

**GOVERNMENT OF INDIA
SHIPPING
LOK SABHA**

UNSTARRED QUESTION NO:1734
ANSWERED ON:16.12.2013
MANUFACTURING OF SHIPS
Nishad Capt.(Retd.) Jainarayan Prasad

Will the Minister of SHIPPING be pleased to state:

- (a) the number of ships/boats/cargo ships manufactured by the major dockyards during each of the last three years and the current year;
- (b) the number of new and old ships/boats imported by the Government during the said period, year-wise and country-wise;
- (c) whether the Government has formulated any plan for developing any indigenous fleet of commercial ships;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

Answer

MINISTER OF SHIPPING (SHRI G.K. VASAN)

(a) There are two Public Sector Shipyards viz. Cochin Shipyard Limited(CSL) , Kochi and Hooghly Dock & Port Engineers Limited (HDPEL), Kolkata under the administrative control of Ministry of Shipping and four Public Sector Shipyards under the administrative control of Ministry of Defence viz. Mazagon Dock Limited (MDL), Mumbai, Garden Reach Shipbuilders & Engineers Limited (GRSEL), Kolkata, Hindustan Shipyard Limited(HSL), Visakhapatnam and Goa Shipyard Limited (GSL),Goa. The number of ships/boats/cargo ships manufactured by the Central Public Sector Shipyards during each of the last three years and the current year by these shipyards is given in tabular form in Annex I.

(b) The number of new and old ships/boats imported by Shipping Corporation of India, Dredging Corporation of India and Inland Waterways Authority of India which are under the administrative control of Ministry of Shipping is given in Annex II.

(c)to (e) Government had a shipbuilding subsidy scheme for Indian Shipyards which expired on 14.08.2007. The shipbuilding subsidy scheme had provided subsidy for domestic orders of 80 m length and above which were obtained only on global tender basis. Export orders were also eligible for subsidy. In addition, the Government has introduced several measures for encouraging the growth of Indian fleet such as introduction of tonnage tax in 2004. The Indian shipping industry has been provided cargo support through right of first refusal & policy of FOB import is being followed for government owned/controlled cargoes. Further, chartering of vessels for movement of cargo on private account is regulated through the Director General of Shipping taking into consideration the availability of Indian flag vessels. These measures are being continued to support and augment the Indian shipping fleet.