAC by M/s Bharat Heavy Electrical Limited (BHEL) and five out of the 31 Nos. have been found to be damaged. The following are the details of the electronic items:-

Sl. No.	Item description	Details of missing items
1.	Multi-Function Console 25 7th Deck P ring	Random Access Memory (RAM) – 2 Nos Central Processing Unit's Processor – 1 No Hard Disk – 1 No
2.	Multi-Function Console 29 5th Deck Q ring	Random Access Memory (RAM) – 2 Nos Central Processing Unit's Processor – 1 No Hard Disk – 1 No
3.	Multi-Function Console 13 5th Deck M ring	Random Access Memory (RAM) – 2 Nos Central Processing Unit's Processor – 1 No Hard Disk – 1 No
4.	Multi-Function Console 22 Engineer's Workshop – 4R	Random Access Memory (RAM) – 2 Nos Central Processing Unit's Processor – 1 No Hard Disk – 1 No
5.	Multi-Function Console 25 Section Base – 5N	Random Access Memory (RAM) – 2 Nos Central Processing Unit's Processor – 1 No Hard Disk – 1 No

c) **Whether the Government has conducted inquiry in this regard and if so the details and the outcome thereof:**

Reply:

The investigations by the Kerala Police vide FIR no. 1384/19/U/s 457, 461 and 380 IPC dated 16.09.2019 and National Investigation Agency are currently on and are yet to be concluded. No person has been identified or apprehended as on date.

d) **Whether there is any loss of sensitive data and if so, the details thereof and the reasons for such a severe security lapse:**

Reply:

i) No. It is confirmed that the data uploaded in the hard disk and processor in the form of coded language are not detrimental for the security of IAC. The approximate cost of the total items is about Rs. 3.5 lakhs.

ii) The security of CSL is entrusted with Central Industrial Security Force (CISF) with a strength of 130 under the command of DC, CISF and 80 nos. of DGR Ex-Servicemen security guards. All security arrangements within the yard are periodically reviewed and implemented under the directions of CISF/IB as directed. The primary focus on security was on peripheral security as well as prevent sabotage attempt from land side and water side. Multi level frisking of visitors and worker are done at main entrance. However, Multi level frisking at ship entry points was not emphasized by guards deployed at IAC entry and exit points.

e) **The details of corrective measures and actions taken in this regard?**

Reply:

i) In light of theft incident, adequate enhancement of security arrangement have already been adopted at the sensitive points at the yard as per the inputs received form Kerala Police and other Central Security Agencies including NIA and IB.

ii) The security of IAC is now exclusively entrusted with additional 45 CISF armed guards under an Assistant Commandant, CISF (instead of DGR Ex-Servicemen). CISF has beefed up security surveillance inside and onboard ships to abort any sabotage attempt from water side and land side.

iii) Entry to IAC for employees/ visitors is restricted through Biometric Access Control System and frisking at IAC entry point has been intensified.

iv) Provided additional security gadgets including CCTV, DFMD, HHMD, etc. for effective security check at entry and exit level.

v) Introduced Incognito patrolling by CISF.

vi) PDDS (Portable Diver Detection sonar System) for IAC is under installation.

vii) Implemented locking of sensitive compartments of IAC for additional security.

viii) Provided two net barrier systems for water side security.

धन्यवाद और सादर

श्यामकमल एन
कंपनी सचिव
कोचीन शिपयार्ड लिमिटेड
कोच्ची - 682015
केरल,भारत

Thanks & Regards,

SYAMKAMAL N
Company Secretary
Cochin Shipyard Limited
Kochi - 682015
Kerala, India

Ph: **+91 484 2501744** Mob: **+91 8129270925**
Email: **syamkamal.n@cochinshipyard.com**

32/A

secretary@cochinshipyard.com

From: Subash A K <subash.ak@cochinshipyard.com>
Sent: 18 September 2020 13:16
To: Company Secretary
Cc: 'GMHR'
Subject: RE: Parliament Question Dy. No.U2632 for 25.09.2020

Inputs to answer Rajya Sabha Provisionally admitted Question Dy. No. U2632 for answer on 25/9/2020 are as under:

(a) Whether Government has announced Pradhan Mantri Garib Kalyan Package to ensure weaker section of the society to get basic amenities and do not get impacted during the lock down period due to COVID-19 and if so, the details of the package?

Pradhan Mantri Garib Kalyan Package is not applicable to Cochin Shipyard Ltd.

(b) The quantum of financial assistance released under this package and number of people who have got benefitted out of this package State/UT wise?

Not applicable

(c) The other steps taken by Government to ensure that the weaker/lower middle and middle class section of the society are provided with basic facilities and aminities at affordable rates during the period of COVID-19 pandemic?

Cochin Shipyard Ltd has paid full salary to employees on its regular rolls and those who are employed on contract basis during the period of lock down declared due to Covid-19 pandemic. Stipend to the trainees were also paid during the period.

सुबाष ए के

SUBASH A K
उप महा प्रबन्धक

Deputy General Manager (P&A)
कोचीन शिपयार्ड लिमिटेड

Cochin Shipyard Ltd.
कोच्ची-682015

Kochi-682015
केरल,भारत

Kerala, India

Ph: 0484 2501230 Mob: 9895705177

कोचीन शिपयार्ड लिमिटेड

COCHIN SHIPYARD LIMITED

SEC/04/2020

September 19, 2020

The Secretary to the Government of India
Ministry of Shipping
Parivahan Bhawan
No 1, Parliament Street
New Delhi

Dear Sir

Kind Attn: Shri Bhushan Kanwadiya, Assistant Section Officer, MoS
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Dy No. U68, U69 and U1290 regarding Stimulus package to boost employment

1 Please refer to your letter No SY-19014/55/2020-SBR-342206 dated September 17 2020 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Dy No U68, U69 and U1290 regarding Stimulus package to boost employment. Our Comments are furnished below

a) The details of stimulus package offered to various sectors of the economy

b) the details of package given to MSME sector which provides maximum job opportunities

c) whether any direct relief package announced by Reserve Bank of India to the MSME sector if so, the details thereof, and

d) The details of package announced for the infrastructure sector including road, rail or ports to boost employment?

Answer to Qn. No (a) to (d) The above questions are not applicable to CSL and hence we are unable to comment on the same

2 This is issued with the approval of competent authority

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड

COCHIN SHIPYARD LIMITED

SEC/04/2020

September 19, 2020

The Secretary to the Government of India
Ministry of Shipping
Parivahan Bhawan
No 1 Parliament Street
New Delhi

Dear Sir

Kind Attn: Shri Bhushan Kanwadiya, Assistant Section Officer, MoS
Sub: Rajya Sabha Unstarred Question No. 676 regarding measures that Government seek to take to ensure that the local firms are allotted the tender under Atmanirbhar Bharat.

1 Please refer to your letter No SY-19014/55/2020-SBR-342204 dated September 17 2020 regarding Rajya Sabha Provisionally Admitted Unstarred Question No676 regarding measures that Government seek to take to ensure that the local firms are allotted the tender under Atmanirbhar Bharat Our Comments are furnished below

a) The measure that Government seeks to take to ensure that the local firms are allotted the tender under Atmanirbhar Bharat

b) If so the details thereof and

Answer to Qn No (a) & (b) Not applicable to CSL and hence we are unable to comment on the same

c) How many tenders to local companies have been granted under the amended procurement scheme so far?

CSL has initiated procurement actions based on the amended Public Procurement Order dated June 04 2020 and no order has been issued based on the same However it may be noted that CSL has placed orders of about Rs 170 crores on indigenous/Indian suppliers (comprising about 470 orders) after June 04 2020

This is issued with the approval of competent authority

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

पंजीकृत कार्यालय : [illegible]
Registered Office : [illegible]
फोन Phone : +91 484 [illegible]
वेबसाइट / Website : www.cochinshipyard.in [illegible]

SEC/04/2020

September 24, 2020

The Secretary to the Government of India
Ministry of Shipping
Parivahan Bhawan
No 1, Parliament Street
New Delhi

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, Assistant Section Officer, MoS
Sub: Rajya Sabha Provisionally Admitted Question Dy No. U4303 regarding Cost and time overrun of infrastructure projects

1 Please refer to your letter email dated September 22, 2020 regarding Rajya Sabha Provisionally Admitted Question Dy No. U4303 regarding Cost and time overrun of infrastructure projects. Our Comments are furnished below.

a) Whether over 300 infrastructure projects are cost over-run and time over run, if so, the details thereof;

Presently CSL have two major infrastructure projects viz. New Dry-Dock and International Ship Repair Facility (ISRF) project at an estimated cost of Rs. 1799 crores and Rs 970 crores respectively. As of date, both the projects are under execution and there is no time and cost overrun for both the projects.

b) The details of sectors that are widely affected as a result of delays in execution of the infrastructure projects, and

As of now, CSL doesn't have any reliable information on the details of sectors that are widely affected as a result of delays in execution of infrastructure projects. Hence we are unable to comment on the same.

c) Whether the Governments have monitoring mechanism and releasing funds and if so, whether Government would strengthen the mechanism for better results in future?

Funding for the above two infrastructure projects is being managed by CSL from Internal Resources and also by the way of external borrowings and therefore Govt. funding is not required. Progress of the project is being monitored by MoS and MoSPI on regular basis.

2 This is issued with the approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2020

November 03, 2020

The Secretary to the Government of India
Ministry of Shipping
Parivahan Bhawan
No 1, Parliament Street
New Delhi

Dear Sir,

Kind Attn: Shri Shashi Wadhwa, S O (Coord)
Sub: Rajya Sabha Admitted Starred Question Dy No. 77 on 'Status of climate resilient cities in India'

1. Please refer to your email dated November 02, 2020 regarding Rajya Sabha Provisionally Admitted Starred Question Dy No. 77 on 'Status of climate resilient cities in India'. Our Comments are furnished below.

   a. The status of the climate resilient cities in India, especially in coastal regions as these regions have become more vulnerable to multiple risks related to climate change;
   b. Details of funds allocated/ sanctioned and utilised during each of the last two years and current year;
   c. Details of private sector investment in such projects;
   d. Whether Government is aware that in Mumbai estimated economic costs from the impact of climate change to costal infrastructure is Rs 2,287/- billion and if so, steps taken to mitigate these effects and;
   e. If so, details of the plan since 2015 and if not, reason thereof.

   The above questions are not pertaining to CSL and we are unable to comment on the same.

2. This is issued with the approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

secretary@cochinshipyard.com

From: secretary@cochinshipyard.com
Sent: 21 January 2021 17:00
To: 'Saroj MaryXalxo SO'; 'jasvinderkumar497@gmail.com'
Cc: 'DASHRATH PRASAD'; 'PrinceGarg Assistant'; 'Bhushan Kanwadiya'
Subject: RE: Assurance in Rajya Sabha Unstarred Question No. 1235 for 27/07/2018 on "Non- Filling of Counter and Reply Affidavits by various Government Department and affiliates" asked by Dr. K.V.P. Ramachandra Rao, MP

Dear Sir,

With reference to the trailing email on the above subject, please find below the CSL's comments.

(a) Whether it is a fact that several cases are pending in various High Courts and the Supreme Court due to non-filing of counter affidavit and reply affidavit by various Government Ministries /Departments and other Government bodies.

Ans: No cases are pending in the High Court or Supreme Court due to non-filing of reply affidavit /counter affidavit by CSL.

(b) If so, the details thereof

Ans: Not Applicable.

(c) Whether there are any specific instructions from the Government on how to deal with court cases and regarding filing of counter affidavit /reply affidavit where various government agencies are arrayed as respondents.

Ans: No specific instructions on filing of counter affidavit and reply affidavit received by CSL.

धन्यवाद और सादर
श्याम कमल एन
कंपनी सचिव
कोचीन शिपयार्ड लिमिटेड
कोच्ची-682015
केरल,भारत

Thanks & Regards
Syamkamal N
Company Secretary
Cochin Shipyard Ltd.
Kochi-682015
Kerala, India

Ph: **+91 484 2501306**
Email: **secretary@cochinshipyard.com**

www.cochinshipyard.com www.facebook.com/cochinshipyardltd
Thank you for considering the environmental impact of printing this email.

SEC/04/2020

January 27, 2021

The Secretary to the Government of India
Ministry of Ports Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi

Dear Sir,

Kind Attn: Shri Saroj Mary Xalxo, US (SBR & CSL)
Sub: Rajya Sabha Unstarred Provisional Parliament Question Dy No. S311

1. Please refer to your email dated January 27, 2021 regarding Rajya Sabha Provisional Admitted Unstarred Parliament Question Dy No. S311. Our Comments are furnished below.

   a. Whether Government has evolved any concrete plan to provide the facility of water aerodrome after the successful launch of seaplane services between Statue of Unity and Sabarmati Riverfront in Ahmedabad.

   b If so, the details thereof; and

   c. Whether, such a facility would help the fliers, if so the details thereof?

   The above questions are not pertaining to CSL and we are unable to comment on the same.

2. This is issued with the approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड

COCHIN SHIPYARD LIMITED

SEC/04/2020

March 08, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi

Dear Sir,

Kind Attn: Shri Price Garg, SO (MoPSW)

Sub: Rajya Sabha provisionally admitted question diary no.S2350, S268 for answer on 10.03.2021 regarding increase in prices of steel products

1. Please refer to your email dated March 05, 2021 on the above subject. The CSL replies are furnished below:

(a) ***Whether it is a fact that there is sharp increase in the prices of steel products which is adversely affecting the growth of various sectors of the economy particularly construction and infrastructure sector and Engineering Sector?***

(b) ***If so, details thereof;***

Ans. to question No.(a) to (b)

The steel procurement records of CSL reveal that a hike of about 16% was observed during the six quarter period from April 2019 to September 2020. Subsequently the increase is more sharp and a hike of about 20-25% has been observed during the period from September 2020 till present. It may be noted that the sharp increase in the prices of steel products in India may affect the ship building sector since the same will hinder the competitiveness of Indian Industry and has also got a cascading effect on other sectors.

(c) ***Whether the Government has any proposal to impress upon steel manufacturers to reduce the prices of the steel;***

(d) ***If so, the details thereof; and***

(e) ***If not, the reasons therefor?***

Ans. to question no. (c) to (e)

Not Applicable to CSL

2. This is issued with the approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

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कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पत्तन, पोत परिवहन और जलमार्ग मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Ports, Shipping and Waterways)

SEC/04/2020 **March 11, 2021**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, Assistant Section Officer, Ministry of PSW
Sub: Rajya Sabha provisionally admitted question no. 2202, 2203, 2204, 2205, 2206, 2207 and 2208

1. Please refer to your email dated March 09, 2021 on the above subject. The CSL replies are furnished below:

Question No. 2202

(a) whether Government proposes to create a world class environment friendly infrastructure at ports to make India a US $ 5 trillion economy by 2024;
(b) if so, the details thereof and the steps taken/being taken by Government in this direction;
(c) whether Government has devised any plan to harness India's vast coast for the sustainable growth and development of the shipping industry and if so, the details thereof; and
(d) the other steps taken by Government to develop all Indian ports at par with other global ports across the world?

Reply.: Cochin Shipyard Limited (CSL) is unable to provide any comments as the same is not pertaining to CSL.

Question No. 2203

(a) whether the freight activities in National Waterway-I (Ganga) between Varanasi-Haldia have started;
(b) whether any assessment has been undertaken to ascertain the extent of cost effectiveness of the transportation through waterways in comparison with rail and road mode of transportation; and
(c) the travelling time between Varanasi and Haldia along with the hurdles being faced during this waterway transportation?

Reply.: Cochin Shipyard Limited (CSL) is unable to provide any comments as the same is not pertaining to CSL.

Question No. 2204

(a) whether it is a fact that Government has undertaken 55 rail projects and 15 road projects to connect various ports in the country:
(b) if so, the details of rail and road projects that have been undertaken to connect various ports in Karnataka; and
(c) the status of each of the rail and road projects relating to connectivity of various ports in Karnataka?

Reply.: Cochin Shipyard Limited (CSL) is unable to provide any comments as the same is not pertaining to CSL.

Question No.2205

(a) the current restrictions on Shipping, to and from the country due to the COVID-19 pandemic; and
(b) whether Government has a record of industries that have suffered due to Shipping restrictions over the past year, if so, the details thereof?

Reply.: Cochin Shipyard Limited (CSL) is unable to provide any comments as the same is not pertaining to CSL.

Question No.2206

(a) the details of progress made along with announcement/implementation/ execution of the Inland Waterways Authority of India (IWAI) projects phase-wise and states covered/beneficiaries listed and criteria adopted along with funds sanctioned/released and the results yielded so far, sector-wise during the last six years and current year-wise as on date
(b) the demand received/action taken from States, year-wise and
(c) the details of future action plan in this regard.

Reply.: Cochin Shipyard Limited (CSL) is unable to provide any comments as the same is not pertaining to CSL.

Question No.2207

(a) the total container handling per year for major Indian ports over the last fifteen years, port-wise and year-wise;
(b) the total number of 20-feeter Twenty-feet Equivalent Unit (TUES) containers, 40-feeter (FUES) containers and 4S-feeter containers handled over the last fifteen years by the major ports;
(c) the total number of reefer containers handled by major ports over last fifteen years; and
(d) the proportion of this total handling that has been done by private ports and the details thereof?

Reply.: Cochin Shipyard Limited (CSL) is unable to provide any comments as the same is not pertaining to CSL.

Question No.2208

(a) the total length of national waterways at present and in March 2014 in the country;
(b) details of projects developed or under development in Uttar Pradesh, Andhra Pradesh, Tamil Nadu, Kerala, West Bengal and Assam with details like length, budget, expenditure incurred etc.
(c) Whether national waterways projects are currently operational and status of their operational performance;
(d) The physical, financial progress, likely completion date, States covered and expected impact of Jal Marg Vikas Project on Haldia-Varnasi stretch of NW-1; and
(e) The status of difference stretched of NH-4 covering Andra Pradesh and reasons for delay.

Reply.: Cochin Shipyard Limited (CSL) is unable to provide any comments as the same is not pertaining to CSL.

2. This is issued with the approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पत्तन, पोत परिवहन और जलमार्ग मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Ports, Shipping and Waterways)

SEC/04/2020

March 16, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, Assistant Section Officer, Ministry of PSW
Sub: Provisionally admitted Rajya Sabha Diary No. U3924 regarding Cost and time overrun of infrastructure projects.

1. Please refer to your email dated March 10, 2021 on the above subject. The CSL replies are furnished below:

a) Whether over 300 infrastructure projects are cost overrun and time overrun if so, the details thereof;

Cochin Shipyard Limited (**CSL**) is undertaking two major expansion projects viz. New Dry Dock at an estimated cost of Rs. 1799 crores and an International Ship Repair Facility (**ISRF**) at an estimated cost of Rs.969 crores. No cost overruns have been reported on these expansion projects. Though there are delays in both the projects, due to various reasons including COVID, there is still no time overrun on the project completion date.

b) The details of sectors that are widely affected as a result of delays in execution of infrastructure projects; and

CSL is unable to comment as the question is not pertaining to CSL

c) Whether Government has monitoring mechanism for releasing funds and if so, whether Government would strengthen the mechanism for better results in future?

CSL is funding the above expansion projects from its internal resources and hence the question is not relevant to CSL.

2. This is issued with the approval of competent authority.

Thanking you,

Yours faithfully

Company Secretary

पंजीकृत कार्यालय : प्रशासनिक भवन, पी.ओ.बैग सं 1653, पेरुमानूर पी. ओ., कोच्ची - 682 015
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SEC/04/2020

July 16, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No: 1, Parliament Street
New Delhi - 110001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW
Sub: Rajya Sabha Unstarred Question No. 55 regarding 'Establishment of New PSUs in the Country'

1. Please refer to your letter No. CD-11053/74/2021–Corrd dated July 15, 2021 regarding Rajya Sabha Unstarred Question Dy. No. 55 regarding 'Establishment of New PSUs in the Country'. The CSL replies are furnished below.

a) Whether Government has established Public Sector Undertaking/ Enterprises (PSUs) in various States/ Union Territories (UTs) of the country including Rajasthan during the last five years:

b) If so, the details thereof, State/ UT-wise and year wise;

Answer to Question No. (a) and (b)

Cochin Shipyard Limited (CSL) incorporated a new Company viz. Hooghly Cochin Shipyard Limited (HCSL) on October 23, 2017 as a joint venture between CSL and Hooghly Dock & Port Engineers Limited (HDPEL). Subsequently pursuant to the approval of the Union Cabinet, HCSL became a wholly owned subsidiary of CSL with effect from November 01, 2019. HCSL aspires to establish itself as one of the leading shipbuilding yard in east coast for quality inland and coastal vessel construction.

Further, CSL has taken over Tebma Shipyards Limited (TSL) through the statutory insolvency resolution process on September 15, 2020, consequent to which TSL became a wholly owned subsidiary of CSL. CSL proposes to utilise the facilities at TSL for building fishing vessels (especially technologically advanced deep sea fishing vessels), tugs and specialized crafts of upto 80 M length which projects huge potential in domestic as well as international markets in the coming years.

c) Whether Government is contemplating to set up suitable PSUs in view of the availability of skilled and unskilled manpower in various States/ UTs of the country including Rajasthan; and

d) If so, the details thereof?

Answer to Question No. (c) and (d)

The above questions are not applicable to CSL.

2. This is issued with the approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

SEC/04/2020 **December 01, 2021**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW
Sub: Rajya Sabha Starred / Unstarred question diary no.U1125 regarding 'Shipping Projects in the country'

1. Please refer to your email dated November 30, 2021 on the above subject. The CSL replies are furnished below:

a) The details of ongoing shipping development projects in the country, State/ UT-wise;

Following are the ongoing shipbuilding infrastructure developmental projects pertaining to Cochin Shipyard Limited.

(i) New 310 M Dry-dock Project at Kochi, Kerala

Cochin Shipyard Limited is constructing New Dry Dock at an estimated cost of Rs.1799 crores. This dry-dock is conceived with a length of 310 M and will be a stepped dock with a width of 75 M at the wider part and 60 M at the narrower part. It will have a depth of 13 M and a drought of 9.5 M. In terms of the size of the dock and strength of the dock floor, this will be one of the largest dry docks in India. The new dry-dock when commissioned, will help CSL to have a more diversified product profile. This, dual purpose dry dock is planned essentially to tap the market potential of repairs/ construction of specialized and technologically advanced large vessels such as LNG vessels, Jack Up Rigs. Drill Ships, large dredgers, second Indigenous Aircraft carrier and repair of offshore platforms and larger vessels. The new dry dock can comfortably handle Aircraft Carriers of 70,000 T docking displacement and Tankers and Merchant vessels of 55,000 T docking displacement. The dock floor is designed to take a loading of 600T/m. The design caters for sufficient safety margins as per international codes. The new dock is expected to be commissioned by July 2023.

(ii) International Ship Repair Facility (ISRF) at Kochi, Kerala

Cochin Shipyard Limited had taken over on 30 years lease the existing ship repair facility of Cochin Port Trust (CoPT) located at Willingdon Island, Kochi and is in the process of developing it into a state-of the-art International Ship Repair Facility (ISRF) by installing ship lift, & transfer system, 6 dry berths & associated facilities at an estimated cost of RS.970 crores. The ISRF will modernize, expand and substantially augment the existing ship repair capacity of CSL. The ISRF includes 6000T shiplift for ships upto 130 x 25 m with six work stations & allied facilities, and total outfitting berth of 1500 meters approx. The facility is expected to be commissioned by January 2023.

(iii) Hooghly Cochin Shipyard Limited (HCSL), Kolkata, West Bengal

Aimed at supporting Inland water vessel construction in line with the Government of India's vision of developing the country's National Waterways, Hooghly Cochin Shipyard Limited (HCSL) was initially set up at Kolkata as a joint venture (JV) between CSL and Hooghly Dock & Port Engineers Limited (HDPEL) and pursuant to the Union Cabinet approval, HCSL has become a wholly owned subsidiary of CSL with effect from November 01, 2019. HCSL targets to develop various types of vessels like Ro-Ro Vessels, River-Sea Cargo Vessels for bulk, liquids, containers, Passenger Vessels, other watercrafts for the inland waterways. The total investment for this project is Rs.168 crores. The facility is currently ready for operations.

(iv) Tebma Shipyards Limited, Malpe, Karnataka

As part of CSL's long term strategy, viz., CRUISE 2030, CSL aspires to achieve 6x-8x growth by 2030 and towards this the Company identified deep sea fishing vessel construction as one of the potential opportunities. Since fishing vessel segment calls for a dedicated facility so as to cater to the large volume of business which is different from the conventional shipbuilding process, CSL was in search of a suitable facility to enter into this segment. CSL found an opportunity in TSL, Malpe which was under the Corporate Insolvency Resolution Process (CIRP) under the Insolvency and Bankruptcy Code, 2016 (IBC) and bidding for TSL through IBC was considered appropriate. Accordingly CSL submitted its Resolution Plan which was approved by the National Company Law Tribunal (NCLT), Chennai on March 04, 2020. The facility is a 100% wholly owned subsidiary company of CSL. An amount of Rs.70 crores have been invested and the facility is currently operational.

(v) CSL-Mumbai Ship Repair Unit (CMSRU), Mumbai, Maharashtra

CSL commenced operations of its Mumbai Ship Repair Unit in October 2018 through an agreement with the Mumbai Port Trust to upgrade, operate and manage Ship Repair Facility at Hughes dry-dock and berth nos. 5, 6, 7 and 8 of Indira Dock of Mumbai Port. Subsequent to the execution of the agreement, CSL has commenced the ship repair operations in Mumbai. The facility undertakes repairs of both Defence and Commercial Ships.

(vi) CSL-Kolkata Ship Repair Unit (CKSRU), Kolkata, West Bengal

CSL commenced operations of its Kolkata Ship Repair Unit in March 2019 through an agreement with Kolkata Port Trust for operations and management of ship repair facility at Netaji Subhas Dock (NSD) for a period of 30 years. The new venture is being managed by separate unit of CSL known as CSL-Kolkata Ship Repair Unit (CKSRU). The Honourable Prime Minister of India, Shri Narendra Modi formally inaugurated the CKSRU facility on January 12, 2020. The facility undertakes repair to both Defence and commercial ships.

(vii) CSL-Andaman & Nicobar Ship Repair Unit (CANSRU), Port Blair, Andaman & Nicobar Islands

CSL commenced operations of its Andaman Unit at Port Blair through an agreement with the Andaman & Nicobar (A&N) Administration for ship repair at the Marine Dockyard, a facility that is currently being operated directly by the A&N Administration. Under the ambit of this agreement, CANSRU shall assist the Administration in developing an overall ship repair ecosystem at Andaman & Nicobar Islands. CANSRU shall also assist & associate in augmentation and modernization of existing facilities. Focus on skill development in consultation with the Administration and technical institutions located in the Islands, is also part of the mandate of the agreement. The agreement is for a period of 30 years, during which CSL is expected to spruce up the operational efficiency of the dockyard as well as improve the overall ship repair ecosystem in the island to ensure faster turnaround and minimize downtime of the vessels, which are the lifeline for the Islands.

b) ***Whether a large number of ongoing shipping projects with private participation have missed their deadline for completion in the country and if so, the details thereof, along with the reason thereof, project wise;***

c) ***Whether Government proposes to review such projects;***

d) ***If so, the details thereof along with the time by which the process of such review is likely to be completed; and***

Answer to questions (b) (c) and (d)

The ongoing shipbuilding infrastructure developmental projects being undertaken by CSL do not have any private participation and hence not applicable to CSL.

e) ***The steps taken/ being taken by Government for strengthening the shipping sector and make internationally competitive.***

Following measures are taken by the Government to increase the demand and strengthen the indigenous shipbuilding sector.

(i) To promote the demand of the ships built in India, the government notified the guidelines relating to chartering and licensing of vessel which essentially provides that in case of chartering of a vessel undertaken through a tender process, the Right of First Refusal (RoFR) would be exerted in the following manner:

- Indian built, Indian flagged and Indian owned;
- Foreign built, Indian flagged and Indian owned;
- Indian built, foreign-flagged and foreign owned.

(ii) The Government's cargo transportation policy of import on FOB and export on CIF can boost the shipbuilding industry. This needs to be implemented effectively by all the Departments and PSUs.

(iii) The revised Make in India policy issued by the DPIIT in June, 2020 stipulates that for procurement of all services with estimated value of purchases less than Rs 200 crores, Global tender enquiries shall not be issued and thus can increase the demand for the complete ecosystem.

(iv) For any procurement of goods and services with estimated value of purchases more than Rs 200 crores, Ministry of Shipping's existing policy of RoFR would continue to be implemented. This again is a major policy to create demand.

(v) Financial Assistance Scheme in vogue for Ship Building which provides for a 17% subsidy on the price of the vessel presently (diminishing by 3% in blocks of 3 years each).

(vi) Similarly, the Ministry has recently promulgated a SoP for construction of Tugs in India as per which Tugs required for services of all Govt/ PSU entities shall be built in Indian Shipyards as per standardised designs to be published by the IPA.

(vii) The Ministry of Ports, Shipping and Waterways is trying to channelize domestic demand towards Indian Shipyards by support for development of ancillary industries, measures for GST rationalisation for ship repair, supporting Indian ship design firms and ancillary/maritime clusters. The first maritime cluster called as Konkan Maritime Cluster has been launched recently.

(viii) The Ministry of Ports, Shipping and Waterways has recently published an all-encompassing Maritime India Vision 2030 document.

This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
COCHIN SHIPYARD LIMITED

SEC/04/2020

December 09, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Janardhan Prasad, ASO, MoPSW

Sub: Rajya Sabha Unstarred Question diary no.U1387 regarding Shipbuilding Industry in the Country

1. Please refer to your email dated December 09, 2021 on the above subject. The CSL replies are furnished below:

a) ***Total number and names of private and government companies in the country involved in shipbuilding industry; new shipbuilding companies registered in recent 5 years.***

New shipbuilding companies registered in recent 5 years: Cochin Shipyard Limited incorporated a new Company viz. Hooghly Cochin Shipyard Limited on October 23, 2017 mainly to build vessels to cater to the inland waterways segment.

b) ***Whether the Government has developed any policy under the Atmanirbhar Project to provide incentives to the shipbuilding industry specifically; if so, the details thereof, if not, the reasons therefor; and***

c) ***The steps Government proposes to taken in future?***

Answer to questions (b) and (c)

The following policy measures are taken by the Government to increase the demand and strengthen the indigenous shipbuilding sector.

(i) To promote the demand of the ships built in India, the government notified the guidelines relating to chartering and licensing of vessel which essentially provides that in case of chartering of a vessel undertaken through a tender process, the Right of First Refusal (RoFR) would be exerted in the following manner:

- Indian built, Indian flagged and Indian owned;
- Foreign built, Indian flagged and Indian owned;
- Indian built, foreign-flagged and foreign owned.

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(ii) The Government's cargo transportation policy of import on FOB and export on CIF can boost the shipbuilding industry. This needs to be implemented effectively by all the Departments and PSUs.

(iii) The revised Make in India policy issued by the DPIIT in June, 2020 stipulates that for procurement of all services with estimated value of purchases less than Rs 200 crores, Global tender enquiries shall not be issued and thus can increase the demand for the complete ecosystem.

(iv) For any procurement of goods and services with estimated value of purchases more than Rs 200 crores, Ministry of Shipping's existing policy of RoFR would continue to be implemented. This again is a major policy to create demand.

(v) Financial Assistance Scheme in vogue for Ship Building which provides for a 17% subsidy on the price of the vessel presently (diminishing by 3% in blocks of 3 years each).

(vi) Similarly, the Ministry has recently promulgated a SoP for construction of Tugs in India as per which Tugs required for services of all Govt/ PSU entities shall be built in Indian Shipyards as per standardised designs to be published by the IPA.

(vii) The Ministry of Ports, Shipping and Waterways is trying to channelize domestic demand towards Indian Shipyards by support for development of ancillary industries, measures for GST rationalisation for ship repair, supporting Indian ship design firms and ancillary/maritime clusters. The first maritime cluster called as Konkan Maritime Cluster has been launched recently.

(viii) The Ministry of Ports, Shipping and Waterways has recently published an all-encompassing Maritime India Vision 2030 document.

This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पत्तन, पोत परिवहन और जलमार्ग मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Ports, Shipping and Waterways)

SEC/04/2020

December 10, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW

Sub: Rajya Sabha Starred / Unstarred question diary no.U2787 regarding "Reserved Vacancies"

1. Please refer to your email dated December 10, 2021 on the above subject. The CSL replies are furnished below:

(a) Whether the Government will provide the details of total number of Group I, II, IV and other employees belonging to SC, ST, OBC, EWS and General Category currently (2021) working in PMO, Central Secretariat all Ministries, Cabinet Secretariat and CPSU's & current corresponding backlog vacancies;

(b) If so, Group wise, Category wise, Organisation wise details thereof;

Answer to question (a) & (b)

As on date, the total number of employees in CSL group wise and category wise are as under:

GROUP	TOTAL STRENGTH	SC	ST	OBC	EWS	GENERAL
GROUP A	347	46	15	89	-	197
GROUP B	118	16	11	26	-	65
GROUP C	956	135	10	444	1	366
GROUP D	318	38	8	169	-	103
TOTAL	**1739**	**235**	**44**	**728**	**1**	**731**

The current backlog vacancies are as under:

GROUP	SC	ST	OBC
GROUP A	-	-	-
GROUP B	-	-	-
GROUP C	3	2	5
GROUP D	-	-	-
TOTAL	**3**	**2**	**5**

(c) Whether Government has taken any special recruitment drive or any other steps to fill up existing category wise, group wise backlog vacancies recently; and

(d) If so, the details thereof?

Answer to question (c) and (d)

The above vacancies have been notified and the recruitment process is in progress as per the following details:

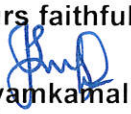
i. Vacancy notification No. P&A/2(235)/2019-Vol III dated 17th January 2020

ii. Vacancy notification No.CSL/P&A/RECTT/PERMANENT/SUPERVISORS/2021/4 dated 23rd November 2021.

This is issued with approval of competent authority.

Thanking you,

Yours faithfully



Syamkamal N
Company Secretary

SEC/04/2020 **December 11, 2021**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW
Sub: Rajya Sabha Starred / Unstarred question diary no.U3137 regarding "Annuity scheme in infrastructure financing"

1. Please refer to your email dated December 10, 2021 on the above subject. The CSL replies are furnished below:

(a) The annuity scheme in infrastructure financing, whether the Union Government uses annuity schemes in infrastructure financing;

(b) The number of annuity schemes and their outlay by Union Government and State Governments in 2019-20 and 2020-21, the details of BOT-Annuity Model Projects and BOT Hybrid Annuity Model Projects separately); and

(c) Whether the annuity-based funding schemes are considered as public borrowing of the Union Government in the budget accounts?

Answers for (a) to (c):

The above questions are not pertaining to CSL.

2. This is issued with the approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

SEC/04/2020

December 13, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Pankaj Gupta, ASO, MoPSW

Sub: Rajya Sabha Starred / Unstarred question diary no.S4324 regarding "Steps taken to increase accessibility for people with disability"

1. Please refer to your email dated December 13, 2021 on the above subject. The CSL replies are furnished below:

(a) Whether the Government believes entry to railway coaches is truly Divyagjan friendly;
(b) If not so, the details of actions taken by Government;

Answer to question (a) & (b)

The above questions are not pertaining to CSL.

(c) The details of the amount spent under the Accessible India Campaign since 2015, year-wise and state-wise.

Answer to question (c)

Cochin Shipyard Limited as part of various Corporate Social Responsibility initiatives, have given special attention to the implementation of various projects intended to increase accessibility for people with benchmark disabilities. The year-wise spending on this account are detailed below:

Sl. No.	Financial Year	Amount in Rs. Lakhs
1	2014-15	60.12
2	2015-16	40.13
3	2016-17	110.64
4	2017-18	109.91
5	2018-19	172.96
6	2019-20	47.89
7	2020-21	110.00

In addition to the above, various measures and initiatives are undertaken/are being undertaken by CSL in order to increase the accessibility for people with benchmark disabilities are as follows:

i. All new building in CSL are being constructed with PWBD access friendly ramps and toilets. Further all the major existing office buildings have been equipped with accessible ramps for PWBDs.

ii. Based on the accessibility Audit of building in CSL conducted by M/s. Ekanash Trust, Pune, modification works of existing toilets in the Main Office building are being undertaken to make the accessible to PWBDs.

iii. Reflective colour bilingual sign boards have been erected at various locations inside CSL and have been prominently marked.

iv. The cubicle and seating arrangement for disabled person have been modified taking into account of their comfort.

v. Safety drills for evacuation of PWDs were conducted and the evacuation chairs for PWBDs during emergency situation has been installed;

vi. Visual alarm signals and audio alarm signals have been installed in buildings in CSL

vii. Sensitisation programmes on Prevention of accidents/ Safety at work/ evacuation/ First aid was conducted for PWDs.

(d) Whether Government will achieve all the set milestones by June 2022

(e) if not so, the reason therefor?

Answer to question (d) & (e)

The above questions are not pertaining to CSL.

This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पत्तन, पोत परिवहन और जलमार्ग मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Ports, Shipping and Waterways)

SEC/04/2020

December 17, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, MoPSW

Sub: Rajya Sabha Starred / Unstarred question diary no.S3706 regarding "Ex gratia payments"

1. Please refer to your email dated December 16, 2021 on the above subject. The CSL replies are furnished below:

(a) Whether Government is aware that various department of centre and State Government announces Ex gratia to affected person/ kin and kin for various accidents.

Answer to question (a)

Cochin Shipyard Ltd has inter alia other relief measures paid a financial assistance of Rs 10.00 Lakhs each to the family of the diseased in an industrial accident on February 13, 2018 onboard MODU Sagar Bhushan under repair in the yard.

(b) whether Government set a permanent commission to look after smooth payment to affected persons;
(c) if so, the details thereof
(d) whether any date is maintained as the amount announced to pay Ex gratia pay by Government departments; and
(e) if so, the details thereof?

Answer to question (b) to (e)

The above questions are not pertaining to CSL.

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड

COCHIN SHIPYARD LIMITED

SEC/04/2020

December 17, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No.1, Parliament Street
New Delhi – 110 001

Dear Sir

Kind Attn: Shri Vinay Kumar Prajapati, Director (SM)

Sub: Rajya Sabha Unstarred question No.2697 regarding "Green Freight Corridor"

1. Please refer to your email dated December 17, 2021 on the above subject. The CSL replies are furnished below:

(a) Whether Government has any plans to launch a green freight corridor to improve coastal trading along the Western coast
(b) If so, the details thereof, and
(c) The details of projects being implemented under the Ministry in the State of Kerala?

Answer to question (a) to (c)

The above questions are not pertaining to CSL.

2. This is issued with approval of competent authority.

Thanking you.

Yours faithfully

Company Secretary

Registered Office: ... Phone: +91 484 2376818 ... Website: www.cochinshipyard.com

SEC/04/2020

December 20, 2021

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, SO (SBR), MoPSW
Sub: Rajya Sabha Unstarred question No.7691 regarding "Details reserved Vacancies"

1. Please refer to your email dated December 20, 2021 on the above subject. The CSL replies are furnished below:

(a) Whether it is a fact that large number of reserved vacancies are not filled in Government institutions and autonomous bodies of Union Government due to negligent approach of the concerned Department;

Answer to question (a)

CSL does not have large number of reserved vacancies pending to be filled. However, the current backlogs of reserved vacancies are as given under.

GROUP	SC	ST	OBC
GROUP A	-	-	-
GROUP B	-	-	-
GROUP C	3	2	5
GROUP D	-	-	-
TOTAL	**3**	**2**	**5**

The above vacancies have been re-notified as per the following details and the recruitment process is progressing.

(b) If so, the details thereof and the reason thereof;
(c) Whether the Government has taken any disciplinary measures against the faulty officials for not performing their official responsibilities;
(d) If so, the details thereof; and

(e) The measures taken/ being taken by the Government to fill all reserved vacancies of SC/ST/OBC within the stipulated time.

Answer to question (b) to (e)

The above questions are not applicable to CSL.

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की मेसर्स। मिनिरत्न कंपनी, पत्तन, पोत परिवहन और जलमार्ग मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-I Miniratna Company, Ministry of Ports, Shipping and Waterways)

SEC/04/2020

March 08, 2022

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW
Sub: Rajya Sabha Provisionally Admitted Question Starred/ Unstarred Diary No. S2504 regarding "Steps taken towards Green Shipping"

1. Please refer to your email dated March 07, 2022 regarding Rajya Sabha Provisionally Admitted Question Starred/ Unstarred Diary No. S2504 regarding "Steps taken towards Green Shipping". Our Comments are furnished below.

(a) Whether Government monitors carbon emission of various categories of foreign/ domestic vessels permitted in Indian ports, and if so, the details thereof and if not, the reasons therefor;

The above question is not applicable to CSL

(b) The steps taken to promote green shipping routes at the national and international levels;

(c) Whether Government has made any roadmap for sustainable shipping under the Maritime Vision 2030 goals;

Reply to question (b) & (c): The Government has initiated various green programs in the Country for the marine sector. Some of the key programs under implementation/being considered for implementation are:

- Hybrid Electric Ferry for Urban Mobility Solutions – using batteries for propulsion that will be charged from solar power grids. With this transition from conventional fuel to this hybrid electric green mode, considerable reduction in CO_2 emission can be achieved. Presently 23 Nos. vessels are under construction in Cochin Shipyard Limited for Kochi Metro Rail Ltd. Similar solutions can be replicated in other Riverine/Lake Cities.

- Battery Electric Autonomous - Zero Emission Vessel – Construction of two numbers fully electric battery operated autonomous vessel for Norwegian owner is under construction in Cochin Shipyard Limited. This vessels will be delivered in Q2 of 2022

- Development of fully indigenous hydrogen Fuel Cell powered electric ferry – A pilot project has already been taken up by Cochin Shipyard limited partnering with Indian Technology Partners. Research Committee of

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वेबसाइट / Website : www.cochinshipyard.com, सीआईएन / CIN: L63032KL1972GOI002414

Ministry of Ports Shipping and Waterways has already approved part funding for this project.

- Full electric Zero Emission Water Taxi - capable of carrying around 50 people for operating in all types of inland waterways – Cochin Shipyard Limited has developed the design for this type of vessel. This is expected to find vast utilisation across all waterways in the country resulting in significant reduction of emissions from the local country boats and innumerable vessels plying on conventional fuel.

- Ammonia fuelled engines with battery for propulsion of inland cargo carriers, which can be used for operation in inland waterways and near coast. CSL is in discussions with leading ammonia engine manufacturers for the above purpose.

(d) Whether Government has consulted coastal states in sustainable shipping planning, if so, details and outcomes of such consultations;

The above question is not applicable to CSL

(e) The steps taken to promote environment- friendly domestic ship recycling in the country and

As part of efforts to promote environment friendly domestic ship recycling in the country, India has acceded the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 and towards putting in place a legislative framework to implement the said convention, The Recycling of Ships Act, 2019 was enacted by the Government of India. The Act provides regulations of recycling of ships by setting certain standards and laying down the statutory mechanism for enforcement of such standards. The Act also contains specific provisions to ensure safe and environmentally sound removal and management of hazardous materials from a ship and to comply with the specified environmental regulations. Ship recyclers must ensure that no environmental damage is caused due to such recycling.

Further, the Maritime India Vision 2030 adopted by the Ministry of Ports, Shipping and Waterways *inter-alia* envisages to promote ship recycling in India in compliance with the environmental challenges. The key initiatives identified towards this are as follows:

- Enhance Ship recycling infrastructure through redevelopment of Alang plots and establishment of additional recycling cluster on East coast;

- Setup ship recycling facilitation centre to promote ship recycling activities and enhance marketability of ship by-products through trade fairs at ship breaking yards involving stakeholders across ship-owners to downstream industries.

(f) The reason for not being signatory to the Clydebank Declaration on zero-emissions shipping

The above question is not applicable to CSL

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

SEC/04/2020 **March 16, 2022**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Sub: Rajya Sabha Starred Question Diary No. S3914 regarding "Investment attracted through Maritime India Summit 2021"

1. Please refer to your letter No.H-11017/04/2022-IPRCL dated March 15, 2022 Investment attracted through Maritime India Summit 2021". Our Comments are furnished below.

(a) Whether Government can furnish the data on the investment attracted by the Ministry through the Maritime India Summit 2021 declared open by the Hon'ble Prime Minister between March 02, 2021 – March 04, 2021 and how much investment has been received and invested in the state of Tamil Nadu; and

(b) If so, the details thereof, if not, the reasons therefor?

Reply to question (a) and (b)

Cochin Shipyard Limited does not have the data on the investment attracted during the Maritime India Summit 2021 including the details of investment received by various states. However, in connection with the above summit, CSL has entered in to various business MOUs with various national and international entities the details of which are given below:

Sl. No.	Name of Stakeholder(s)	MoU Brief	Approximate business value (INR Cr)
1	Cochin Shipyard Ltd & M/s Robert Allan Ltd, Canada	Design & Consultancy services for Tugs, Inland vessels, Harbour crafts, Specialized vessels to be built in India under 'AatmaNirbhar Bharat' / 'Make In India'	400
2	Cochin Shipyard Ltd & M/s Mazagon Dock Shipbuilders Ltd, Mumbai	Co-operation in the field of vessel Refits, Upgradation, Conversion etc.	750
3	Cochin Shipyard Ltd & M/s. KPIT Technologies, Pune	Co-operation for Hydrogen fuel cell and autonomous vessels in line with the 'AtmaNirbhar Bharat' / 'Make In India'	N.A

Sl. No.	Name of Stakeholder(s)	MoU Brief	Approximate business value (INR Cr)
4	Cochin Shipyard Ltd & Royal IHC Holland, Netherlands	Construction of dredgers in India	400
5	Cochin Shipyard Ltd & Dredging Corporation of India Ltd (DCIL), Visakhapatnam	Co-operation in the field of Ship Repair and Ship Upgradation	500
6	Cochin Shipyard Ltd & Dredging Corporation of India Ltd (DCIL), Visakhapatnam	Co-operation in the field of Dredging services	200
7	Cochin Shipyard Ltd & M/s Dredging Corporation of India Ltd (DCIL), Visakhapatnam	Construction of Dredgers in India in line with the 'AatmaNirbhar Bharat' / 'Make In India'	800
8	Cochin Shipyard Ltd & Indian Register of Shipping, Mumbai	Cooperation towards joint development & standardisation of New Technologies in the field of Shipping, Fishing Vessels, Tugs, Inland & Coastal Ships.	N.A
9	Cochin Shipyard Ltd & State Hydrography Department, Govt. of Kerala	To meet the hydrography requirements of CSL in the channels & quay frontages	N.A
Total			3050

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड

COCHIN SHIPYARD LIMITED

SEC/04/2020

March 16, 2022

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW

Sub: Rajya Sabha Provisionally Admitted Question Starred/ Unstarred Diary No. S4834, S2504 regarding "Steps taken towards Green Shipping"

1. Please refer to your email dated March 16, 2022 regarding Rajya Sabha Provisionally Admitted Question Starred/ Unstarred Diary No. S4834, S2504 regarding "Steps taken towards Green Shipping". Our Comments are furnished below.

(a) Whether Government monitors carbon emission of various categories of foreign/ domestic vessels permitted in Indian ports, and if so, the details thereof and if not, the reasons therefor;

The above question is not applicable to CSL

(b) The steps taken to promote green shipping routes at the national and international levels;

(c) Whether Government has made any roadmap for sustainable shipping under the Maritime Vision 2030 goals;

Reply to question (b) & (c): The Government has initiated various green programs in the Country for the marine sector. Some of the key programs under implementation/being considered for implementation are:

- Hybrid Electric Ferry for Urban Mobility Solutions – using batteries for propulsion that will be charged from solar power grids. With this transition from conventional fuel to this hybrid electric green mode, considerable reduction in CO_2 emission can be achieved. Presently 23 Nos. vessels are under construction in Cochin Shipyard Limited for Kochi Metro Rail Ltd. Similar solutions can be replicated in other Riverine/Lake Cities.
- Battery Electric Autonomous - Zero Emission Vessel – Construction of two numbers fully electric battery operated autonomous vessel for Norwegian owner is under construction in Cochin Shipyard Limited. This vessels will be delivered in Q2 of 2022
- Development of fully indigenous hydrogen Fuel Cell powered electric ferry – A pilot project has already been taken up by Cochin Shipyard limited partnering with Indian Technology Partners. Research Committee of Ministry of Ports Shipping and Waterways has already approved part funding for this project.

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फोन / Phone : +91(484) 2361181 / 2501200 फाक्स / Fax : +91 (484) 2370897 / 2383907
वेबसाइट / Website : www.cochinshipyard.com, सीआइएन / CIN: L63032KL1972GOI002912

- Full electric Zero Emission Water Taxi - capable of carrying around 50 people for operating in all types of inland waterways – Cochin Shipyard Limited has developed the design for this type of vessel. This is expected to find vast utilisation across all waterways in the country resulting in significant reduction of emissions from the local country boats and innumerable vessels plying on conventional fuel.

- Ammonia fuelled engines with battery for propulsion of inland cargo carriers, which can be used for operation in inland waterways and near coast. CSL is in discussions with leading ammonia engine manufacturers for the above purpose.

(d) Whether Government has consulted coastal states in sustainable shipping planning, if so, details and outcomes of such consultations; and

The above question is not applicable to CSL

(e) The steps taken to promote environment- friendly domestic ship recycling in India?

As part of efforts to promote environment friendly domestic ship recycling in the country, India has acceded the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 and towards putting in place a legislative framework to implement the said convention, The Recycling of Ships Act, 2019 was enacted by the Government of India. The Act provides regulations of recycling of ships by setting certain standards and laying down the statutory mechanism for enforcement of such standards. The Act also contains specific provisions to ensure safe and environmentally sound removal and management of hazardous materials from a ship and to comply with the specified environmental regulations. Ship recyclers must ensure that no environmental damage is caused due to such recycling.

Further, the Maritime India Vision 2030 adopted by the Ministry of Ports, Shipping and Waterways *inter-alia* envisages to promote ship recycling in India in compliance with the environmental challenges. The key initiatives identified towards this are as follows:

- Enhance Ship recycling infrastructure through redevelopment of Alang plots and establishment of additional recycling cluster on East coast;
- Setup ship recycling facilitation centre to promote ship recycling activities and enhance marketability of ship by-products through trade fairs at ship breaking yards involving stakeholders across ship-owners to downstream industries.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड

COCHIN SHIPYARD LIMITED

March 16, 2022

SEC/04/2020

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, SO (SBR), MoPSW

Sub: Rajya Sabha Unstarred question No.U3569 regarding "Status of Ship Building in the country'

1 Please refer to your email dated March 15, 2022 on the above subject. The CSL replies are furnished below:

a) The status of ship building in the country

Global downturn and rising competition have resulted in pressures on Indian ship building industry leading to a decline in its global share to <1%. While India is one of the market leaders in ship recycling, ship building is a very nascent market. The Indian shipbuilding industry still continues to be driven by the defence requirements and also to some extend on the domestic demand in coastal and inland vessels. 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.

Vision 2030 envisions Indian ship building 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. Towards this, the Government has already put in place some of the initiatives viz

(i) Financial Assistance Policy on Shipbuilding
(ii) Grant of Infrastructure Status
(iii) Atmanirbhar Bharat Policy
(iv) Standard Operating Procedures for chartering/procurement of tugs
(v) Pradhan Mantri Matsya Sampada Yojana

b) The number of ships being built in the country on an average every year, and

The number of vessels built and delivered by Cochin Shipyard Limited for the last five financial years and for the current financial year till date are as follows:

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Registered Office: Administrative Building, P.O. Bag No. 1653, Panampilly P.O., Kochi - 682 015
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Financial Year	No. of Vessels Delivered*
2021-22 till date	12
2020-21	13
2019-20	16
2018-19	3
2017-18	2
2016-17	5

*In addition to the above vessels, CSL has been constructing the first Indigenous Aircraft Carrier for the Indian Navy during the above period. The Indigenous Aircraft Carrier is expected to be commissioned in August 2022.

c) Whether these ships are manufactured by private sector also, if so, the details thereof?

We are unable to comment on the above as CSL does not have any data on ships manufactured by private sector.

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

SEC/04/2020 **March 16, 2022**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW
Sub: Rajya Sabha Provisionally Admitted Question Starred/ Unstarred Diary No. S2223 regarding "Statistics and Programme Implementation (STATS)"

1. Please refer to your email dated March 11, 2022 regarding Rajya Sabha Provisionally Admitted Question Starred/ Unstarred Diary No. S2223 regarding "Statistics and Programme Implementation (STATS)". Our Comments are furnished below.

(a) The number of these projects currently monitored by the Ministry;

Under the National Infrastructure Pipeline, the following projects of Cochin Shipyard Limited are being monitored by the Ministry of Ports Shipping and Waterways:

(i) International Ship Repair Facility at Cochin Port Trust premises at Kochi.

(ii) New Dry-dock project at the existing premises at Kochi

(iii) Ship Repair Operations and Management of Ship Repair Facility at Indira Dock at Mumbai Port Trust.

(b) The number of these projects of Rs 100 crores or more which have been delayed and reason therefor;

CSL is presently in the implementation phase of the following two infrastructure development projects exceeding Rs.100 crores which have been delayed:

Sl. No	Name of the Project	Reasons for delay
1.	**International Ship Repair Facility (ISRF) project at Cochin Port Trust premises**	(i) Insolvency of shiplift supplier for the Project viz. M/s. Broehl, Germany. (ii) COVID-19 pandemic and its after-effects such as disrupted material supply chain, exodus of migrant labourers, increased site safety protocols, force majeure claims by international suppliers etc. (iii) The construction contractor appointed for ISRF project, M/s. Simplex Infrastructures Ltd., Kolkata (SIL) was facing severe financial crisis which resulted in frequent labour strikes, shortage of materials & manpower, attrition of Technical staff

Sl. No	Name of the Project	Reasons for delay
		etc. and hence the construction activities were severely affected. Consequently, the Contract awarded to M/s. SIL for the construction activities of ISRF project was terminated on 04 Feb 2022. CSL is presently in the process of appointing alternate contractors for completing the balance works.
2.	**New Dry Dock (NDD) Project**	(i) Delay occurred in cofferdam completion due to presence of unforeseen hindrance of sunken flap gate. (ii) COVID-19 pandemic and its after-effects such as disrupted material supply chain, exodus of migrant labourers, increased site safety protocols, force majeure claims by international suppliers etc.

(c) The number of projects of Rs 100 crores or more which have been hit by cost overrun, and the reason therefor;

Reply: There is no cost overrun for the above two projects as of now.

(d) Whether Ministry proposes to penalize contractors for cost overrun due to delay in completion of projects; and

Reply: There is no cost overrun for the above two projects as of now and hence not applicable.

(e) Whether the Ministry is considering any proposal to alter the process of awarding contracts to ensure timely implementation of projects?

In the case of ISRF projects, CSL is trying to operate split contracts simultaneously to speed up the balance activities.

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड

COCHIN SHIPYARD LIMITED

SEC/04/2020

July 18, 2022

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg SO (SBR)

Sub: Rajya Sabha Starred /Unstarred Diary No. S793 on Carbon emissions and net-zero transition

1. Please refer to your letter dated July 18, 2022 regarding Rajya Sabha Starred /Unstarred Diary No. S793 on Carbon emissions and net-zero transition. Our Comments are as follows.

   (a) Plan of Government to hold large organizations in high carbon-emitting sectors accountable for not reducing their carbon emissions and net-zero transition;

   (b) Plan of Government to hold Government departments and public sector units accountable for not reducing their carbon emissions and net-zero transition;

   (c) Details of due diligence mandated by Government for such organizations and whether these organizations have transition plans and science-based targets to ensure climate action; and

   (d) Plan of Government to ensure that the carbon emission data disclosed by organizations both Private and Government is based on a- rigorous methodology and whether there will be an external audit mandated by Government for each organization?

   The above questions are note applicable to CSL.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

Registered Office : Administrative Building, P.O. Bag No. 1653, Fax No. : 682 015
Phone : +91(484) 2501081 / 2501200, Fax : +91(484) 2370897 / 2382832
Website : www.cochinshipyard.com, CIN L63032KL1972GOI002414

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2020

December 12, 2022

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. S3322 regarding "Repair of US Navy Ship"

1. Please refer to your email dated December 07, 2022 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. S3322 regarding "Repair of US Navy Ship". Our Comments are furnished below.

(a) How was the contract of repair of the US Navy ship awarded to a private Ship Builder at Kattupall in Tamil Nadu, despite of having six major high-tech shipyards in the public sector; provide details thereof; and

Reply:

Detail not in purview of CSL, to be addressed by Ministry of Defence.

(b) Whether the public sector ship builders came forward to get the contract of repair of the US Navy ship which was part of the Indo-US strategic partnership, if so, provide details thereof, if not, the reason for opting out from the bid?

Reply:

CSL had expressed willingness to participate in the repair of US Navy Ship and have been registered with the US Navy for the repairs. Also CSL had participated in the subject tender as well, however was not qualified technically by the US Navy for the subject tender.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2020

December 12, 2022

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U2410 regarding "Ship Repair Industry"

1. Please refer to your email dated December 07, 2022 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U2410 regarding "Ship Repair Industry". Our Comments are furnished below.

(a) The details of the number of ships that were repaired in private shipyards in the past three year;

Reply: The above data is not available with CSL.

(b) Whether the ship repair industry has suffered due to the Covid-19 pandemic, if so, the details thereof, including the economic losses suffered.

Reply: Yes.

i. With the shipping trade struggling, with a flurry of blank sailings in the offing and much lower inbound volumes, Indian shipping industry leaders generally expect volumes to take a major hit during due to the COVID-19. The Indian Ship repair industry has been no different from the international repair market. Indian ship repair yards were almost shut completely throughout the pandemic baring a few yards. Many of the repairs orders have been either cancelled or the order values been reduced considerably. This have resulted in the yards struggling to meet the cash flow which has always been cyclic.

ii. Many operational yards are facing heavy losses on account of loss of orders and also with the non-availability of manpower to restart the facilities especially considering that Ship repair industry is highly labour intense industry. Further with the non- availability of spares on-time during this pandemic period, the present orders are taking time for delivery. The struggle of the ancillary industry during the period which plays a vital role in support of the ship repair industry have also led to the deepening of the situation.

iii. The industry stakeholders are now subjected to change in Ship owners / operators spending behaviour towards repairs. There has been a lower spend on discretionary ship repair requirements and a rationalised spend on mandated ship repair requirements.

iv. Further, many of the owners have opted for taking exemptions from classification societies and have continued trade obligations. This shall have a cascading effect in the coming months with underwater and dry dock related repair activities of the ship being focussed and a larger demand for dry dock space being generated in a shorter span. With the limited dry docks available in India, it would be difficult for the Ship repair yards to provide slots which may result in the owners preferring to carry out repairs in the international yards or carry out bare minimum repairs for the year, and further may adopting a wait and watch strategy to confirm on repair requirements via- viz looking into business prospects and trade till the pandemic situations comes to normal.

v. Further, many owners have requested for credits on the repairs undertaken and even Govt./ PSU ship owners/ operators are delaying settlement and release of payments. This resulting in ship yards to take huge haircuts on their revenues/ margins to stay afloat in this troubled times and piling up their trade receivables.

vi. It is to be noted that the yards recorded relatively lower revenues in 2020 - 21 & 2021- 22 in Ship repair business.

(c) Whether Government is supporting indigenous manufacturers of shipbuilding parts under Central schemes, such as Make in India, if the details thereof; and

Reply: Yes

- GOI has come up with stricter, sturdy initiatives/ implementation methods to support the industry
- The Economic stimulus measures by Govt. and RBI is expected to boost the industry in both the supply and demand side.
- AatmaNirbhar Bharat and the Make in India initiatives is expected to propel the industry especially with the ancillary industry.
- Prevailing ROFR for Indian repair yards.
- GST Reduction for Shipping MRO services from 18 % to 5 % on the outputs (however Input GST has not been brought down to even out cash flow constraints & ease of business)

(d) Whether Government has taken any steps to develop programmes to generate revenue and employment in the ship repair industry, if so, the details thereof?

Reply:

- Maritime India Vision 2030 has laid out critical aspects for betterment of Ship repair Industry.

- AatmaNirbhar Bharat and the Make in India initiatives are expected to propel the industry especially with the ancillary industry.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2020

December 12, 2022

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW
Sub: Rajya Sabha Unstarred Question No. 783 regarding "Increase in the use of green hydrogen"

1. Please refer to your email dated December 08, 2022 regarding Rajya Sabha Unstarred Question No. 783 regarding "Increase in the use of green hydrogen". Our Comments are furnished below.

(c) Whether any sector will be expected to start using green hydrogen on voluntary basis to facilitate the shift to green hydrogen;
(d) If so, details thereof;

An MoU has been signed between IWAI and Cochin Shipyard for country's first Hydrogen Fuel Cell Catamaran Vessel and Electric Hybrid Vessels for Uttar Pradesh. Introduction of Zero Emission Hydrogen Fuel Cell Passenger Catamaran Vessel in Kashi (Varanasi) will pave the way for reduction in usage of fossil fuels and thereby reducing emissions in our National Waterways. The design and development of the Zero Emission 100 pax Hydrogen Fuel Cell Passenger Catamaran Vessel will be undertaken by CSL in collaboration with M/s. KPIT, Pune. The catamaran vessel will be deployed at Varanasi after test and trial at Kochi.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Company Secretary

पंजीकृत कार्यालय : प्रशासनिक भवन, पी.ओ.बैग सं 1653, पेरुमानूर पी. ओ., कोच्ची - 682 015
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कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2020

January 30, 2023

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. S1423 regarding "Repair of US Navy Ship"

1. Please refer to your email dated January 27, 2023 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. S1423 regarding "Repair of US Navy Ship". Our Comments are furnished below.

(a) How was the contract of repair of the US Navy ship awarded to a private Ship Builder at Kattupall in Tamil Nadu, despite of having six major high-tech shipyards in the public sector; provide details thereof; and

Reply:
Detail not in purview of CSL, to be addressed by MOD/ US Navy.

(b) Whether the public sector ship builders came forward to get the contract of repair of the US Navy ship which was part of the Indo-US strategic partnership, if so, provide details thereof, if not, the reason for opting out from the bid?

Reply:
CSL had expressed willingness to participate in the repair of US Navy Ship and have been registered with the US Navy for the repairs. Also CSL had participated in the subject tender as well, however was not qualified technically by the US Navy for the subject tender.

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2022 **February 01, 2023**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U289 regarding "Share of Shipping in EXIM trade"

1. Please refer to your email dated February 01, 2023 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U289 regarding "Share of Shipping in EXIM trade". Our Comments are furnished below.

(a) Whether it is a fact that the share of Indian ships in India's EXIM trade has been reducing consistently and is significantly lower as compared to 40% in 1987-88;

(b) Whether it is a fact that out of the containerised EXIM trade of India, only 1% share is that of Indian ships;

(c) The amount of seaborne freight paid by India to foreign shipping companies for the year 2020, 2021 and 2022.

Reply:

The above questions are not applicable to CSL.

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2022

March 02, 2023

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. S2980 regarding "Russian offer to India in leasing and building high capacity ships"

1. Please refer to your email dated March 01, 2023 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. S2980 regarding "Russian offer to India in leasing and building high capacity ships". Our Comments are furnished below.

(a) Whether Russia has offered India in leasing and building large capacity ships, details thereof; and

(b) Whether Government has accepted the offer and how many meetings between two countries took place in this regard, details thereof?

Reply:

The above questions are not applicable to CSL.

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

पंजीकृत कार्यालय : प्रशासनिक भवन, पी.ओ.बैग सं 1653, पेरुमानूर पी. ओ., कोच्ची - 682 015
Registered Office : Administrative Building, P.O. Bag No. 1653, Perumanoor P.O, Kochi - 682 015
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कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पोत परिवहन मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Shipping)

SEC/04/2022 **March 07, 2023**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, ASO, CSL Section, MoPSW
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U1616 regarding "National Centre of Excellence for Green Port & Shipping"

1. Please refer to your email dated March 06, 2023 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U1616 regarding "National Centre of Excellence for Green Port & Shipping". Our Comments are furnished below.

(a) The details on the members of the National Centre of Excellence for Green Port & Shipping;

Reply:
The National Centre of Excellence in Green Port and Shipping was set up by MoPSW partnering with The Energy and Resources Institute (TERI). The following organisations under MoPSW are the promoting organisations of NCoEGPS.

i. M/s Deendayal Port Authority, Kandla
ii. M/s Paradip Port Authority, Paradip
iii. M/s V.O.Chidambaranar Port Authority, Thoothukudi
iv. M/s Cochin Shipyard Limited, Kochi

Further, an External Steering Committee (ESC) under the Chairmanship of Secretary, Ministry of Ports, Shipping and Waterways has formed to monitor the activities of NCoEGPS. Following are the members of the ESC

i. Director General, TERI
ii. Director General of Shipping
iii. Chairman, V.O. Chidambaranar Port Authority
iv. Chairman, Deendayal Port Authority
v. Chairman, Paradip Port Authority
vi. CMD, Cochin Shipyard Ltd

(b) Whether a policy measure shall be introduced by the Centre to achieve carbon neutrality for India ports; and
(c) If so, the details thereof and if not, the reason therefor?

Reply:
CSL is unable to provide inputs and the same may be better answered by the other relevant wing of the ministry.

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

SEC/04/2020 **March 13, 2023**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. S4361 regarding "Unlocking the Potential of Shipbuilding Industry"

1. Please refer to your email dated March 07, 2023 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. S4361 regarding "Unlocking the Potential of Shipbuilding Industry". Our Comments are furnished below.

(a) Whether the Government has any roadmap to develop the shipbuilding industry in the country given its potential to increase contribution to the national GDP as reported in the Economic Survey 2023.

(b) If yes, the details thereof, if not, reasons therefor;

Replies to question no. (a) and (b)

(i) 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. Vision 2030 envisions Indian ship building 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". Chapter 5 of the MIV-2030 report contains detailed account for Promotion of Domestic Ship Building and Ship Repair.

(ii) In order to channelize domestic demand for Indian shipbuilding, the government has promulgated Standard Operating Procedures (SoP) pertaining to procurement/Chartering of Port Crafts by the Major Ports under Ministry of Ports, Shipping and Waterways. As per this SOP, no Global Tender has to be issued for Procuring or Chartering the Tugs with value less than 200 Crores. To assist the Major ports in expeditious implementation of the Make in India Order' an Approved Standardized Tug Design & Specifications (ASTDS) has also been issued and published.

(iii) The Government of India is also actively considering framing of rules reduce the age profile of vessels to improve safety and to improve emission

- CSL has delivered two autonomous electric barges for the Norway-based ASKO Maritime AS.

(viii) CSL along with three other ports viz. Deendayal Port Authority, Kandla, Paradip Port Authority, Paradip, V.O Chidambarnar Port Authority, Thoothkudi, has partnered in the National Centre of Excellence for Green Port and Shipping (NCoEGPS) which has been established by MoPSW in TERI campus.

The above multi-level, multi-dimensional approach is expected to position India one of the top shipbuilding nation of the world.

(c) Whether the Government has taken steps to create employment opportunities in the coastal regions to absorb the migrating labour from these areas to manufacturing facilities created by shipyards and ancillary industries;

(d) If yes, the details thereof, if not, the reason therefor?

Replies to question no. (c) and (d)

CSL is unable to provide comments as the same is not pertaining to CSL.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Company Secretary

standards as well as overall improvement of maritime environment. This would enable creation of additional demand for domestic shipbuilding industry.

(iv) Cochin Shipyard Limited under the Ministry of Ports, Shipping and Waterways is constructing a large dry-dock at an estimated cost of the Project is Rs.1799 crores. The new dry-dock, when commissioned, will help the company to have a more diversified product profile. This, dual purpose dry dock is planned essentially to tap the market potential of repairs/ construction of specialized and technologically advanced large vessels such as LNG vessels, Jack Up Rigs. Drill Ships, large dredgers, second Indigenous Aircraft carrier and repair of offshore platforms and larger vessels. The new dry dock can comfortably handle Aircraft Carriers of 70,000 T docking displacement and Tankers and Merchant vessels of 55,000 T docking displacement.

(v) Cochin Shipyard Limited has also incorporated a 100% subsidiary company viz. Hooghly Cochin Shipyard Limited (HCSL) at Kolkata. HCSL targets to develop various types of vessels like Ro-Ro Vessels, River-Sea Cargo Vessels for bulk, liquids, containers, Passenger Vessels, other watercrafts for the inland waterways.

(vi) CSL has also recently acquired Tebma Shipyards Limited (TSL), a medium sized shipbuilding facility at Malpe, Karnataka, through the IBC/ NCLT process as a 100% subsidiary. The name of the Company as subsequently changed to Udupi Cochin Shipyard Limited (UCSL) to relate the company more appropriately to CSL. UCSL mainly focuses on building fishing vessels (especially technologically advanced deep sea fishing vessels), tugs and specialized crafts of upto 80 M length which projects huge potential in domestic as well as international markets.

(vii) Cochin Shipyard limited is also actively pursuing various green shipping initiates of the Country as follows:

- Construction of first Zero Emission 50 Pax Hydrogen Fuel Cell Passenger Catamaran Vessel in collaboration with M/s KPIT, Pune. The catamaran vessel will be deployed at Varanasi after test and trial at Kochi. Based on the success of this Project, the technology can be adopted for greening of, cargo vessels, small country crafts etc. enabling significant reduction in pollution levels in the National Waterways.
- Construction of 23 number of Hybrid Electric Aluminium Catamaran Hull vessel for Kochi Water Metro Project out of which seven vessels have already been delivered.

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पत्तन, पोत परिवहन और जलमार्ग मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Ports, Shipping and Waterways)

SEC/04/2020 **March 17, 2023**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW

Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U1250 regarding "Efforts to promote Entrepreneurship"

1. Please refer to your email dated March 16, 2023 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U1250 regarding "Efforts to promote Entrepreneurship". Our Comments are furnished below.

(a) What steps the Ministry has taken through its various autonomous institutions to promote entrepreneurship in technical and professional education;

Cochin Shipyard Limited with the approval of the Board of Directors has formulated a Start-Up Engagement Policy Framework viz. 'USHUS' to encourage the Maritime Start-up ecosystem. An initial corpus of Rs. 50 Crores has been earmarked for this purpose. Under this Framework, CSL would provide funding to the eligible start-ups in the form of Seed Funding Scheme, Pilot Grant Scheme and Equity Investment. CSL appointed Indian Institute of Management Kozhikode LIVE (IIMK-LIVE) and Indian Institute of Technology, Madras (IITM) as the Review and Recommending agencies who shall review the viability & assess due diligence and recommend the start-up for investment proposals in line with the Policy framework.

(b) Please provide the details of funds allocated and utilised towards promotion of entrepreneurship through Central Government Schemes in the last five years; and

CSL is unable to provide the details as the same is not pertaining to CSL.

(c) Please provide the details of specific efforts undertaken by the Ministry to promote entrepreneurship in the state of Andhra Pradesh?

CSL is unable to provide the details as the same is not pertaining to CSL.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully



Syamkamal N

Company Secretary

SEC/04/2020

March 20, 2023

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Bhushan Kanwadiya, Assistant Section Officer, Ministry of PSW
Sub: Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U4321 regarding "Green Shipping Initiative Progress"

1. Please refer to your email dated March 17, 2023 regarding Rajya Sabha Provisionally Admitted Starred/ Unstarred Question Diary No. U4321 regarding "Green Shipping Initiative Progress". Our Comments are furnished below.

(a) The Status of Implementation and progress of the Green Shipping Initiatives under the Maritime India Vision 2030;

The Maritime Vision Document 2030 of the Government of India *interalia* envisages government's strategies for reduction of GHG emissions. Please refer Chapter – 9 of the MIV – 2030 Report.

Cochin Shipyard limited is also actively pursuing various green shipping initiates of the Country as follows:

- Construction of first Zero Emission 50 Pax Hydrogen Fuel Cell Passenger Catamaran Vessel in collaboration with M/s KPIT, Pune. The catamaran vessel will be deployed at Varanasi after test and trial at Kochi. Based on the success of this Project, the technology can be adopted for greening of, cargo vessels, small country crafts etc. enabling significant reduction in pollution levels in the National Waterways.
- Construction of 23 number of Hybrid Electric Aluminium Catamaran Hull vessel for Kochi Water Metro Project out of which seven vessels have already been delivered.
- In June 2022, CSL has delivered two autonomous electric barges for the Norway-based ASKO Maritime AS.
- In November 2022, CSL signed an international order for constructing 2 nos. of Commissioning Service Operation Vessels (CSOV) at a price of approximately Rs 500 crores each from a European Client, with an option to build 4 more of such vessels to be exercised by the Owner within a period of one year. These vessels are intended for the services of offshore wind farm installations

towards its commissioning and maintenance and are powered by methanol fuelled engines.

- In March 2023, CSL signed another international order with a Norwegian companies for design and construction of a total of two nos. of Zero Emission Feeder Container Vessels with an option for two more vessels at a price of Rs.550 crores approximately. These ships can carry abt. 365 Nos. of 45-feet long high cube containers and are intended to serve the European Market where sustainable transportation solutions are in high demand.

- CSL along with three other ports viz. Deendayal Port Authority, Kandla, Paradip Port Authority, Paradip, V.O Chidambarnar Port Authority, Thoothkudi, has partnered in the National Centre of Excellence for Green Port and Shipping (NCoEGPS) which has been established by MoPSW in TERI campus. The centre will explore and provide solutions for alternate technology adoption for green shift in the maritime sector.

(b) The details of the ports which are included in the initiatives as Hydrogen Hubs;
(c) The way in which these ports will cater to India's Hydrogen Production Goals and details thereof;
(d) The percentage of Greenhouse Gas emission that will be cut by these hydrogen hubs, and
(e) The percentage of GHG emission cut by Green Ports till now?

We are unable to provide inputs to questions (b) to (e) as these questions are not applicable to CSL.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

SEC/04/2023 **July 14, 2023**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No. 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Rajiv Nayan, Under Secretary (PHRD Division), Ministry of Ports, Shipping and Waterways, Government of India

Sub: Provisionally Admitted Question for the Rajya Sabha (Diary No. S285) for 25.07.2023 - reg.

1. Please refer to your letter no. F.No.A-43015/17/2023-Estt dated July 13, 2023 regarding 'Provisionally Admitted Question for the Rajya Sabha (Diary No. S285) for 25.07.2023' received by Cochin Shipyard Limited (CSL) through e-mail. Our Comments are furnished below.

(a) whether it is a fact that under the prevention of Sexual harassment of women at workplace Act, Ministries are mandated to have an internal Committee;

(b) if so, whether all organizations/autonomous bodies/sub-ordinate offices under Ministry have functional internal complaints committee;

Inputs (a) & (b)

Cochin Shipyard Limited (CSL) has a functional Internal Complaints Committee under the Sexual Harassment of Women at Work Place (Prevention, Prohibition and Redressal) Act, 2013.

(c) whether Ministry has conducted any exercise to ensure compliance of this requirement by officers concerned;

(d) if so, the details thereof with organizations yet to set up internal Committee;

(e) if not, the reasons therefor;

(f) number of cases referred to internal complaints committee in the last three years along with cases where action was taken on such complaints?

Inputs (c) to (f)

The Sexual Harassment of Women at Work Place (Prevention, Prohibition and Redressal) Act, 2013 (POSH Act) and Rules framed thereunder are strictly complied with in Cochin Shipyard Limited (CSL). An Internal Complaints Committee in accordance with the POSH Act chaired by a senior woman executive is functional in CSL. The Committee files Annual Reports in the prescribed format every year as required under the POSH Act. Further, appropriate disclosures with respect to the POSH Act is also given in the Annual Report of CSL. The details of cases referred to CSL's Internal Complaints Committee in the last three years is given below:

Sl. No.	Financial Year	No. of Cases filed	No. of Cases where action was taken
1.	2022-23	Nil	Not Applicable
2.	2021-22	1	1
3.	2020-21	1	1

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully,

Syamkamal N
Company Secretary

SEC/04/2022 **July 14, 2023**

The Secretary to the Govt. of India,
Ministry of Ports, Shipping and Waterways
Transport Bhawan, 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Chandran Kumar, Shipping Unit (SU) Section, MoPSW
Sub: Rajya Sabha Provisionally Admitted Starred / Unstarred Question Diary No. S1495 regarding "Vacancies under the Ministry".

1. Please refer to your email dated July 13, 2023 regarding Rajya Sabha Provisionally Admitted Starred / Unstarred Question Diary No. S1495 regarding "Vacancies under the Ministry". Our Comments are furnished below.

a) Number of vacancies in PSUs under the Ministry?

Ans: Number of vacancies in Cochin Shipyard Limited (CSL) which are published for filling up of suitable candidates is indicated below:-

Category	No. of vacancies
Regular	36
Contract	330

(b) Number of recruitments in the PSUs under the Ministry since 2014. Give PSU wise year wise data?

Ans: Cochin Shipyard Limited is a commercial organization engaged in shipbuilding and ship repair. Accordingly, the recruitments are carried out based on project/business requirements. Number of recruitments since 2014 pertaining to CSL is indicated below:-

YEAR	NO. OF RECRUITMENTS	
	REGULAR	CONTRACT
2014	220	317
2015	46	151
2016	358	171
2017	46	346
2018	17	373
2019	163	1026
2020	94	1057
2021	161	118
2022	293	581
2023	49	418

(c) Number of new posts created in these PSUs since 2014. Give year wise PSU wise data since 2014?

Ans: Cochin Shipyard Limited is a commercial organization engaged in shipbuilding and ship repair. Hence, various posts are created and recruited based on project/business requirements. Accordingly, the number of posts created and filled up by way of recruitment since 2014 is indicated below :-

YEAR	NO. OF RECRUITMENTS	
	REGULAR	CONTRACT
2014	220	317
2015	46	151
2016	358	171
2017	46	346
2018	17	373
2019	163	1026
2020	94	1057
2021	161	118
2022	293	581
2023	49	418

(d) Number of contract workers in these PSUs since 2014. Give yearwise data.

Ans: Number of contract workers engaged in CSL since 2014 is indicated below:-

YEAR	NO. ON ROLLS
2014	782
2015	757
2016	781
2017	496
2018	851
2019	710
2020	923
2021	1116
2022	1435
2023	1227

2. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary

कोचीन शिपयार्ड लिमिटेड
(भारत सरकार की श्रेणी-1 मिनिरत्न कंपनी, पत्तन, पोत परिवहन और जलमार्ग मंत्रालय)

COCHIN SHIPYARD LIMITED
(A Government of India Category-1 Miniratna Company, Ministry of Ports, Shipping and Waterways)

SEC/04/2023 **July 20, 2023**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW

Sub: Rajya Sabha Unstarred Question No. 629 regarding "Improvement of maritime infrastructure"

1. Please refer to your email dated July 19, 2023 regarding Rajya Sabha Unstarred Question No. 629 regarding "Improvement of maritime infrastructure". Our Comments are furnished below.

(a) Whether Government has undertaken any measures to improve maritime infrastructure, particularly ports and shipping facilities, to support the increased trade facilitated by the Act East policy;

(b) If so, the details thereof including specific projects, and their status, and if not, the reasons therefor;

Replies to question no. (a) & (b)

The measures/ projects undertaken by Cochin Shipyard Limited to improve maritime infrastructure in the north eastern region of the country are as follows.

1. CSL-Kolkata Ship Repair Unit (CKSRU)

CKSRU, initiated as a joint venture between CSL and Syama Prasad Mookerjee Port Authority, Kolkata, aspires to be India's leading Ship Repair destination on the east coast, rejuvenating the centuries old maritime heritage of Kolkata. CKSRU commenced ship repair operations in October 2019 and has completed various key ship repair projects

2. Hooghly Cochin Shipyard Limited (HCSL), Howrah

Completely new state-of-the-art ship building and repair facility set up in an area of 15.76 acres on the banks of river Hooghly at Nazirgunge at a cost of approx. 175.20 Crores, which was dedicated to the nation on August 16, 2022 by Shri Sarbananda Sonowal, the Hon'ble Minister of Ports, Shipping & Waterways and Ayush, Government of India. HCSL aims to be a pioneer shipbuilding/ repair yard in the east coast of India for inland and coastal vessels.

3. Ship Repair Facility at Pandu, Guwahati, Assam

Hooghly Cochin Shipyard Limited (HCSL), a wholly owned subsidiary of CSL and Inland Waterways Authority of India (IWAI) has signed an Agreement in the presence of the Hon'ble Minister of Ports, Shipping & Waterways and Ayush, Government of India and the Hon'ble Chief Minister of Assam on August 26, 2021 for setting up a new ship repair facility at Pandu, Guwahati, Assam. The Hon'ble Prime Minister of India laid the foundation stone for the Project on January 13, 2023. Presently, the civil works of the Project is progressing and the scheduled completion date for civil works is October 31, 2024.

Pandu Port is a riverine port on the bank of Brahmaputra river in Guwahati, Assam, and is one of the most important and largest river ports in Assam which falls under the Dhubri - Sadiya section of National Waterway-2. The Project is aimed to significantly improve the ship repair infrastructure in the said region.

(c) How the Act East policy and its associated trade expansion strategies are integrated with the development plans for North eastern region of the country, which is considered as a gateway to South east Asia?

Reply to question no. (c)

CSL is unable to provide the details as the same is not pertaining to CSL.

2 This is issued with approval of competent authority.

Thanking you,

Yours faithfully,

कोचीन शिपयार्ड लिमिटेड
कोचीन / COCHIN
682 015
COCHIN SHIPYARD LIMITED

Company Secretary

SEC/04/2023 **July 31, 2023**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, Section Officer (SBR), MoPSW
Sub: Rajya Sabha provisionally admitted question No. U289 regarding "Private Shipbuilding companies"

1. Please refer to your email dated July 31, 2023 regarding Rajya Sabha Provisionally admitted Question No. U289 regarding "Private Shipbuilding companies". Our Comments are furnished below.

(a) Whether Government subscribes to the view that the resurgence of private shipbuilding companies can fill gaps in building a maritime economy as well as secure maritime security?

Reply to question no. (a)
The revival of private shipbuilding companies is also necessary for securing overall maritime security of the Country.

(b) If so, what initiatives are proposed to be taken by the Government in this regard; if not, the reason therefor

Reply to question no. (b) to (c)

(i) 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. Vision 2030 envisions Indian ship building 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". Chapter 5 of the MIV-2030 report contains detailed account for Promotion of Domestic Ship Building and Ship Repair.

(ii) In order to channelize domestic demand for Indian shipbuilding, the government has promulgated Standard Operating Procedures (SoP) pertaining to procurement/Chartering of Port Crafts by the Major Ports under Ministry of Ports, Shipping and Waterways. As per this SOP, no Global Tender has to be issued for Procuring or Chartering the Tugs with value less than 200

Crores. To assist the Major ports in expeditious implementation of the Make in India Order' an Approved Standardized Tug Design & Specifications (ASTDS) has also been issued and published.

(iii) The Government of India is also actively considering framing of rules reduce the age profile of vessels to improve safety and to improve emission standards as well as overall improvement of maritime environment. This would enable creation of additional demand for domestic shipbuilding industry.

(iv) CSL along with three other ports viz. Deendayal Port Authority, Kandla, Paradip Port Authority, Paradip, V.O Chidambarnar Port Authority, Thoothkudi, has partnered in the National Centre of Excellence for Green Port and Shipping (NCoEGPS) which has been established by MoPSW in TERI campus.

The above multi-level, multi-dimensional approach is expected to improve the overall shipbuilding industry including the private sector and position India one of the top shipbuilding nation of the world.

2. This is issued with approval of competent authority.

Thanking you,

For Cochin Shipyard Limited

श्यामकमल एन
SYAMKAMAL N
कंपनी सचिव
Company Secretary
कोचीन शिपयार्ड लिमिटेड
Cochin Shipyard Ltd.
कोच्ची / Kochi - 15

Date: 2023.07.31 13:21:39 +05'30'

SEC/04/2020 **January 31, 2024**

The Secretary to the Government of India
Ministry of Ports, Shipping and Waterways
Parivahan Bhawan
No 1, Parliament Street
New Delhi – 110 001

Dear Sir,

Kind Attn: Shri Prince Garg, SO (SBR), MoPSW

Sub: Rajya Sabha Starred/ Unstarred Diary question No.S293 regarding 'Infrastructure in shipping sector in the country'

1. Please refer to your email dated January 29, 2024 on the above subject. Our Comments with respect to CSL are furnished below.

(a) Whether the Government proposes to expand/ develop the infrastructure in shipping sector in the country;
(b) If so, the details and the present status thereof along with the details of the schemes proposed/ under implementation in this regard; and
(c) The locations identified/ proposed for the purpose along with the financial implications involved therein?

Reply for (a) to (c):

Following are the shipbuilding infrastructure expansion/ developmental projects pertaining to Cochin Shipyard Limited.

(i) New 310 M Dry-dock Project at Kochi, Kerala

Cochin Shipyard Limited is constructing New Dry Dock at an estimated cost of Rs.1799 crores. This dry-dock is conceived with a length of 310 M and will be a stepped dock with a width of 75 M at the wider part and 60 M at the narrower part. It will have a depth of 13 M and a drought of 9.5 M. In terms of the size of the dock and strength of the dock floor, this will be one of the largest dry docks in India. The new dry-dock when commissioned, will help CSL to have a more diversified product profile. This, dual purpose dry dock is planned essentially to tap the market potential of repairs/ construction of specialized and technologically advanced large vessels such as LNG vessels, Jack Up Rigs. Drill Ships, large dredgers, second Indigenous Aircraft carrier and repair of offshore platforms and larger vessels. The new dry dock can comfortably handle Aircraft Carriers of 70,000 T docking displacement and Tankers and Merchant vessels of 55,000 T docking displacement. The dock floor is designed to take a loading of 600T/m. The design caters for sufficient safety margins as per international codes. Honourable Prime Minister of India inaugurated the New Dry-dock project, on January 17, 2024.

(ii) International Ship Repair Facility (ISRF) at Kochi, Kerala

Cochin Shipyard Limited had taken over on 30 years lease the existing ship repair facility of Cochin Port Trust (CoPT) located at Willingdon Island, Kochi and is in the process of developing it into a state-of the-art International Ship Repair Facility (ISRF) by installing ship lift, & transfer system, 6 dry berths & associated facilities at an estimated cost of RS.970 crores. The ISRF will modernize, expand and substantially augment the existing ship repair capacity of CSL. The ISRF includes 6000T shiplift for ships upto 130 x 25 m with six work stations & allied facilities, and total outfitting berth of 1500 meters approx. The Ship lift facility and two workstations were inaugurated by the Honourable Prime Minister of India on January 17, 2024.

(iii) Hooghly Cochin Shipyard Limited (HCSL), Kolkata, West Bengal

Aimed at supporting Inland water vessel construction in line with the Government of India's vision of developing the country's National Waterways, Hooghly Cochin Shipyard Limited (HCSL) was initially set up at Kolkata as a joint venture (JV) between CSL and Hooghly Dock & Port Engineers Limited (HDPEL) and pursuant to the Union Cabinet approval, HCSL has become a wholly owned subsidiary of CSL with effect from November 01, 2019. HCSL targets to develop various types of vessels like Ro-Ro Vessels, River-Sea Cargo Vessels for bulk, liquids, containers, Passenger Vessels, other watercrafts for the inland waterways. The total investment for this project is Rs.181 crores. The facility was inaugurated in August 2022.

(iv) Udupi Cochin Shipyard Limited (UCSL) Malpe, Karnataka (formerly Tebma Shipyards Limited (TSL)

As part of CSL's long term strategy, viz., CRUISE 2030, CSL aspires to achieve 6x-8x growth by 2030 and towards this the Company identified deep sea fishing vessel construction as one of the potential opportunities. Since fishing vessel segment calls for a dedicated facility so as to cater to the large volume of business which is different from the conventional shipbuilding process, CSL was in search of a suitable facility to enter into this segment. CSL found an opportunity in TSL, Malpe which was under the Corporate Insolvency Resolution Process (CIRP) under the Insolvency and Bankruptcy Code, 2016 (IBC) and bidding for TSL through IBC was considered appropriate. Accordingly CSL submitted its Resolution Plan which was approved by the National Company Law Tribunal (NCLT), Chennai on March 04, 2020. The facility is a 100% wholly owned subsidiary company of CSL. Subsequently, the name of the Company was changed from Tebma Shipyards Limited to Udupi Cochin Shipyard Limited with effect from April 22, 2022. An amount of Rs.80 crores have been invested and the facility has been operationalized in July 2021.

(v) CSL-Mumbai Ship Repair Unit (CMSRU), Mumbai, Maharashtra

CSL commenced operations of its Mumbai Ship Repair Unit in October 2018 through an agreement with the Mumbai Port Trust to upgrade, operate and manage Ship Repair Facility at Hughes dry-dock and berth nos. 5, 6, 7 and 8 of Indira Dock of Mumbai Port. Subsequent to the execution of the agreement, CSL has commenced the ship repair operations in Mumbai. The facility undertakes repairs of both Defence and Commercial Ships at an envisaged investment of Rs. 80 crores.

(vi) <u>CSL-Kolkata Ship Repair Unit (CKSRU), Kolkata, West Bengal</u>

CSL commenced operations of its Kolkata Ship Repair Unit in March 2019 through an agreement with Kolkata Port Trust for operations and management of ship repair facility at Netaji Subhas Dock (NSD) for a period of 30 years. The new venture is being managed by separate unit of CSL known as CSL-Kolkata Ship Repair Unit (CKSRU). The Honourable Prime Minister of India, Shri Narendra Modi formally inaugurated the CKSRU facility on January 12, 2020. The facility undertakes repair to both Defence and commercial ships.

(vii) <u>CSL-Andaman & Nicobar Ship Repair Unit (CANSRU), Port Blair, Andaman & Nicobar Islands</u>

CSL commenced operations of its Andaman Unit at Port Blair through an agreement with the Andaman & Nicobar (A&N) Administration for ship repair at the Marine Dockyard, a facility that is currently being operated directly by the A&N Administration. Under the ambit of this agreement, CANSRU shall assist the Administration in developing an overall ship repair ecosystem at Andaman & Nicobar Islands. CANSRU shall also assist & associate in augmentation and modernization of existing facilities. Focus on skill development in consultation with the Administration and technical institutions located in the Islands, is also part of the mandate of the agreement. The agreement is for a period of 30 years, during which CSL is expected to spruce up the operational efficiency of the dockyard as well as improve the overall ship repair ecosystem in the island to ensure faster turnaround and minimize downtime of the vessels, which are the lifeline for the Islands.

2. Further, Government of India is also establishing two Maritime clusters in Kochi and Vadinar and the process is currently underway.

3. This is issued with approval of competent authority.

Thanking you,

Yours faithfully

Syamkamal N
Company Secretary