Azadi Ka Amrit Mahotsav

GLOBAL MARITIME INDIA SUMMIT 2023

CONNECT COLLABORATE CREATE

Navigating a sustainable course

वार्षिक रिपोर्ट ANNUAL REPORT

73

2022-23

भारतीय नौवहन निगम लिमिटेड
(भारत सरकार का उद्यम)

कार्गो मंजिल तक पहुँचाए. जीवन को राह दिखाए.

SCI
Navratna Company
(ISO 9001:2015, ISO 14001:2015 & ISO 45001:2018 Certified)

The Shipping Corporation Of India Ltd.
(A GOVERNMENT OF INDIA ENTERPRISE)

TRANSPORTING GOODS. TRANSFORMING LIVES.

AWARDS, ACCOLADES AND ACHIEVEMENTS

CMD, SCI was awarded Life Time Achievement Award

SCI- "Tanker Operator the year"

SamudraManthan Awards 2022 The Shipping Company of the Year

'Certificate of Recognition for Outstanding Indian Ship Owning companies'

'Certificate of Recognition for Outstanding Indian Employers

Seajob - Best Employer of the Year (Indian Flag)

Sagar Samman Awards for 'Best Indian Ship-Owning Company' and 'Best Indian Employer of Seafarers'

Best Enterprise Award - Navratana Category at SCOPE

VISION

To emerge as a team of inspired performers in the field of Maritime Logistics, Offshore, Port and Terminal Management, serving Indian and global trade.

MISSION

To serve India's overseas and coastal seaborne trade as its primary flag carrier, and be an important player in the field of global maritime logistics with focus on:

- Maintaining its **'Numero Uno'** position in Indian Shipping.
- Establishing a major global presence in energy-related, dry bulk and niche container shipping markets.
- Evolving reliable and cost-effective business models to exploit emerging opportunities in maritime and allied industries.
- Achieving excellence in Quality, Occupational Health, Safety and Environmental Management Systems.

OBJECTIVES

The Shipping Corporation of India Limited works to fulfill its objective as mentioned below:-

- To provide its clientele safe, environmentally sustainable, reliable, efficient and quality shipping services, complying with all legal and other requirements.
- To be an optimally profitable, viable, ethical and socially responsible commercial organization contributing to the national economy by securing a reasonable return on capital and serving the nation's needs.
- To own or acquire an adequate, well designed and efficient fleet to cater to the demand of global maritime trade through options like leasing, demise charter, joint ventures and other innovative financial measures.
- To be a major player in India's offshore and other marine activities and to continue to explore opportunities for diversification for steady growth of the Company.
- To enhance competency and professionalism among its fleet and shore personnel through effective and dynamic Human Resource Management.
- To continually improve its efficiency in process and technology, adopting various measures including E-governance and optimum use of Information Technology.
- To minimize risks and environmental impacts for achieving Safety, Occupational Health and Environmental performance.

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BOARD OF DIRECTORS AS ON 04/08/2023#

Capt. B.K. Tyagi
Chairman & Managing Director

Shri Sanjay Kumar
Government Nominee Director

Shri Rajesh Kumar Sinha
Government Nominee Director

Shri Atul Ubale
Director (Bulk Carrier & Tanker)

Shri Gulabbhai Rohit
Independent Director

Shri Shreekant Pattar
Independent Director

Shri KNP Chakravarthy
Independent Director

Dr. Anil Kumar Misra
Independent Director

Ms. Arunima Dwivedi
Independent Director

Shri Vikram Dingley
Director (Technical & Offshore Services)

Shri C.I. Acharya
Director (Finance)

Shri M.S. Saini
Director (Personnel & Administration)

Except for first three names, all other names are in the order of date of appointment.

Key Managerial Personnel

Shri N Subramanya Prakash
Chief Financial Officer (w.e.f. 05.08.2022)

Smt. Swapnita Vikas Yadav
Company Secretary & Compliance Officer.

STATUTORY AUDITORS*

M/s V. Sankar Aiyar & Co.
M/s Chokshi & Chokshi LLP

*M/s V. Sankar Aiyar & Co. and M/s Chokshi & Chokshi LLP were appointed as Statutory Auditors of the Company for F.Y. 2022-23 They have conducted limited review audit of Q1, Q2, Q3 of F.Y. 2022-23.

M/s V. Sankar Aiyar & CO. and M/s Chokshi & Chokshi LLP have also conducted limited review for quarter ended June 2023.

For Financial Year 2023-24, Company has not received letter of appointment of Statutory Auditors from CAG.

SECRETARIAL AUDITOR

Shri Upendra Shukla, Practicing Company Secretary till 30.06.2022.

M/s. Mehta & Mehta
Practicing Company Secretary
(w.e.f. 01.07.2022)

REGISTERED OFFICE

Shipping House, 245, Madame Cama Road, Mumbai 400 021.

REGISTRAR & TRANSFER AGENTS

Bigshare Services Private Limited
Office No S6-2, 6th Floor, Pinnacle Business Park, Next to Ahura Centre, Mahakali Caves Road, Andheri (East) Mumbai – 400093.

CHAIRMAN MESSAGE

Dear Shareholders, Ladies and Gentlemen,

On behalf of the Board of Directors of The Shipping Corporation of India Ltd, it gives me immense pleasure to address you after another year of growth of our Company. We present to you the 73rd Annual Report of the Company. The global maritime sector during the financial year 2022-23 was riddled with various challenges like inflationary pressures impacting the consumption patterns, continued geo-political risk due to war, compliance of IMO regulations for de-carbonization etc. However, the challenges on the other hand, have also given opportunities in the global maritime sector and few segments like tankers, which had faced tremendous impact during the COVID pandemic, bounced back, providing excellent returns to the tanker owners.

A well-diversified fleet has always been the strength of your Company and during the last three financial years, it has given agility to your company to navigate through one of the most challenging global economic crisis and continue to emerge as a well-established and matured player in the global maritime industry. On analysing the short term view of the last three financial years, it can be realised that while containers and bulk carriers segment played crucial role in performance of your company during FY 2020-21 and FY 2021-22, the impressive financial performance of your company for FY 2022-23 was ruled by the tankers. The 78% of your company's tonnage comprise of diversified range of tankers of different sizes serving in multiple segments of crude oil, product and gas transportation on the coastal routes as well as in the international trade. The consistent performance of SCI vessels has ensured that during the financial year 2022-23 your company has been successful in earning the highest level of Revenue from Operations in the last 17 years as well as the highest level of Profit After Tax in the last 14 years. I take this opportunity to congratulate each shareholder for the excellent performance of your company and also convey gratitude for strongly supporting it during challenging times.

Shipping Scenario & Operations

Shipping works on derived demand basis that means the demand for ships is dependent on the demand for cargoes that are carried on the ships and thus the global economic activities play a significant role in the demand for ships. The world GDP during 2022 grew by 3.4% and during 2023, it is expected to grow by about 2.8%. The GDP growth in the advanced economies was slower, whereas the emerging markets and developing economies have exhibited relatively strong growth. The global trade volume (goods and services) growth has been decent at 5.1% in 2022 and is expected to be about 2.4% in 2023.

Globally, the average seaborne trade (inclusive of both crude oil and refined products) exhibited a handsome rise of 3.78% in year 2022. The Crude Oil trade increased by 4.21% and the Product trade grew by 2.57% in the year 2022. The tanker markets enjoyed a remarkable run in 2022 and the robust demand is expected to keep the tonnage utilization high during year 2023. China's economy has fully opened with the lifting of COVID lockdowns, hence, the demand for oil has increased. Further, due to increase in the transportation of Russian crude oil to India and China, the tanker tonne-mile demand has boosted, which has led to the bouncing back of tanker markets during year 2022 and 2023. As per the IMF estimates, Indian economy is expected to grow by 5.9 % in the current fiscal year, making it the fastest-growing economy in the world. A sharp recovery in industrial activity in India meant a sharp rise in oil demand and thus, over the past two years, growth has been witnessed in India's oil imports. The buoyant freight market in the last year has spurred on the activity in the primary and secondary tanker markets, as many buyers encourage to place orders for new-building tankers. As a result, the new building prices of both crude oil as well as product tankers have increased by about 16%.

The dry bulk trade registered a significant dip of 3.67% in gross cargo quantity over the course of year 2022. The war between Russia and Ukraine pushed up the commodity prices significantly. Higher commodity prices and lockdown in China impacted demand in the dry bulk cargo segment. In 2023, a moderate expansion in global seaborne trade of 2.3% is expected with trade in tonne - miles projected to grow by 2.6%. The total dry bulk fleet has grown by about 2.39% in 2022 and further expected to grow at 2.7% in year 2023. The Dry bulk charter rates have fallen quite a bit in early 2023. As China reopened, tonnage demand for dry bulk cargoes went up. Meanwhile, conversely the congestion at Chinese ports eased up. Hence, dry bulk tonnage supply also increased, and as a result, there was a little see-saw effect on the charter hire of dry bulk carriers at the beginning of the year 2023. With regard to Indian dry bulk cargo movement, the import for non-coking coal increased by 30% in FY 2022-23, whereas the Iron Ore export declined by about 19.5%. The construction sector in India is increasing and as a result, demand for steel has picked up.

Container Freight rates in 2022-23 have fallen substantially from record high levels of 2021- 2022 due to factors like sluggish demand, easing of supply chain bottlenecks and sharply rising fleet growth. During March 2023, freight rates for Asia – North America West Coast trade fell by 8%, Asia – North America East coast trade reduced by 10% and Asia-Europe trade fell by 17%, as compared to February 2023. Global Carriers expect annual container demand to further shrink by 2%-4% in 2023, leading to a further decrease in the freight rates. The container shipping fleet is set for a strong growth and it is estimated that the global containership order-book has reached 7.53 million TEU, or 30% of the existing fleet. The majority of the vessels on order are scheduled to be delivered in 2023 and 2024. Deliveries of new ships are expected to far outpace growth in demand next year, indicating a continued fall in freight rates. Similarly, coastal service in India has also witnessed a drop in freight rates as well as cargo carried during FY 2022-23 due to deployment of additional tonnage on Indian coast & reduction in cargo demand.

The Offshore segment was also impacted due to global economic turmoil, recessionary trends in many developed economies, impact of Russia-Ukraine war, etc. In India, during FY 2022-23, the offshore activities remained subdued with only few selective opportunities for employment of offshore vessels. However, with the continuous volatility and mixed trend shown by crude oil prices, the coming year is expected to generate increased opportunities for employment of offshore assets. In Indian scenario, ONGC is expected to come up with many tenders with long term requirements for its offshore assets. Also, more requirements, albeit short term, are emanating from private operators / contractors in the Indian offshore market.

For boosting the maritime sector in India, the Government has formulated a Maritime India Vision 2030 which focuses on over 150 initiatives across 10 themes covering all the facets of the Indian maritime sector and is a comprehensive effort to define and meet national maritime objectives. Further, Government's landmark initiatives, such as Sagarmala, Gati Shakti, National Logistics Policy 2022, Maritime India Summit, National Logistics Portal (NLP) – Marine, 'Sagar-Setu' – App version of NLP, Sagar Manthan portal, Atmanibhar Bharat and Make in India, are channelizing India towards the trajectory of growth while encouraging the Indian maritime sector to enhance its productivity and cost efficiencies. Recently, it was reported that the average dwell time of containers at Indian port has reduced to 3 days, which is less in comparison to countries like UAE, South Africa, USA and Germany. Very low dwell time at Indian Sea Ports is an outcome of reforms under taken by the Country in the shipping sector to enhance port productivity and improve visibility of the supply chain through digitalization.

Green Shipping

Just like any other industry, the Maritime transportation too is evolving to fit the requirements of new businesses and technologies. The global business communities are growing more and more conscious towards conservation of the environment and, in this direction, the International Maritime Organization (IMO) has already implemented the **Green House Gas (GHG)** strategy in 2018, which aims to reduce the carbon intensity caused by international shipping. The strategy aims to reduce sea freight-related carbon emission by 40% by 2030 and 70% by 2050, compared to 2008 levels.

It can be foreseen that the newer types of vessels operating on alternative fuels like Solar Power, Bio Fuels, CNG, Green Hydrogen, Green Ammonia etc would act as catalyst for these "Green Shipping" initiatives in coming future. The Green Shipping initiatives will require setting up of complete eco-system like manufacturing of suitable engines, building ships capable of operating on non-fossil based fuels, transportation of green fuel and energy, setting up of bunkering stations etc. The green shipping eco-system would also have to deal with issues such as developing of funding sources for green shipping, consequent impact on the cost (both CAPEX and OPEX) of the maritime transportation due to green shipping, impact of charter hires of modern green vessels vis-à-vis older conventional tonnage, transition of global energy centres and also the subsequent change in the maritime transportation of energy including the trading patterns and routes.

Our country has pledged to reduce the emissions intensity per unit GDP by 33-35% below 2005 level by 2030. Also, India has set the target to achieve 40% national energy through renewable sources by 2030. In order to promote Green Maritime Sector in India, the Ministry of Ports, Shipping and Waterways has launched "HaritSagar" Green Port Guidelines to reduce carbon intensity and to develop an environment friendly ecosystem at Major Ports with participation of all stakeholders. Further, in January 2023, the Ministry of New and Renewable Energy has issued the National Green Hydrogen Mission. The objective of this mission is to make India a Global Hub for Green Hydrogen production, usage, and export of green hydrogen and its derivatives. It is indeed a pride for all of us that under the pilot project for shipping for the National Green Hydrogen Mission; your company has been assigned to retro fit at least two ships to run on Green Hydrogen derived fuel by year 2027.

Financials

Your Company has reported a standalone net Profit After Tax (PAT) of ₹ 800.12 Crores and consolidated PAT of ₹ 870.16 Crores for the year ended 31st March 2023 as against a restated standalone PAT of ₹ 790.11 Crores and restated consolidated PAT ₹ 860.54 Crores for the year ended 31st March 2022. The PAT reported for FY 2022-23 is the highest PAT your company has earned in the last 14 years. Further, during the FY 2022-23, your company earned Revenue from Operations of Rs. 5,794 crores, which has significantly increased by about 16% over the figures of FY 2021-22. The Revenue from Operations in FY 2022-23 is the highest level of revenues, your company has achieved in the last 17 years.

Dividend

Your Company continued its spirit of buoyancy this year too and the Board of Directors, giving due consideration to sustainability on all accounts, has recommended a dividend of Re. 0.44/- per equity share of face value of Rs. 10/- each subject to your approval at the Annual General Meeting. The Board of Directors remain grateful to all the stakeholders for the unstinted support, faith and patience reposed in it to deliver. We continue to remain responsible for maintaining and sustaining the momentum gained while we surpassed our previous performance, overcoming the adversities.

Acquisitions and Disposals

Your company has envisaged acquisition of secondhand vessels in various segments. Accordingly, your Company floated a global tender for acquisition of one Platform Supply Vessel (PSV) of up to 10 years old considering requirements from Charterer for a specific type of vessel. Based on the bid received, if the offered vessel meets the technical & commercial requirements, the vessel is planned to be acquired during the next financial year i.e. FY 2023-24. Informatively, your company has been continuously scanning the market for right assets in relation to the available employment opportunities and is optimistic about acquisition of vessels at the opportune time.

During the financial year 2022-23, there were no disposal/ scrapping of any vessel. However, your Company has sold one tanker vessel MT Sampurna Swarajya of 32,950 dwt on 11.08.2023.

Strategic Disinvestment of SCI

Your Company has been identified for strategic disinvestment by the Government of India. Transaction Advisors, Asset Valuers and Legal Advisors have been appointed by the Department of Investment and Public Asset Management (DIPAM) of Ministry of Finance. DIPAM had floated a Preliminary Information Memorandum (PIM) for inviting Expression of Interest on 22nd December 2020.

Shipping Corporation of India Land and Assets Ltd (SCILAL) was incorporated in Nov 2021 for hiving off the Non-Core Assets of the Company as a part of the Demerger under SCI's strategic Disinvestment process. Further, Ministry of Corporate Affairs (MCA) has vide order dated 22.02.2023 approved the Scheme of Arrangement for Demerger between Shipping Corporation of India Limited and Shipping Corporation of India Land and Assets Limited (SCILAL). The Scheme of Demerger is effective from 14th March 2023. Pursuant to allotment of shares to the Shareholders of SCI in the ratio of 1:1, currently SCILAL is progressing towards obtaining the SEBI approval for Listing of shares on National Stock Exchange Limited (NSE) and Bombay Stock Exchange Limited (BSE).

Corporate Social Responsibility

Your Company's values as a socially responsible organization are well entrenched in its activities. The emphasis this year, has been on health & nutrition, women empowerment, skill development, promotion of school education for underprivileged children and maritime education for weaker sections of the society, eradication of hunger and malnutrition, health care, environment sustainability and other areas of social upliftment. To reinforce Nation's fight against Covid-19, your company has provided free booster dose vaccines to all eligible beneficiaries. Your company further supported in the Assam flood relief campaign by providing relief material to the flood affected people. To support the environment & sustainability, your company undertook urban plantation of more than 7,000 plants at Delhi/ NCR.

Corporate Governance

Your Company has a legacy of fair, transparent and ethical governance practices and it believes that good Corporate Governance is essential for achieving long-term corporate goals and to enhance stakeholders' value. The Report of Directors on Corporate Governance placed in the Directors' Report comprehensively describes the structure and practice of Corporate Governance of your Company. In addition to complying with the requirements of Corporate Governance emanating from various statutes, rules and regulations, your Company is also in compliance with the DPE guidelines on Corporate Governance. The Corporate Governance issues are kept in constant focus by the Board of Directors of your Company and your Company complies with the applicable guidelines both in letter and spirit.

Important Developments

- **International Day for Women in Maritime – All Women Officer sailing on M T Swarna Godavari:** Prelude to the 1st International Day for Women in Maritime observed by IMO on 18th May every year, an all women officer sailing on board M T Swarna Godavari was organised. A function was held on-board MT 'Swarna Godavari' berthed at Jawahar Dweep (JD-4), Mumbai Port Authority (MbPA) on 14th May, 2022. With this, your company has demonstrated for the 2nd time its well-entrenched Diversity and Integrity principles and recognition of women seafarers affording them visibility and supporting a barrier-free working environment
- **Delivery of 2nd 500 PAX vessels of A&N Administration:** The second 500 PAX vessel of Andaman and Nicobar Administration M.V. Nalanda was delivered on 05.07.2022. The vessel is built at Cochin Shipyard Ltd, Kochi. Your company as Technical Manager was actively involved during the shipbuilding process and further the Operation and Management (O&M) is also being done by SCI. M.V. Nalanda sailed on its maiden voyage from Kochi anchorage to Port Blair on 22.07.2022.
- **Vigilance Awareness Week 2022:** The Vigilance Awareness Week (VAW)-2022 on the theme 'Corruption Free India - for a developed Nation was observed in SCI from 31.10.2022 to 06.11.2022. The valedictory function of Vigilance Awareness Week (VAW)-2022 was held on 05.11.2022 at Shipping House, Mumbai. Hon'ble Central Vigilance Commissioner of India Shri Suresh N Patel graced the valedictory function as the Chief Guest.
- **Letter of Appreciation from DRDL, Ministry of Defense:** DRDL appreciated efforts of vessel owned by your company "SCI Saraswati" for participating in BRAHMOS mission carried out on 28.12.2022. DRDL especially mentioned that SCI Saraswati's participation in the mission was very crucial and extremely vital in the decision making process and helped the mission Director to control the time critical launch operation, which is highly needed for these kind of missions.
- **SCI's contribution in ISRO's LVM3-M3 One-Web India-2 Mission:** On 26.03.2023, ISRO/NSIL (New Space India Ltd - commercial arm of ISRO) launched encapsulated 36 low earth orbit satellites successfully from Sriharikota using Launch Vehicle Mark III (LVM3-M3)/ OneWeb India-2 Mission. Your company owned AHTSV "SCI Mukta" was engaged in the mission by ISRO for Transportable Telemetry Tracking operation. SCI Mukta was positioned in south mid of Indian Ocean with eight ISRO scientists onboard to monitor the real-time launching of satellites. The mission was successfully accomplished.
- **Government e-Market Place (GeM) Procurement:** I feel proud to inform that your company was able to exceed the target of ₹ 55 crores for GeM procurement set by the Government during FY 2022-23. The Government e-Market Place (GeM) appreciated your company for successfully carrying out total purchase of ₹ 78 crores from beginning of financial year till 28th Feb 2023 using the Government e-Market Place platform through its twitter handle on 31.03.2023.
- **India - Maldives Shipping Service:** In accordance to the vision of Hon'ble Prime Minister of India, your company has been operating a first ever direct cargo ferry service between India and Maldives since September 2020. This service has boosted the bilateral trade between the two countries. The services were provided through an in-chartered vessel MCP Linz which has been re-delivered to the owner. During March 2023, your company in-chartered a Maldivian flagged containership namely M.V. MSS Galena for deploying in India – Maldives sector. The newly in-chartered vessel M.V. MSS Galena was flagged off on 05.05.2023 at Tuticorin Port by Shri. Shantanu Thakur ji, Hon'ble Minister of State for Ministry of Ports, Shipping and Waterways from VOCPA – Tuticorin Port.
- **Search and Rescue Operations:**
  a. On 10.07.2022, your company owned AHTSV "SCI Urja" successfully rescued 16 fishermen onboard two distressed fishing boats in record time against all odds and heavily inclement weather conditions. The rescued personnel were handed over to the Indian Coast Guard Ship CG 438 on the next day. During the stay of the rescued personnel onboard, they were provided food, water, shelter and medical support. The entire operation was carried out to the satisfaction of Charterer and Indian Coast Guard.
  b. On 31.08.2022 @ 0005 hrs as per instructions from KAVARATTI Port Control, UTLA owned and your Company Managed vessel "MV Lagoons" carried out rescue operations and safely rescued 12 fishermen onboard fishing vessel Saffereena.
  c. Your Company managed and UTLA owned vessel "Sagar Samraj" was able to rescue crew on board fishing boat Kuthubuzaman off Andorth – Lakshadweep on intervening night of 17/18 Jan, 2023. All crew members were safely handed over to Coast Guard vessel. Maritime Rescue Coordination Centre (MRCC) acknowledged and appreciated the noble act rendered by Sagar Samraj.

Azadi Ka Amrit Mahotsav Celebrations

To commemorate the 75 years of Independence of the progressive India and its glorious history encompassing its people, culture and achievements, your company celebrated the Azadi Ka Amrit Mahotsav (AKAM) with great fervour. A series of activities were organized by your Company to celebrate the milestone, such as organizing employees and family welfare program on Career Guidance, Nutrition & Exercise, Self Defence Techniques. Your company has celebrated International Mother Language Day, Organized health check-up camps at Head Office & Regional Offices, under Har Ghar Dhyan Campaign conducted Yoga Sessions. The International Day of Yoga 2023 this year was celebrated under the theme "Yoga SAGARMALA". Various activities including physical Yoga and sessions on benefits of Yoga by eminent Yoga teachers/ faculty were conducted for employees & all stakeholders.

Awards & Accolades bestowed upon your company during FY 2022-23

- On the eve of National Maritime Day Celebration on 05.04.2022, SCI was conferred with prestigious **"Sagar Samman Awards"** for following categories:
  a. 'Best Indian Ship-Owning Company'
  b. 'Best Indian Employer of Seafarers'
- **SKOCH Public Sector Undertaking Award - Gold** for execution of the project 'All Women Officers sailing on M.T. Swarna Krishna' on 09.04.2022
- During the **Marex Maritime Women Empowerment Awards 2022** which were held on 18.05.2022 to celebrate the inaugural International Day of Women in Maritime proclaimed by the IMO, following awards were received:
  a. "Excellence in Gender Diversity" to the Shipping Corporation of India
  b. Woman of Exemplary Courage" to ex-CMD SCI.
- On 11.11.2022, SCI received **"Shipping Company of the Year Award"** during the 9th **Samudra Manthan Awards 2022** in Mumbai.
- On 12.11.2022, under the aegis of SCOPE, SCI was awarded **3rd Prize for the Best Activity Report for the period Oct 21 to Sept 22** during the 30th Regional Meet of Western Reg-WIPS Forum.
- On 25.11.2022, SCI was awarded **"Best Employer of the Year (Indian Flag)"** at Seajob Indian Anchor Awards 2022.
- On 10.02.2023, SCI received **"Best Enterprise Award Navratna Category"** during the 33rd National meet of Forum of Women in Public Sector (WIPS) at Kolkata.
- During the concluding ceremony of the **60th National Maritime Day** on 5th April 2023, SCI was conferred with following two prestigious awards:
  a. Recognition for **Outstanding Indian Ship Owning Companies** as 1st Rank
  b. Recognition for **Outstanding Indian Employers of Seafarers** as 1st Rank

Additionally NMDC Committee (Kochi) has also honoured SCI with appreciation award for cooperation and support extended to the Shipping industry, Kochi.

- During the **18th ShipTek Awards 2023** held on 25.05.2023 at Kochi following awards were received by SCI:
  a. SCI was conferred with **"Tanker Operator of the Year Award".**
  b. CMD SCI was bestowed with **"Lifetime Achievement Award".**

Global Maritime India Summit 2023

I take this opportunity to also announce that the Ministry of Ports, Shipping and Waterways has organized "Global Maritime India Summit 2023" from 17th to 19th October 2023 at Pragati Maidan, New Delhi. This will be the third edition of the summit. The first two editions of the summit which were organized in 2016 and 2021 respectively had received overwhelming response from national and international maritime business communities. The summits have been successful in attracting investments in Indian maritime sector. A curtain raiser of the Global Maritime India Summit 2023 was held in Mumbai on 18th July 2023, which was inaugurated by Shri Sarbananda Sonowal, Hon'ble Minister for Ports, Shipping and Waterways and AYUSH. I urge you all to participate in the upcoming Global Maritime India Summit 2023 and make the event successful.

Acknowledgements

I would like to express my gratitude to the Government of India for its support to your Company. I wish to thank the Hon'ble Minister of Ports, Shipping and Waterways and Minister of AYUSH, Shri. Sarbananda Sonowal and Hon'ble Minister of State for Ministry of Ports, Shipping and Waterways Shri Shripad Naik and Shri Shantanu Thakur for their leadership and consistent support provided to your company. I would also like to express my gratitude towards Secretary (MoPSW) for his guidance and support. My sincere thanks are also due to the other officials of the Administrative Ministry, other Ministries and Departments of the Government of India. I would also like to express my gratitude towards the Directorate General of Shipping for its support and understanding of various problems being faced by the Indian Maritime Sector and specifically by your Company. I also wish to express my special appreciation towards all the shareholders, stakeholders, my colleagues on the Board of Directors and all the floating and shore employees for their continued support over the years.

Capt B.K. Tyagi
Chairman and Managing Director

CAPT. BINESH KUMAR TYAGI, *CHAIRMAN AND MANAGING DIRECTOR*

Capt. Binesh Kumar Tyagi has taken over as Chairman and Managing Director of Shipping Corporation of India Ltd. with effect from 03.09.2022. Capt. Binesh Kumar Tyagi also hold the charge of Chairman and Managing Director of Shipping Corporation of India Land and Assets Ltd. (SCILAL) w.e.f. 03.09.2022 and was erstwhile heading the Liner and Passenger Services Division as Director (L&PS), since 7th January 2021.

Capt. Tyagi earlier held additional charge of Director (T&OS) and Director (P&A) at SCI, and continues to hold additional charge of Director (L&PS) since 03.09.2022. He is also appointed as CMD, ICSL w.e.f. 03.09.2022 and presently on Board of North of England Protecting & Indemnity Association Ltd (now NorthStandard Limited) and India LNG Transport (ILT) Company No. 1, 2, 3 & 4. He is also serving as Director on board of Indian Register of Shipping (IRS).

Capt. Tyagi is an IIMA alumni and also a member of various professional bodies like ICS (London), CILT, NMIS, Nautical Institute London, Institute of Directors and a fellow member of CMMI. Capt. Tyagi is also appointed as Chairman and Member of ABS India National Committee, Member of the South Asia Committee of DNV GL, Lloyd's Register South Asia Advisory Committee and Indian Committee of ClassNK.

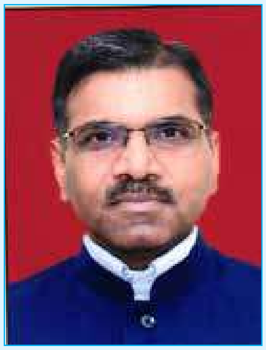
In his distinguished Shipping career spanning over 33 years in SCI, he has held many responsible appointments, both Afloat and Ashore. After graduation, Capt Tyagi joined SCI in 1990, as Trainee Nautical Officer (TNOC). He served on board various ships, in different ranks, including as Master. In 2004, he was absorbed ashore, wherein he served at various Management level positions and performed Technical, Vetting, Chartering, Training, Marine HR, Liner, Passenger, Inland Waterways, offshore and S&P functions.

He is a well-rounded shipping professional with qualification & experience in Ship operation, Navigation, Chartering, General Shipping Management, Port Development & Management and Law.

Capt. Tyagi has also been felicitated by various National and International Institutions in the industry, in which latest addition is the 'Life Time Achievement' Award bestowed to him at the 18th edition of ShipTek Awards, Kochi in the month of May, 2023.

SHRI SANJAY KUMAR, *GOVERNMENT DIRECTOR*

Shri Sanjay Kumar, IAS, 1992 Batch. Prior to this he was working as Joint Secretary (Institutions), Department of School Education & Literacy, Ministry of Human Resource Development, Government of India, New Delhi. Looking after all Government of India Institutions like KVS, NVS, CBSE, NIOS, CTSA, NCERT and NCTE. He has wide experience and handled senior positions in both Central Government and State Government in diverse fields like Finance, Industries and Commerce, conduct of elections, district administration, economic policies and school education. Master's in Business Administration (MBA) and ICWA.



SHRI RAJESH KUMAR SINHA — *GOVERNMENT DIRECTOR*

Shri Rajesh Kumar Sinha (DIN: 05351383), (IAS-1994-Kerala Cadre), Additional Secretary, Ministry of Ports, Shipping & Waterways, Government of India looks after the portfolio of Shipping matters in the MoPSW. He has been assigned the additional charge of Chief Vigilance Officer of the Ministry. He has performed as District Collector; Secretary, Finance Department & Principal Secretary in Power, Forest/Wildlife in the Government of Kerala. He has worked in Urban Development, HRD and Energy Sector in Government of India. He is presently official (Government) Director on Board of The Shipping Corporation of India Limited and Shipping Corporation of India Land and Assets Limted, part-time official Director on the Board of Directors of Cochin Shipyard Limited and an Ex-officio Member of the Board of Chennai Port Authority.

BOARD OF DIRECTORS

SHRI ATUL LAXMAN UBALE – *DIRECTOR (BULK CARRIER & TANKER)*

Shri Atul Laxman Ubale joined SCI on 15th May, 1989. He took charge as Director (Bulk Carrier & Tanker Division) from 11th November, 2019. Shri Ubale is an alumnus of Mumbai University holding Bachelor of Commerce Degree and Post Graduate Master's Degree in Management Studies.

In a career spanning over 3 decades endowed with rich and vast experience in various facets of core shipping activities, he has served and held vital positions in Technical & Offshore Services Division handling O&M Offshore Contracts, indigenising Indian offshore industry, ship acquisitions/shipbuilding contracts for augmenting Indian tonnage; and in Bulk carrier and Tanker Division-overseeing chartering and commercial operations of bulk carriers and tankers meeting the ever growing and diverse needs of the Indian Oil Industry.

Shri Ubale with his hands on experience, commercial acumen, intimate knowledge of all types of chartering in various market segments including Bulk Carriers, Tankers, Gas Carriers, Container Ships, Passenger Vessels, Tugs etc. is a highly regarded and well-known personality in domestic as well as international chartering market. He has been instrumental in evolving innovative and sustainable strategies for gainfully employing SCI's vast fleet featuring, inchartering / out-chartering fixtures, various types of Contract of Affreightments (COAs) & pool arrangements and also has been at the forefront of conceptualizing and securing highly remunerative and innovative long term charters for SCI's fleet.

Owing to his engagement in SCI's overseas office in UK and SCI's Joint Venture Company in Tehran, Shri Ubale carries with himself substantial international exposure and experience, helping make SCI's Chartering & Commercial Operations a name to be reckoned with in the domestic as well as international shipping markets. Shri Ubale is also Director in SCI's Joint Venture companies - India LNG Transport Company 1,2,3 & 4. These companies are prestigious JVCs of SCI, which have not only earned revenues but also enhanced SCI's credibility as the only LNG vessels operating company in India.

Shri Ubale also held additional charge of CMD, SCI from 01.06.2022 till 02.09.2022. Also, Shri Ubale held additional charge of D(P&A),SCI from 01.12.2020 to 05.09.2021 and recently from 01.03.2023 to 04.07.2023. In a difficult year that saw unforeseen challenges due to COVID, his emphasis on safety and deft handling of human resource ensured that the business continuity remained unhindered. Under his charge, multiple COVID-19 vaccination drives were conducted in SCI, thereby benefitting thousands of stakeholders and citizens at large.

Shri Ubale is also Chairman of the Governing Council of Narottam Morarjee Institute of Shipping, an institute set up under joint auspices of MoPSW & Indian Shipping Industry, imparting training & advance diploma courses in the field of shipping & logistics.

SHRI GULABBHAI LAKHUBHAI ROHIT - *INDEPENDENT DIRECTOR*

Shri Gulabbhai Rohit has completed B.Com. M.Com. M.B.A. C.A. (Inter), AMFI, Certificate courses in Corporate Finance, Corporate Governance, EXIM (Export Import Management), Financial Accounts, IPR Advanced, Six Sigma Yellow Belt, Administrative Laws. He has attended various on-line and off-line Training on the Corporate Governance, MSME, HR Managements. He started his Consulting Firm on 05th September 1997 as an Income Tax Practitioner (Approved by Income Tax Department, Govt.of India). He is working in the field of Accounting, Taxation (Direct and Indirect Taxation Pleading and Practices), Auditing, Port Folio Management, Industrial Consultancy. He has indepth knowledge in the maintaining Books of Accounts and Documentation procedures of Lok Sabha Elections contesting candidates.

He has overall 25 years vast experience in Accounting, Auditing, Taxation Pleading and Practices, Port Folio Managements, Industrial Consultancies.

He is also running various social activities under his own Foundation as Founder Director of Muktishrey Foundation (Reg.No.U85300DN2020NPL005630). Plantation at various places in the Dadra and Nagar Haveli, Religious Activities. He is also raising public issues and put before concern authorities for solution.

SHRI SHREEKANT PATTAR - *INDEPENDENT DIRECTOR*

Shri Shreekant Pattar, done his M.A., B.Ed., and actively working in education sector since two decades. He mastered in Kannada Literature, Indian History and Indian Constitution. He is involved in co-operative sector from 12 years and serving as a founder Director of a Co-operative Society. He has expertise and wide experience of around 15 years as Trainer for Competitive Exams and as a lecturer.

He is a Founder Director of 'Pratibhaloka Career Academy', Competitive Examination Study Centre for Teacher Recruitment, Police, PSI, FDA, SDA, RRB, K.A.S. and Pre-competitive exams such as banking (CET, CAT). Several aspirants got selected for State Government Services as well as Indian Railways and Banking sector. He is also serving as the Secretary of JSG Foundation's Science P U College, Talikoti, Vijayapur district, Karnataka which targets rural talented youth to pursue higher education.

Being Motivational Speaker, he delivered Special lectures on Personality Development and 'Vachana' Literature in various schools, colleges and seminars across the state. He is regular speaker at various literary and cultural forums. He has penned many articles which are published various magazines and periodicals on the topics related to social reforms. With an authoritative voice and calm demeanor, he is a popular Narrator. With his orative Skills influences audiences. He participated as a guest in several live Programmes in different TV Channels.

He served as co-editor of the conference's commemorative titled "Kote dhwani", during the first taluk Kannada Sahitya Sammelana event, and titled "Bili Jwala Jeeva Jeevala" during District Kannada Sahitya Sammelana held in 2019, at Talikoti. He is the Founder President of Srujanasheela Chintana Balaga– a forum of intellectuals. He served as Honorary Secretary of Kannada Sahitya Parishat, Talikoti Taluk Unit. He is serving as President, Alumni Association, S.K. College of Arts, Commerce & Science, Talikoti.

SHRI KNP CHAKRAVARTHY - *INDEPENDENT DIRECTOR*

Shri KNP Chakravarthy holds a Masters' Degree in Business Administration from Vinayaka Missions University, Salem, studied in GITAM College, Graduated with Bachelor of Science from JRNRV University, also holds a Graduate Diploma in Physical Education from Sri Venkateswara University, Tirupati. He has done his Schooling at Sainik School, Korukonda, Vizianagaram which is one of the best schools in India working under Ministry of Defense.

Shri Chakravarthy started his career as a Medical Representative with Madras Medical Company (MMC) and rose up to the position of Area Manager (Regional) in reputed pharmaceutical companies with an overall experience of 8 years in Pharma Industry. He later worked with Max Newyork Life, a Multi-National Company as an Associate Sales Manager and rose up to the position of Senior Sales Manager in a period of 4 years.

Shri Chakravarthy organized many social activities like distributing essential commodities to the needy in remote areas; organized medical camps by distributing anti-malarial kits, anti-filarial kits to the downtrodden tribes living at hill stations on behalf of SERVE-an NGO. He extended help to the poor and effected people in and around Visakhapatnam during Hudhud (a National cyclonic disaster). He has Organized nearly 32 blood donation camps in a span of 8 years with various NGOs.

Shri Chakravarthy established ALL INDIA CORPORATE EMPLOYEES WELFARE ASSOCIATION and being Founder President, resolved hundreds of cases across India regarding job insecurity for the employees working with Corporate Companies.

BOARD OF DIRECTORS

DR. ANIL KUMAR MISRA - *INDEPENDENT DIRECTOR*

Dr. Anil Kumar Misra is currently serving as H.O.D. at Department of History, V.S.S.D. College, Kanpur, and Uttar Pradesh. A post-graduate in history, he also holds an LL.B. and Ph.D. degree, all from C.S.J.M. University, Kanpur. He has a teaching experience at post graduate level of 33 years and counting. He has been serving as the president of Itihaas Sankalan Samiti, Kanpur Prant.

Dr. Misra has contributed in varied administrative capacities at CSJM University. Over the years, he has conducted several national seminars and published over two dozen outstanding research papers in reputed national journals. His understanding for the value of quality education has brought him into management body of numerous academic institutions. Understanding his social obligations, Dr. Misra proactively and consistently contributes at various cultural, social and charitable platforms. His efforts towards social and educational upliftment of society have been thoroughly acknowledged.

MISS. ARUNIMA DWIVEDI – *INDEPENDENT DIRECTOR*

Ms. Arunima Dwivedi, Advocate, Post Graduated [M.Sc. (Physics)] from Utkal University and did law from Gujarat University. She started practicing law from 1999, putting in almost 24 years of vast experience in Civil law, Criminal law, Banking law, Property law, Administrative law, and Labour law and with specialization in Commercial law, Corporate law.

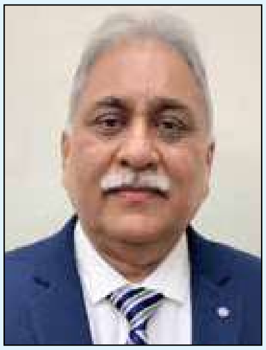
Ms. Arunima Dwivedi is Advocate-on-Record in Supreme Court of India and also representing Govt. of India before Supreme Court of India and Delhi High Court. She also has experience in Mediation and Arbitration and is a full time Mediator with Delhi High Court Mediation Centre. She also worked with number of NGOs and does free legal Aid camps. She is working relentlessly towards enabling women to become capable of making her own decisions and fight for their rights. Her work aims at safer and better lives for women and children.

SHRI VIKRAM DINGLEY, *DIRECTOR (TECHNICAL & OFFSHORE SERVICES)*

Shri Vikram Dingley assumed charge as Director (T&OS) on 19th May 2022. He holds a first class Bachelor degree in Mechanical Engineering from Regional Engineering College Srinagar and a First Class Marine Engineer license. He has more than 34 years of professional experience and has extensive experience in new building projects from conceptualization to ship delivery, technical operations and management of in service vessels, dry dockings and safety management.

SHRI C.I. ACHARYA, *DIRECTOR (FINANCE)*

Shri C.I. Acharya is a Commerce Graduate from Mumbai University, a Chartered Accountant, a Cost Accountant & a Chartered Financial Analyst (CFA). Shri Acharya has cross functional experience of over three decades in the fields of Finance, Taxation, Audit, International Trade, Enterprise Risk Management, Corporate Strategy & Commercial. He carries over two decades of rich diversified experience at Mangalore Refinery and Petrochemical Limited (MRPL), a part of mammoth ONGC group.



SHRI MANJIT SINGH SAINI, *DIRECTOR (PERSONNEL & ADMINISTRATION)*

During his career spanning over 33 years in SCI, he has successfully handled diverse portfolios in various Divisions of SCI and also at MTI (Maritime Training Institute) and he had headed SCI Chennai Regional office with complete Commercial operations and Administration.

Shri Manjit Singh Saini, post completing MBA (Marketing) joined SCI on 22nd May 1990, as an Assistant Manager (then Junior Officer). During his stint in Head Office, he has served at varied Management level positions in domains of Administration, Fleet Personnel, Ship Building Dept, Bilateral & Conferences, and headed SCI Chennai Regional Office.

He has rich experience as a HR & Administration professional; which broadly includes handling complete administration at HO, MTI and Regional office, optimization of business processes, sourcing & management of appropriate manpower for fleet & shore operations, Liaison with Govt. authorities, Contract management, general administration, etc

LIST OF GENERAL MANAGERS AS ON 12.07.2023

S. No	NAME	TITLE	DES	LOCATION	DIVISION
1	MISRA SANDEEP	Mr.	GM	MUM	B&T
2	VINOD G.	Mr.	GM	MUM	L&PS
3	BANDEKAR S. R.	Mr.	GM	MUM	B&T
4	N. SUBRAMANYA PRAKASH	Mr.	GM / CFO	MUM	F&A
5	PURUSHOTHAM JAYARAMAN	Mr.	GM	MUM	B&T

DECADE AT GLANCE (STANDALONE)

OPERATIONAL STATISTICS (Figures in Crores of ₹)

	IGAAP			IND AS									
	2013-14	2014-15	2015-16	2015-16*	2016-17	2016-17**	2017-18	2018-19	2019-20	2020-21	2021-22	2021-22***	2022-23
Operating Earnings	4155.2	4153.8	4078.3	4049.9	3446.9	3447.4	3469.5	3872.9	4425.4	3703.2	4,994.6	4988.0	5794.0
Interest Income	103.3	145.9	113.2	114.1	106.4	106.4	86.3	90.5	81.2	65.6	72.6	66.7	46.8
Other Income	280.5	288.0	85.7	50.7	38.8	38.8	61.7	141.8	161.8	60.0	31.5	31.5	65.9
Total Earnings	4539.0	4587.6	4277.2	4214.7	3592.1	3592.6	3617.5	4105.2	4668.4	3828.8	5098.7	5086.3	5906.7
Operating Expenses	3112.3	2794.2	2339.6	2098.8	2141.3	2178.0	2,223.0	2,533.0	2,558.3	1,999.0	2,900.5	2,898.9	3478.8
Employee benefits	411.1	413.6	457.4	487.0	457.7	418.2	485.9	447.6	476.5	473.8	485.4	483.4	477.8
Finance Costs	206.1	179.3	160.6	171.9	172.2	172.2	179.8	359.1	364.1	21.1	157.7	157.7	184.2
Depreciation	856.4	770.2	580.0	542.3	566.1	566.1	610.3	658.5	671.2	627.9	635.4	635.3	753.2
Other Expenses	174.5	154.2	179.5	125.4	77.7	72.5	89.0	181.9	250.7	72.2	81.4	77.0	279.7
Impairment	-	-	136.4	-	-	-	-	-	-	-	-	-	-
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-	-	-
Tax Liability	53.3	75.2	46.5	36.1	41.7	43.5	(224.3)	47.1	45.2	16.7	43.4	43.9	(67.1)
Total Expenses	4813.7	4386.7	3900.0	3461.5	3456.7	3450.5	3363.7	4227.2	4366.0	3210.7	4303.8	4296.2	5106.6
Profit after Tax	(274.7)	200.9	377.2	753.2	135.4	142.1	253.8	(122.0)	302.4	618.1	794.9	790.1	800.1

**Figures are restated as per Ind AS ** Figures are restated as per Ind AS 8 ***Figures are restated as per Ind AS 103 to give effect to Demerger Scheme*

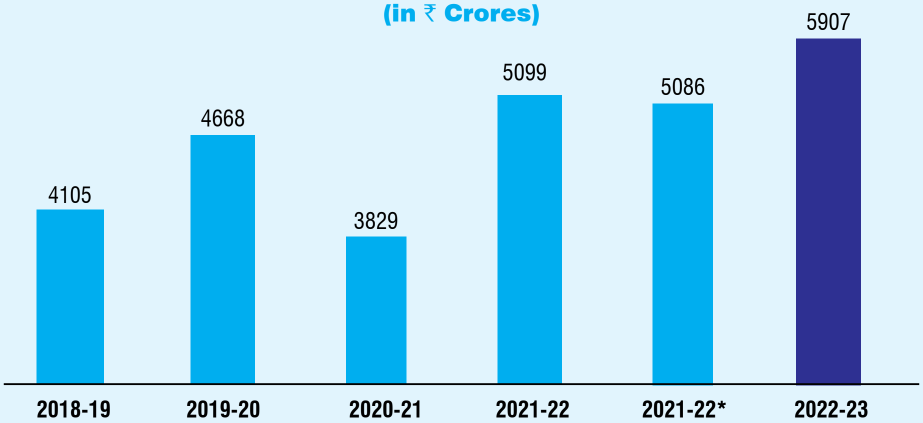
FINANCIAL HIGHLIGHTS (Figures in Crores of ₹)

	IGAAP			'IND AS									
	31-03-14	31-03-15	31-03-16	31-03-16*	31-03-17	31-03-17**	31-03-18	31-03-19	31-03-20	31-03-21	31-03-22	31-03-2022***	31-03-23
WHAT THE COMPANY OWNED													
Fixed Assets													
Gross Block	17486.3	17,297.9	18154.4	15851.3	15945.6	15945.6	15,986.2	15,594.9	15,218.3	15,364.7	13,033.7	13,031.8	13,205.2
Less: Depreciation (Cum) & Impairment	5551.6	5,853.4	6551.0	4024.1	4534.9	4534.9	4,638.2	4,475.8	4,565.1	5,190.3	5,409.0	5,407.7	5,801.8
Net Block	11,934.7	11,444.5	11,603.4	11,827.2	11,410.7	11,410.7	11,348.0	11,119.1	10,653.2	10,174.4	7,624.7	7,624.1	7,403.4
Assets under Construction	710.9	490.9	-	-	27.3	27.3	7.8	7.6	2.8	32.7	58.3	58.3	33.5
Other Net Assets (net of Other liabilities)	1837.6	1,341.3	1139.6	1027.0	216.4	226.4	25.8	(441.1)	(605.0)	905.4	1,567.1	564.5	1,184.6
Investments	113.5	90.1	65.3	65.7	74.6	74.6	130.9	77.1	77.3	77.1	78.4	78.4	79.0
Non Core Assets held for Demerger	-	-	-	-	-	-	-	-	-	-	2,392.4	-	-
Total	**14,596.7**	**13,366.8**	**12,808.3**	**12,919.9**	**11,729.0**	**11,739.0**	**11,512.5**	**10,762.7**	**10,128.3**	**11,189.6**	**11,720.9**	**8,325.3**	**8,700.5**
WHAT THE COMPANY OWED													
Long Term Funds:													
Bank Loans	8000.5	6,833.2	5897.9	5844.8	4518.1	4518.1	3,790.6	2,963.7	2,189.4	1,475.0	1,265.5	1,265.5	1,078.6
Unsecured Loans	256.4	-	-	-	-	-	520.4	726.3	565.4	1,756.7	1,481.9	1,481.9	1,249.5
Total Long Term Funds	8256.9	6,833.2	5,897.9	5,844.8	4,518.1	4,518.1	4,311.0	3,690.0	2,754.8	3,231.7	2,747.4	2,747.4	2,328.1
Deferred Tax Liability	-	-	-	351.6	343.6	388.2	104.0	91.5	75.3	55.8	0.8	0.8	1.0
Liabilities directly associated with assets classified as Held for Demerger	-	-	-	-	-	-	-	-	-	-	273.0	-	-
NET WORTH OF THE COMPANY													
Share Capital	465.8	465.8	465.8	465.8	465.8	465.8	465.8	465.8	465.8	465.8	465.8	465.8	465.8
Reserves & Surplus	5874.0	6,067.8	6444.6	6257.7	6401.6	6367.0	6,631.8	6,515.4	6,832.4	7,436.2	5,860.3	5,111.2	5,905.6
Other Equity Held for Demerger	-	-	-	-	-	-	-	-	-	-	2,373.6	-	-
Total	**6339.8**	**6,533.6**	**6,910.4**	**6,723.5**	**6,867.4**	**6,832.8**	**7,097.6**	**6,981.2**	**7,298.2**	**7,902.0**	**8,699.7**	**5,577.0**	**6,371.4**
Dividend paid****	-	-	-	-	-	-	-	-	-	34.93	11.64	11.64	15.37
Dividend %#	-	-	-	-	-	-	-	-	7.5	2.5	3.3	3.3	4.4

**Figures are restated as per Ind AS ** Figures are restated as per Ind AS 8 ***Figures are restated as per Ind AS 103 to give effect to Demerger Scheme # The Board of Directors, in its meeting held on 9th May, 2023, has recommended a dividend of ₹ 0.44/- per equity share of face value of ₹ 10/- each for the financial year ended March 31, 2023 which is subject to the approval of the shareholders at the Annual General Meeting. ****Dividend Declared for FY 2020-21 of ₹ 11.64 were paid in F.Y. 2021-22 and Dividend declared for FY 2021-22 of ₹ 15.37 Crores were paid in FY 2022-23*

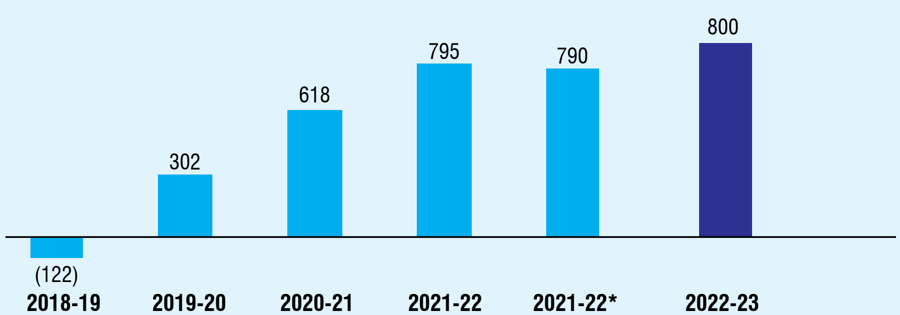
GRAPHS (STANDALONE)

TOTAL INCOME
(in ₹ Crores)



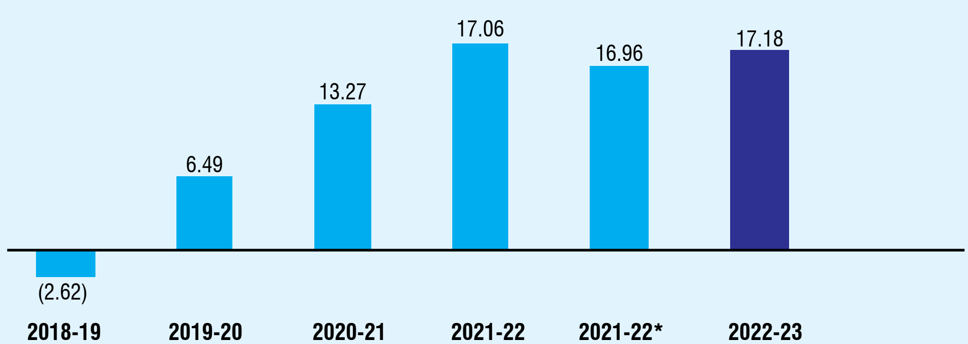
*Figures are restated as per Ind AS 103 to give effect to Demerger Scheme

PROFIT AFTER TAX
(in ₹ Crores)



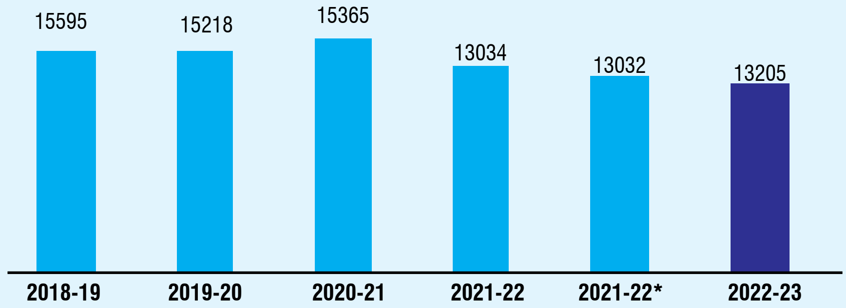
*Figures are restated as per Ind AS 103 to give effect to Demerger Scheme

EARNING PER SHARE
(in ₹)



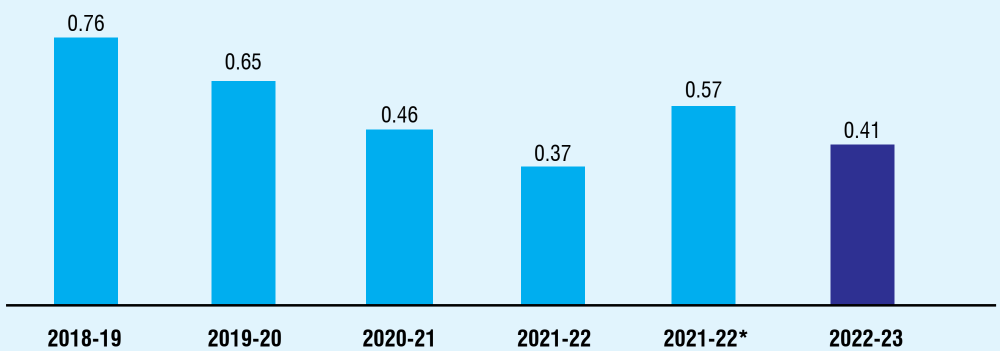
*Figures are restated as per Ind AS 103 to give effect to Demerger Scheme

GROSS BLOCK
(in ₹ Crores)



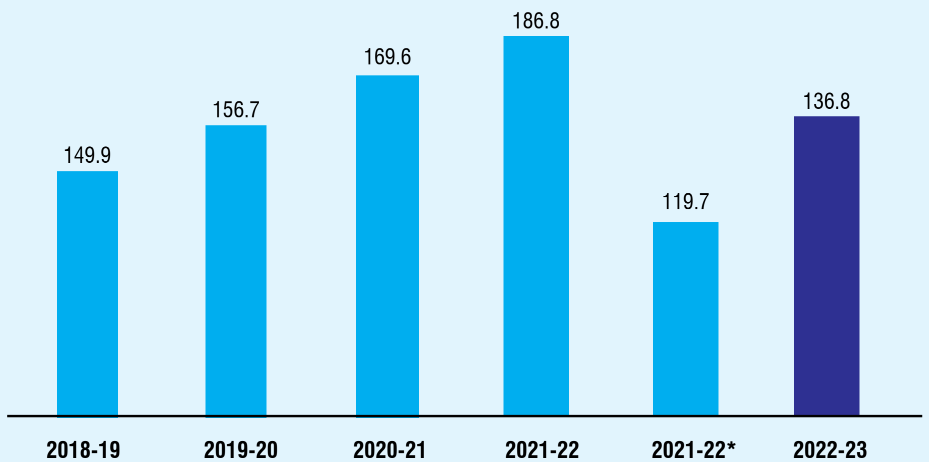
*Figures are restated as per Ind AS 103 to give effect to Demerger Scheme

DEBT EQUITY RATIO



*Figures are restated as per Ind AS 103 to give effect to Demerger Scheme

BOOK VALUE PER SHARE AT THE END OF FINANCIAL YEAR
(in ₹)



*Figures are restated as per Ind AS 103 to give effect to Demerger Scheme

SALIENT STATISTICS 2022-23

₹ in crores

Authorised capital	1000.00
Subscribed and Paid - up capital	465.80
Gross Earnings	5,906.65
Gross Investment on Fleet	11977.16
No. of passengers carried (including Managed vessels)	6,94,233
No. of Employees (including Crew) as on 1st July 2023	
Shore employees	489
Supernumery	1
Contract	56
Retainers (Doctors)	6
Trainees	7
Fleet (Seafarers on Board including contract)	1634
Trainees	329
Vessel owned as on 26.07.2023	
Number	59
Tonnage	5.311 million DWT GT 2.940 million GT
Vessels on Order as on 26.07.2023	Nil
No. of Acquisitions from 01.04.2022 – 30.06.2023	Nil

NOTICE is hereby given that the 73rd (Seventy-Third) Annual General Meeting of The Shipping Corporation of India Limited ("the Company") will be held on **Wednesday, September 13th 2023, at 1400 hours IST** through Video Conferencing ("VC")/ Other Audio Visual Means ("OAVM") to transact the following business:

ORDINARY BUSINESS:

1. To receive, consider and adopt the Audited Standalone and Consolidated Financial Statements of the Company for the Financial Year ended March 31, 2023 together with the Reports of the Board of Directors and the Auditors thereon along with the Comments of the Comptroller and Auditor General of India (C&AG).
2. To approve and declare Dividend of Re. 0.44/- Per Equity Share of Rs.10/- each for the Financial Year 2022-23.
3. To appoint a Director in place of Shri Atul Ubale (DIN: 08630613) who retires by rotation at this meeting and being eligible, offers himself for re-appointment.
4. To fix remuneration of Auditors for the Financial Year 2023-24.

SPECIAL BUSINESS:

5. **Appointment of Shri Manjit Singh Saini (DIN: 10111633) as a Whole – Time Director (Personnel & Administration) of the Company.**

   To consider and if thought fit, to pass with or without modification(s) the following resolution as Ordinary Resolution:

   RESOLVED THAT pursuant to the Sections 149,152,161 and other applicable provisions, if any, of the Companies Act, 2013, and the Companies (Appointment and Qualification of Directors) Rules, 2014 and further amendments thereto from time to time (including any statutory modification(s) or re-enactment(s) thereof for the time being in force), relevant applicable regulations of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 and as per Article 125 of the Articles of Association of the Company, Shri Manjit Singh Saini (DIN: 10111633), who has been appointed as Director (Personnel & Administration) of the Company by the Ministry of Ports, Shipping and Waterways, Government of India and was appointed as an Additional Director of the Company by the Board of Directors pursuant to recommendation of the Nomination & Remuneration Committee with effect from 05.07.2023 and who holds the said office pursuant to the provisions of Section 161 of the Companies Act, 2013 upto the date of this Annual General Meeting or the last date on which the Annual General Meeting for the Financial Year 2022-23 should have been held, whichever is earlier and who is eligible for appointment under the relevant provisions of the Companies Act, 2013, and in respect of whom the Company has received a notice in writing from a Member signifying his intention to propose him as a candidate for the office of the Director, be and is hereby appointed as Whole-time Director (Personnel & Administration) of the Company, liable to retire by rotation.

   RESOLVED FURTHER THAT any Director or Company Secretary of the Company be and is hereby severally authorized to do all such acts, deeds, matters and things which may be necessary for the appointment of Shri Manjit Singh Saini (DIN: 10111633) as a Director (Personnel & Administration) on the Board of the Company.

By Order of the Board of Directors
***For* The Shipping Corporation of India Ltd.**
sd/-
Smt. Swapnita Vikas Yadav
Company Secretary and Compliance Officer

Registered Office:
Shipping House, 245, Madame Cama Road,
Mumbai – 400 021
CIN: L63030MH1950GOI008033
Phone No.: 91-22 2202 6666, 2277 2000
Website: www.shipindia.com
Dated: 04.08.2023

NOTES

1. Pursuant to the General Circular No. 10/2022 dated December 28, 2022, issued by the Ministry of Corporate Affairs (MCA) and Circular SEBI/HO/CFD/PoD-2/P/CIR/2023/4 dated January 5, 2023 issued by SEBI (hereinafter collectively referred to as “the Circulars”), companies are allowed to hold AGM through Video Conferencing (VC), without the physical presence of members at a common venue. Hence, in compliance with the relevant Circulars issued by MCA and SEBI in this regard, the AGM of the Company is being convened and conducted through VC. Members are requested to attend and participate in the ensuing AGM through VC/OAVM. The proceedings of the AGM shall be deemed to be conducted at the Registered Office of the Company at Shipping House, 245, Madame Cama Road, Mumbai - 400 021 which shall be deemed venue of the AGM.
2. Pursuant to the provisions of the Companies Act, 2013, a member entitled to attend and vote at the AGM is entitled to appoint a proxy to attend and vote on his/her behalf and the proxy need not be a member of the company. However, since this AGM is being held pursuant to the MCA/SEBI circulars through VC/OAVM, physical attendance of the Members has been dispensed with. Accordingly, the facility for appointment of proxies by the Members will not be available for this AGM and hence the proxy form, attendance slip and route map are not annexed to this Notice.
3. Facility of joining the AGM through VC/OAVM shall open 1 hour before the scheduled time for the AGM and shall be kept open throughout the proceedings of the AGM. The facility of participation at the AGM through VC/OAVM will be made available for 1000 members on first come first served basis. This will not include large Shareholders (Shareholders holding 2% or more Shareholding), Promoters, Institutional Investors, Directors, Key Managerial Personnel, the Chairpersons of the Audit Committee, Nomination and Remuneration Committee and Stakeholders Relationship Committee, Auditors etc. who are allowed to attend the AGM without restriction on account of first come first served basis.
4. As per the provisions under applicable MCA Circulars, the attendance of the Members attending the AGM through VC/OAVM will be counted for the purpose of reckoning the quorum under Section 103 of the Companies Act, 2013.
5. Statement pursuant to section 102(1) of the Companies Act, 2013 (the ‘Act’) forms part of this Notice. The relevant details, pursuant to Regulations 26(4) and 36(3) of the SEBI LODR Regulations, 2015 and Secretarial Standards on the General Meetings (SS-2) issued by the ICSI, in respect of Directors seeking appointment/ re-appointment at this AGM are also annexed with this Notice.
6. In compliance with aforesaid MCA and SEBI Circulars, Notice of 73rd AGM along with Annual Report 2022-23 is being sent only through electronic mode to those Members whose email addresses are registered with Company/Depositories/RTA as on Friday, 04.08.2023 i.e. cutoff-date. Members may note that the Notice of the 73rd AGM along with Annual Report 2022-23 will also be available on Company’s website **www.shipindia.com**, websites of BSE Limited & National Stock Exchange of India Limited at **www.bseindia.com** and **www.nseindia.com** respectively, and also on website of NSDL **www.evoting.nsdl.com**. Any person acquiring shares after the dispatch of notice of AGM but holding shares as on Friday, 08.09.2023 may visit SCI’s website **www.shipindia.com** under ‘Financial Results→Annual Reports’ section to view the 73rd Annual Report 2022-23. Physical copy of the aforesaid documents may be sent on request of any such Member made at sci.cs@sci.co.in.
7. To support the ‘Green Initiative’, Members who have not yet registered their email addresses are requested to register the same with their Depositories in case the shares are held by them in electronic form and with RTA in case the shares are held by them in physical form.
8. A person who is not a Member as on cut-off date of remote e-voting i.e., Friday, 08.09.2023, should treat the notice for information purposes only.
9. The Registers of the Directors and Key Managerial Personnel and their shareholding under Section 170 of the Companies Act, 2013, will only be made available electronically for inspection to the members on their request to the Company at sci.cs@sci.co.in mentioning their name, folio no. / DPID and client ID and the documents they wish to inspect, with a self-attested PAN card attached to the email.
10. The Register of Members and the Share Transfer Books of the Company will remain closed from Saturday, 02.09.2023 to Wednesday, 13.09.2023 (both the dates inclusive).
11. The Board of Directors at its Meeting held on 09.05.2023, had recommended a Dividend of Re.0.44/- per equity share of Rs.10/- each for the financial year ending

31st March, 2023 subject to approval of the Shareholders at the ensuing Annual General Meeting.

12. The Members, whose names appear in the Register of Members/list of beneficial owners as received from the depositories as on Friday, 01.09.2023, i.e., the date prior to commencement of Book closure, will be paid the dividend as recommended by the Board, if declared at the AGM.

13. The dividend if approved by the Shareholder in the ensuing AGM will be paid within 30 days from date of AGM electronically through various online transfer mode to those Shareholders who have updated bank account details. For Shareholders who have not updated their bank details, dividend warrants/demand drafts will be sent to their registered address. To avoid delay in receiving dividend, Shareholders are requested to update their bank details and KYC with Registrar and Transfer Agent (RTA) / Depositories.

14. Taxability and Other Dividend Related Information

As per the Income Tax Act, 1961 ("Act"), as amended by the Finance Act, 2020, dividends paid or distributed by a Company after April 1, 2020 shall be taxable in the hands of the Shareholders. The Company shall therefore be required to deduct tax at source at the applicable rates at the time of making the payment of the said Final Dividend, if declared at the AGM.

The Finance Act, 2021 has inserted a special provision for deduction of tax at source for non-filers of income-tax return u/s 206AB under the Income-tax Act, 1961 ("IT Act"). This section will be effective from 1st July, 2021.

According to the relevant provisions of section 206AB of the IT Act, in case the Company is paying any sum to any persons, the Company will be liable to deduct TDS at higher rate under IT Act, from such payment where:

(a) The *specified person* has not furnished the return of income for the assessment year relevant to the previous year immediately preceding the financial year in which tax is required to be deducted (i.e. if ITR is not filed by the persons for FY 21-22), for which the time limit for furnishing the return of income under section 139(1) has expired and

(b) The aggregate of TDS deducted and TCS collected in the said previous year is Rs. 50,000/- or more.

The TDS rate may vary depending on the residential status of the Shareholder and the documents submitted by the Shareholders and accepted by the Company in accordance with the provisions of the Act. The TDS for various categories of Shareholders along with required documents are summarized below:

Table 1: Resident Shareholders

Particulars & Category of shareholders	Rate of Tax Deduction	Exemption documents to be given
Resident Individuals		
If total Dividend income to a resident individual shareholder in FY 2023-24 > Rs.5,000/-	- 10% in case where PAN is provided/available - 20% in other cases where Section 206AA or 206AB becomes applicable	Update the PAN if not already done with depositaries (in case of shares held in demat mode) and with the Company's Registrar and Transfer Agents – Bigshare Services Pvt Ltd ("RTA") (in case of shares held in physical mode).
Shareholders providing duly signed Form 15G (applicable to any person other than a Company or a Firm) /15H (applicable to an Individual above the age of 60 years) provided that all the prescribed eligibility conditions are met.	NIL	Form 15G/15H duly signed – The forms can be downloaded from the website of the RTA at **https://www.bigshareonline.com/Resources.aspx**
If total Dividend income to a resident individual shareholder in FY 2023-24 < Rs.5,000/-	NIL	-
Resident - Other than Individuals		
Indian Commercial Banks/Indian Financial Institutions	- 10%. - 20% in other cases where Section 206AA or 206AB becomes applicable	-
Insurance Companies: LIC & Other Insurance Companies such as GIC / United India Insurance Co/ Oriental Insurance Co / New India Assurance Co as provided under Second Proviso to section 194 of IT Act	NIL	A declaration that it has a full beneficial interest with respect to the shares owned by it along with self-attested PAN.

Particulars & Category of shareholders	Rate of Tax Deduction	Exemption documents to be given
Govt of India, Corporation established by or under a Central Act which is, under any law for the time being in force, exempt from income- tax on its income (Section 196)	NIL	Self-declaration specifying the specific Central Act under which such corporation is established and that their income is exempt under the provisions of Income Tax Act, 1961 along with a self-attested copy of the PAN card and registration certificate.
Mutual Funds	NIL	Self-declaration that they are specified and covered under section 10 (23D) of the Income Tax Act, 1961 along with a self-attested copy of PAN card and registration certificate.
	- 10%. - 20% in other cases where Section 206AA or 206AB becomes applicable.	In case of mutual funds not covered under section 10 (23D) of the Income Tax Act, 1961
New Pension System Trust	NIL	Self-declaration that they are specified in Section 10 (44) of the Income Tax Act, 1961.
Alternative Investment Fund	NIL	Self-declaration that its income is exempt under Section 10 (23FBA) of the Income Tax Act, 1961 and they are governed by SEBI regulations as Category I or Category II AIF along with a self-attested copy of the PAN card and registration certificate.
	- 10% - 20% in other cases where Section 206AA or 206AB becomes applicable	In case AIF other than those registered with SEBI as per Section 115UB of the Act.
Order under section 197 of the Act	Rate provided in the order	Lower/NIL withholding tax certificate obtained from Income Tax authorities.
Other resident shareholder without PAN/Invalid PAN	20% as per Sec 206AA or Rate as per Sec 206AB whichever is higher	-

Please Note that:

a) Recording of the valid Permanent Account Number (PAN) for the registered Folio/DP ID - Client ID is mandatory. In absence of valid PAN, tax will be deducted at a higher rate of 20% as per Section 206AA of the Act. If the provisions of section 206AA is applicable to a specified person, in addition to the provision of Sec 206AB, then tax shall be deducted at higher of the two rates provided in section 206AA and 206AB.

b) Shareholders holding shares under multiple accounts under different status / category and single PAN, may note that, higher of the tax as applicable to the status in which shares held under a PAN will be considered on their entire holding in different accounts.

Table 2: Non-resident Shareholders

Tax is required to be withheld in accordance with the provisions of Section 195 of the Income Tax Act, 1961 at applicable rates in force. As per the said provisions, the tax shall be withheld @ 20% plus applicable surcharge and cess on the amount of dividend payable. However, as per Section 90 of the Income Tax Act, 1961, a non-resident payee has the option to be governed by the provisions of the Double Tax Avoidance Agreement (DTAA) between India and the country of tax residence of the shareholder, if they are more beneficial to the shareholder. For this purpose, i.e. to avail the DTAA benefits, the non-resident shareholder will have to provide documents provided in the table:

Category of shareholder	Tax Deduction Rate	Exemption applicability/ Documentation requirement
Any non-resident shareholder other than FIIs/ FPIs	20% (plus applicable surcharge and cess) or Tax Treaty rate whichever is lower	Non-resident shareholders may opt for tax rate under Double Taxation Avoidance Agreement ("Tax Treaty") as per Section 90 of the Income tax Act, 1961. The Tax Treaty rate shall be applied for tax deduction at source on submission of following documents to the RTA: • Copy of the PAN Card, if any, allotted by the Indian authorities. • Self-attested copy of Tax Residency Certificate (TRC) valid as on the AGM date obtained from the tax authorities of the country of which the shareholder is resident. • Self-declaration of beneficial ownership and not having a PE in India. • Form 10F can be downloaded from the website of the RTA at **https://www.bigshareonline.com/Resources.aspx** TDS shall be recovered at 20% (plus applicable surcharge and cess) if any of the above mentioned documents are not provided. However, the Company in its sole discretion reserves the right to apply the beneficial DTAA rates at the time of tax deduction/withholding on dividend amounts and to call for any further information. Application of DTAA rate shall depend upon the completeness of the documents submitted by the Non-Resident shareholder and review to the satisfaction of the Company.
Foreign Institutional Investors, Foreign Portfolio Investors (FII, FPI)	20% (plus applicable surcharge and cess)	None (Treaty benefit not available to FII/FPI).TDS rate shall not be reduced on account of the application of the Lower DTAA rate or lower tax deduction order, if any.
Submitting Order under section 197 of the Act	Rate provided in the Order	Lower/NIL withholding tax certificate obtained from Income Tax authorities.

Note: The Shareholders holding shares under multiple accounts under different status / category and single PAN, may note that, higher of the tax as applicable to the status in which shares held under a PAN will be considered on their entire holding in different accounts.

PROCEDURE FOR SUBMISSION OF DOCUMENTS:

Form 15G/15H/10F can be downloaded from the website of our RTA, Bigshare Services Private Limited at **https://www.bigshareonline.com/Resources.aspx** The above-mentioned documents (duly completed and signed) are required to be sent to company's RTA at their email ID at **tds@bigshareonline.com**

Please note that the duly completed and signed documents should be sent to the RTA before the record date for dividend i.e in order to enable the Company to determine and deduct appropriate TDS / Withholding Tax. Incomplete and/or unsigned forms and declarations will not be considered by the Company. No communication/ documents on the tax determination / deduction shall be considered post record date for dividend.

Further, Shareholders who have not registered their email address are requested to register the same with the Depositories in case the shares are held in Demat and with our RTA if the shares are held in physical form. Shareholders are further requested to update their Bank Accounts with the Depositories in case the shares are held in Demat and with our RTA if the shares are held in physical form. Shareholder holding shares in physical form can update their email ids/ bank/ Details online at company's RTA website at **https://www.bigshareonline.com/InvestorRegistration.aspx**

It may be further noted that in case the tax on said dividend is deducted at a higher rate in absence of receipt of the aforementioned details / documents from you, there would still be an option available with you to file the return of income and claim an appropriate refund, if eligible. No claim shall lie against the Company for such taxes deducted.

15. Pursuant to Section 108 of the Companies Act, 2013 read with Rule 20 of the Companies (Management and Administration)

Rules, 2014 (as amended) and Regulation 44 of SEBI (LODR) Regulations, 2015 (as amended), and in accordance with the Circulars issued by the Ministry of Corporate Affairs, the Company is providing facility of remote e-Voting and e-voting during AGM to its Members in respect of the business to be transacted at the AGM. For this purpose, the Company has engaged National Securities Depository Limited (NSDL) for facilitating voting through electronic means, as the authorized agency. The facility of casting votes by the member using remote e-Voting system as well as voting from the Venue on the date of the AGM will be provided by NSDL.

16. Instructions for e-voting and joining the AGM are as follows:

VOTING THROUGH ELECTRONIC MEANS.

I. In compliance with the provisions of Section 108 of the Act, read with Rule 20 of the Companies (Management and Administration) Rules, 2014, as amended from time to time, and Regulation 44 of the SEBI Listing Regulations and in terms of SEBI circular no. SEBI/HO/CFD/CMD/ CIR/P/2020/242 dated December 9, 2020, the Company is providing its Members the facility to exercise their votes electronically, through the e-voting services provided by NSDL, on all the resolutions set forth in this Notice. The instructions for e-voting are given herein below.

II. The remote e-voting period commences on **Sunday 10.09.2023 at 09:00 AM and ends on Tuesday, 12.09.2023 at 05:00 PM.** During this period, Members holding shares either in physical form or in dematerialized form, as on **Friday. 08.09.2023,** may cast their vote electronically. The e-voting module shall be disabled by NSDL for voting thereafter. Those Members, who will be present in the AGM through VC / OAVM facility and have not cast their vote on the Resolutions through remote e-voting and are otherwise not barred from doing so, shall be eligible to vote through e-voting system during the AGM.

III. The Board of Directors of the Company have appointed M/s Mehta and Mehta, Company Secretaries as the Scrutinizer, to scrutinize the entire e-voting process in a fair and transparent manner. Ms. Ashwini Inamdar, Practising Company Secretary (Membership No. F 9409), Partner and failing her, Ms. Alifya Sapatwala, Practising Company Secretary (Membership No. A24895), Partner, will represent Mehta & Mehta, Company Secretaries. The scrutinizers have communicated their willingness to be appointed and availability for ascertaining the requisite majority.

IV. The Members who have cast their vote by remote e-voting prior to the AGM may also attend/ participate in the AGM through VC / OAVM but shall not be entitled to cast their vote again.

V. The voting rights of Members shall be in proportion to their shares in the paid-up equity share capital of the Company as on the cut-off date.

VI. Any person holding shares in physical form and non-individual Shareholders, who acquires shares of the Company and becomes a Member of the Company after sending of the Notice and holding shares as on the cut-off date, may obtain the login ID and password by sending a request at evoting@nsdl.co.in. However, if he/she are already registered with NSDL for remote e-voting then he/she can use his/her existing User ID and password for casting the vote. If you forgot your password, you can reset your password by using "Forgot User Details/Password" or "Physical User Reset Password" option available on www.evoting.nsdl.com or call on toll free no. 022-48867000 and 022-24997000. In case of Individual Shareholders holding securities in Demat mode who acquire shares of the Company and becomes a Member of the Company after dispatch of the Notice and holding shares as on the cut-off date i.e. **Friday, 08.09.2023** may follow steps mentioned in the Notice of the AGM under "Access to NSDL e-Voting system".

VII. President of India/ Institutional/ Corporate Shareholders (i.e. other than individuals/ HUF/ NRI, etc.) are required to send a scanned copy (PDF/JPG format) of its Board or governing body Resolution/ Authorisation etc., authorizing its representative to attend the AGM through VC/OAVM on its behalf and to vote through remote e-voting. The said Resolution/ Authorisation shall be sent to the Scrutinizer by e-mail at info@mehta-mehta.com with a copy marked to **evoting@nsdl.co.in** and **sci.cs@sci.co.in** on or before **Friday, 08.09.2023 till 05:00 PM (IST).**

VIII. In case of joint holders attending the meeting, only such joint holder who is higher in the order of names will be entitled to vote.

IX. The details of the process and manner for remote e-voting are explained herein below:

THE INSTRUCTIONS FOR MEMBERS FOR REMOTE E-VOTING AND JOINING GENERAL MEETING ARE AS UNDER:

The remote e-voting period begins on **Sunday 10.09.2023 at 09:00 AM and ends on Tuesday, 12.09.2023 at 05:00 PM.** The remote e-voting module shall be disabled by NSDL for voting thereafter. The Members, whose names appear in the Register of Members / Beneficial Owners as on the record date (cut-off date) i.e. **Friday, 08.09.2023,** may cast their vote electronically. The voting right of shareholders shall be in proportion to their share in the paid-up equity share capital of the Company as on the cut-off date, being 08.09.2023.

<u>How do I vote electronically using NSDL e-Voting system?</u>

The way to vote electronically on NSDL e-Voting system consists of "Two Steps" which are mentioned below:

<u>Step 1: Access to NSDL e-Voting system</u>

A) <u>Login method for e-Voting and joining virtual meeting for Individual shareholders holding securities in demat mode</u>

In terms of SEBI circular dated December 9, 2020 on e-Voting facility provided by Listed Companies, Individual shareholders holding securities in demat mode are allowed to vote through their demat account maintained with Depositories and Depository Participants. Shareholders are advised to update their mobile number and email Id in their demat accounts in order to access e-Voting facility.

Login method for Individual shareholders holding securities in demat mode is given below:

Type of shareholders	Login Method
Individual Shareholders holding securities in demat mode with NSDL. NSDL Mobile App is available on App Store Google Play	1. Existing **IDeAS** user can visit the e-Services website of NSDL Viz. **<u>https://eservices.nsdl.com</u>** either on a Personal Computer or on a mobile. On the e-Services home page click on the **"Beneficial Owner"** icon under **"Login"** which is available under '**IDeAS**' section , this will prompt you to enter your existing User ID and Password. After successful authentication, you will be able to see e-Voting services under Value added services. Click on **"Access to e-Voting"** under e-Voting services and you will be able to see **e-Voting page. Click on company name or e-Voting service provider i.e. NSDL** and you will be re-directed to e-Voting website of NSDL for casting your vote during the remote e-Voting period or joining virtual meeting & voting during the meeting. 2. If you are not registered for IDeAS e-Services, option to register is available at **<u>https://eservices.nsdl.com</u>** Select **"Register Online for IDeAS Portal"** or click at **<u>https://eservices.nsdl.com/SecureWeb/IdeasDirectReg.jsp</u>** 3. Visit the e-Voting website of NSDL. Open web browser by typing the following URL: **<u>https://www.evoting.nsdl.com/</u>** either on a Personal Computer or on a mobile. Once the home page of e-Voting system is launched, click on the icon "Login" which is available under 'Shareholder/Member' section. A new screen will open. You will have to enter your User ID (i.e. your sixteen digit demat account number hold with NSDL), Password/OTP and a Verification Code as shown on the screen. After successful authentication, you will be redirected to NSDL Depository site wherein you can see e-Voting page. Click on company name or **e-Voting service provider i.e. NSDL** and you will be redirected to e-Voting website of NSDL for casting your vote during the remote e-Voting period or joining virtual meeting & voting during the meeting. 4. Shareholders/Members can also download NSDL Mobile App **"NSDL Speede"** facility by scanning the QR code mentioned below for seamless voting experience.

Individual Shareholders holding securities in demat mode with CDSL	1. Users who have opted for CDSL Easi / Easiest facility, can login through their existing user id and password. Option will be made available to reach e-Voting page without any further authentication. The users to login Easi /Easiest are requested to visit CDSL website **www.cdslindia.com** and click on login icon & New System Myeasi Tab and then use your existing Myeasi username & password. 2. After successful login the Easi / Easiest user will be able to see the e-Voting option for eligible companies where the evoting is in progress as per the information provided by company. On clicking the evoting option, the user will be able to see e-Voting page of the e-Voting service provider for casting your vote during the remote e-Voting period or joining virtual meeting & voting during the meeting. Additionally, there is also links provided to access the system of all e-Voting Service Providers, so that the user can visit the e-Voting service providers' website directly. 3. If the user is not registered for Easi/Easiest, option to register is available at CDSL website **www.cdslindia.com** and click on login & New System Myeasi Tab and then click on registration option. 4. Alternatively, the user can directly access e-Voting page by providing Demat Account Number and PAN No. from e-Voting link available on **www.cdslindia.com** home page. The system will authenticate the user by sending OTP on registered Mobile & Email as recorded in the Demat Account. After successful authentication, user will be able to see the e-Voting option where the evoting is in progress and also able to directly access the system of all e-Voting Service Providers.
Individual Shareholders (holding securities in demat mode) login through their depository participants	You can also login using the login credentials of your demat account through your Depository Participant registered with NSDL/CDSL for e-Voting facility. Upon logging in, you will be able to see e-Voting option. Click on e-Voting option, you will be redirected to NSDL/CDSL Depository site after successful authentication, wherein you can see e-Voting feature. Click on company name or e-Voting service provider i.e. NSDL and you will be redirected to e-Voting website of NSDL for casting your vote during the remote e-Voting period or joining virtual meeting & voting during the meeting.

Important note: Members who are unable to retrieve User ID/ Password are advised to use Forget User ID and Forget Password option available at abovementioned website.

Helpdesk for Individual Shareholders holding securities in demat mode for any technical issues related to login through Depository i.e. NSDL and CDSL.

Login type	Helpdesk details
Individual Shareholders holding securities in demat mode with NSDL	Members facing any technical issue in login can contact NSDL helpdesk by sending a request at **evoting@nsdl.co.in** or call at 022 - 4886 7000 and 022 - 2499 7000
Individual Shareholders holding securities in demat mode with CDSL	Members facing any technical issue in login can contact CDSL helpdesk by sending a request at **helpdesk.evoting@cdslindia.com** or contact at toll free no. 1800 22 55 33

B) Login Method for e-Voting and joining virtual meeting for shareholders other than Individual shareholders holding securities in demat mode and shareholders holding securities in physical mode.

How to Log-in to NSDL e-Voting website?

1. Visit the e-Voting website of NSDL. Open web browser by typing the following URL: **https://www.evoting.nsdl.com/** either on a Personal Computer or on a mobile.
2. Once the home page of e-Voting system is launched, click on the icon “Login” which is available under ‘Shareholder/Member’ section.
3. A new screen will open. You will have to enter your User ID, your Password/OTP and a Verification Code as shown on the screen. Alternatively, if you are registered for NSDL eservices i.e. IDeAS, you can log-in at **https://eservices.nsdl.com/** with your existing IDeAS login. Once you log-in to NSDL eservices after using your log-in credentials, click on e-Voting and you can proceed to Step 2 i.e. Cast your vote electronically.
4. Your User ID details are given below:

Manner of holding shares i.e. Demat (NSDL or CDSL) or Physical	Your User ID is:
a) For Members who hold shares in demat account with NSDL.	8 Character DP ID followed by 8 Digit Client ID For example if your DP ID is IN300*** and Client ID is 12****** then your user ID is IN300***12******.
b) For Members who hold shares in demat account with CDSL.	16 Digit Beneficiary ID For example if your Beneficiary ID is 12************** then your user ID is 12**************
c) For Members holding shares in Physical Form.	EVEN Number followed by Folio Number registered with the company For example if folio number is 001*** and EVEN is 101456 then user ID is 101456001***

5. Password details for shareholders other than Individual shareholders are given below:
   a) If you are already registered for e-Voting, then you can use your existing password to login and cast your vote.
   b) If you are using NSDL e-Voting system for the first time, you will need to retrieve the ‘initial password’ which was communicated to you. Once you retrieve your ‘initial password’, you need to enter the ‘initial password’ and the system will force you to change your password.
   c) How to retrieve your ‘initial password’?

(i) If your email ID is registered in your demat account or with the company, your ‘initial password’ is communicated to you on your email ID. Trace the email sent to you from NSDL from your mailbox. Open the email and open the attachment i.e. a .pdf file. Open the .pdf file. The password to open the .pdf file is your 8 digit client ID for NSDL account, last 8 digits of client ID for CDSL account or folio number for shares held in physical form. The .pdf file contains your ‘User ID’ and your ‘initial password’.

(ii) If your email ID is not registered, please follow steps mentioned below in **process for those shareholders whose email ids are not registered.**

6. If you are unable to retrieve or have not received the “ Initial password” or have forgotten your password:
   a) Click on **“Forgot User Details/Password?”** (If you are holding shares in your demat account with NSDL or CDSL) option available on **www.evoting.nsdl.com**
   b) **“Physical User Reset Password?”** (If you are holding shares in physical mode) option available on **www.evoting.nsdl.com**
   c) If you are still unable to get the password by aforesaid two options, you can send a request at **evoting@nsdl.co.in** mentioning your demat account number/folio number, your PAN, your name and your registered address etc.
   d) Members can also use the OTP (One Time Password) based login for casting the votes on the e-Voting system of NSDL
7. After entering your password, tick on Agree to “Terms and Conditions” by selecting on the check box.
8. Now, you will have to click on “Login” button.
9. After you click on the “Login” button, Home page of e-Voting will open.

Step 2: Cast your vote electronically and join General Meeting on NSDL e-Voting system:

How to cast your vote electronically and join General Meeting on NSDL e-Voting system?

1. After successful login at Step 1, you will be able to see all the companies "EVEN" in which you are holding shares and whose voting cycle and General Meeting is in active status.
2. Select "EVEN" of company for which you wish to cast your vote during the remote e-Voting period and casting your vote during the General Meeting. For joining virtual meeting, you need to click on "VC/OAVM" link placed under "Join Meeting".
3. Now you are ready for e-Voting as the Voting page opens.
4. Cast your vote by selecting appropriate options i.e. assent or dissent, verify/modify the number of shares for which you wish to cast your vote and click on "Submit" and also "Confirm" when prompted.
5. Upon confirmation, the message "Vote cast successfully" will be displayed.
6. You can also take the printout of the votes cast by you by clicking on the print option on the confirmation page.
7. Once you confirm your vote on the resolution, you will not be allowed to modify your vote.

General Guidelines for shareholders

1. Institutional shareholders (i.e. other than individuals, HUF, NRI etc.) are required to send scanned copy (PDF/JPG Format) of the relevant Board Resolution/ Authority letter etc. with attested specimen signature of the duly authorized signatory(ies) who are authorized to vote, to the Scrutinizer by e-mail to **info@mehta-mehta.com** with a copy marked to **evoting@nsdl.co.in** Institutional shareholders (i.e. other than individuals, HUF, NRI etc.) can also upload their Board Resolution / Power of Attorney / Authority Letter etc. by clicking on "Upload Board Resolution / Authority Letter" displayed under "e-Voting" tab in their login.
2. It is strongly recommended not to share your password with any other person and take utmost care to keep your password confidential. Login to the e-voting website will be disabled upon five unsuccessful attempts to key in the correct password. In such an event, you will need to go through the **"Forgot User Details/Password?" or "Physical User Reset Password?"** option available on **www.evoting.nsdl.com** to reset the password.
3. In case of any queries, you may refer the Frequently Asked Questions (FAQs) for Shareholders and e-voting user manual for Shareholders available at the download section of **www.evoting.nsdl.com** or call on.: 022 - 4886 7000 and 022 - 2499 7000 or send a request to Ms. Prajakta Pawle at **evoting@nsdl.co.in**

Process for those shareholders whose email ids are not registered with the depositories for procuring user id and password and registration of e mail ids for e-voting for the resolutions set out in this notice:

1. In case shares are held in physical mode please provide Folio No., Name of shareholder, scanned copy of the share certificate (front and back), PAN (self-attested scanned copy of PAN card), AADHAR (self-attested scanned copy of Aadhar Card) by email to **sci.cs@sci.co.in**
2. In case shares are held in demat mode, please provide DPID-CLID (16 digit DPID + CLID or 16 digit beneficiary ID), Name, client master or copy of Consolidated Account statement, PAN (self-attested scanned copy of PAN card), AADHAR (self-attested scanned copy of Aadhar Card) to **sci.cs@sci.co.in**. If you are an Individual shareholders holding securities in demat mode, you are requested to refer to the login method explained at **step 1 (A) i.e. Login method for e-Voting and joining virtual meeting for Individual shareholders holding securities in demat mode.**
3. Alternatively shareholder/members may send a request to **evoting@nsdl.co.in** for procuring user id and password for e-voting by providing above mentioned documents.
4. In terms of SEBI Circular dated December 9, 2020 on e-Voting facility provided by Listed companies, Individual Shareholders holding securities in demat mode are allowed to vote through their demat account maintained with depositories and Depository Participants. Shareholders are required to update their mobile and email id correctly in their Demat Account in order to access e-Voting facility.

THE INSTRUCTIONS FOR MEMBERS FOR e-VOTING ON THE DAY OF THE AGM ARE AS UNDER:-

1. The procedure for e-Voting on the day of the AGM is same as the instructions mentioned above for remote e-voting.
2. Only those Members / shareholders, who will be present in the AGM through VC/OAVM facility and have not casted their vote on the Resolutions through remote e-Voting and are otherwise not barred from doing so, shall be eligible to vote through e-Voting system in the AGM.
3. Members who have voted through Remote e-Voting will be eligible to attend the AGM. However, they will not be eligible to vote at the AGM.
4. The details of the person who may be contacted for any grievances connected with the facility for e-Voting on the day of the AGM shall be the same person mentioned for Remote e-voting.

INSTRUCTIONS FOR MEMBERS FOR ATTENDING THE AGM THROUGH VC / OAVM ARE AS UNDER:

1. Member will be provided with a facility to attend the AGM through VC/OAVM through the NSDL e-Voting system. Members may access by following the steps mentioned above for **Access to NSDL e-Voting system.** After successful login, you can see link of "VC/OAVM" placed under **"Join meeting"** menu against company name. You are requested to click on VC/OAVM link placed under Join Meeting menu. The link for VC/OAVM will be available in Shareholder/Member login where the EVEN of Company will be displayed. Please note that the members who do not have the User ID and Password for e-Voting or have forgotten the User ID and Password may retrieve the same by following the remote e-Voting instructions mentioned in the notice to avoid last minute rush.
2. Members are encouraged to join the Meeting through Laptops for better experience.
3. Further Members will be required to allow Camera and use Internet with a good speed to avoid any disturbance during the meeting.
4. Please note that Participants Connecting from Mobile Devices or Tablets or through Laptop connecting via Mobile Hotspot may experience Audio/Video loss due to Fluctuation in their respective network. It is therefore recommended to use Stable Wi-Fi or LAN Connection to mitigate any kind of aforesaid glitches.
5. Shareholders who would like to express their views/have questions may send their questions in advance mentioning their name demat account number/folio number, email id, mobile number at sci.cs@sci.co.in. The same will be replied by the company suitably.
6. Members who would like to express their views or ask questions during the AGM may register themselves as a speaker by sending their request from their registered email address mentioning their name, DP ID and Client ID/ folio number, PAN, mobile number, email address at **sci.cs@sci.co.in** from 28.08.2023 to 05.09.2023. Those Members who have registered themselves as a speaker will only be allowed to express their views/ask questions during the AGM. The Company reserves the right to restrict the number of speakers depending on the availability of time for the AGM. The Company may respond suitably to those shareholders who had sent request to the Company to express their views/questions but due to paucity of time did not get opportunity to ask questions during AGM.

17. Other Instructions

a) The Scrutinizer shall, immediately after the conclusion of voting at the AGM, first count the votes cast during the AGM, thereafter unblock the votes cast through remote e-voting and make, not later than 2 working days of conclusion of the AGM, a consolidated Scrutinizer's Report of the total votes cast in favour or against, if any, to the Chairman or a person authorised by him in writing, who shall countersign the same.

b) The result declared along with the Scrutinizer's Report shall be placed on the Company's website **www.shipindia.com** and on the website of NSDL **www.evoting.nsdl.com** immediately. The Company shall simultaneously forward the results to National Stock Exchange of India Limited and BSE Limited, where the shares of the Company are listed. The result of the voting will also be displayed at the Notice Board at the Registered Office and the Administrative Office of the Company.

18. Transfer of Unclaimed or Unpaid Dividend and/or Shares to IEPF:

a) Members are requested to note that, pursuant to Section 124 of the Companies Act 2013, dividends if not claimed by the entitled Shareholders for a consecutive period of 7 years from the date of transfer to Unpaid Dividend Account of the Company, are liable to be transferred to the Investor Education and Protection Fund ("IEPF"). The Shares in respect of such unclaimed dividends are also liable to be transferred to the Demat account of the IEPF Authority. In view of this, Members are requested to claim their dividends from the Company / RTA, within the stipulated timeline.

b) In the event of transfer of shares and the unclaimed dividends to IEPF, Members are entitled to claim the same from the IEPF authority by submitting an online application in the prescribed Form IEPF-5 available on the website **http://www.iepf.gov.in/** and sending a physical copy of the same duly signed to the Company along with the requisite documents enumerated in Form IEPF-5.

c) Pursuant to the Rule 5(8) of the Investor Education and Protection Authority (Accounting, Audit, Transfer and Refund) Rules, 2016, the Company has uploaded details of unpaid and unclaimed amounts lying with the Company for the dividend declared in FY 2019-20, 2020-21, 2021-22 on its website at **www.shipindia.com**

19. For attention of Shareholders:

a) Members who are holding shares in physical form in identical order of names in more than one folio are requested to send to the Company or its Registrar and Share Transfer Agent, the details of such folios together with the share certificates for consolidating their holding in one folio as per the procedure stipulated in SEBI circular no. SEBI/HO/MIRSD/MIRSD_RTAMB/P/CIR/2022/8 dated 25.01.2022.

b) Effective from April 01, 2019 SEBI has barred physical transfer of shares of listed companies and mandated transfers only through demat. However, investors are not barred from holding shares in physical form. We request shareholders whose shares are in physical mode to dematerialize their shares. Shareholders holding shares in dematerialized mode have been requested to register their email address, bank account details and mobile number with their depository participants. Those holding shares in physical mode have been requested to furnish PAN, nomination, contact details, bank account details and specimen signature for their corresponding folios. The folios shall be frozen, if any of these details are not available on or after October 01, 2023. Shareholders may contact the RTA at **investor@bigshareonline.com**

c) SEBI, vide its circular nos. SEBI/HO/MIRSD/MIRSD_RTAMB/P/CIR/2021/655 dated November 03, 2021, SEBI/HO/MIRSD/MIRSD_RTAMB/P/CIR/2021/687 dated December 14, 2021 and SEBI/HO/MIRSD/MIRSD-PoD1/P/CIR/2023/37 dated March 16, 2023, has mandated Members holding shares in physical form to submit PAN, nomination, contact details, bank account details and specimen signature in specified forms. Members may access **www.shipindia.com/investors/downloads** for Form ISR-1 to register PAN/ email id/ bank details/ other KYC details, Form ISR-2 to update signature and Form ISR-3 for declaration to opt out. Members may make service requests by submitting a duly filled and signed Form ISR-4 & ISR-5, the format of which is available on the Company's website and on the website of the Company's Registrar and Transfer Agent.

d) In case a holder of physical securities fails to furnish PAN, nomination, contact details, bank account details and specimen signature by October 1, 2023, Bigshare will be obligated to freeze such folios. The securities in the frozen folios shall be eligible to receive payments (including dividend) and lodge grievances only after furnishing the complete documents. If the securities continue to remain frozen as on December 31, 2025, the Registrar/the Company shall refer such securities to the administering authority under the Benami Transactions (Prohibitions) Act, 1988, and/or the Prevention of Money Laundering Act, 2002. In compliance with SEBI guidelines, the Company had sent communication intimating about the submission of above details to all the Members holding shares in physical form.

e) Dispute Resolution Mechanism at Stock Exchanges SEBI, vide its circular no. SEBI/HO/MIRSD/MIRSD_RTAMB/P/CIR/2022/76 dated May 30, 2022, provided an option for arbitration as a Dispute Resolution Mechanism for investors. As per this circular, investors can opt for arbitration with Stock Exchanges in case of any dispute against the Company or its Registrar and Transfer Agent on delay or default in processing any investor services related request. In compliance with SEBI guidelines, the Company had sent communication intimating about the said Dispute Resolution Mechanism to all the Members holding shares in physical form.

f) Members are requested to intimate changes, if any, pertaining to their name, postal address, email address, telephone/ mobile numbers, Permanent Account Number (PAN), mandates, nominations, power of attorney, bank details such as, name of the bank and branch details, bank account number, MICR code, IFSC code, or any other KYC details etc., to their Depositories in case the shares are held by them in electronic form and to the RTA of the Company in case the shares are held by them in the physical form. Members are requested to contact the Registrar and Transfer Agent (RTA) of the company Bigshare Services Private Limited, Office No S6-2, 6th Floor, Pinnacle Business Park, Next to Ahura Centre, Mahakali Caves Road, Andheri (East) Mumbai – 400093. Tel: 022-62638200, Fax: 022 62638299. **Email: investor@bigshareonline.com Website: www.bigshareonline.com**

g) Non-resident Indian shareholders are requested to inform about the following immediately to the Company or its Registrar and Share Transfer Agent or the concerned Depository Participant, as the case may be: a) the change in the residential status on return to India for permanent settlement, and b) the particulars of the NRE account with a bank in India, if not furnished earlier.

Sd/-
Smt. Swapnita Vikas Yadav
Company Secretary and Compliance Officer

Registered Office:
Shipping House, 245, Madame Cama Road,
Mumbai – 400 021.
CIN: L63030MH1950GOI008033
Phone No.: 91-22 2202 6666, 2277 2000
Website: www.shipindia.com
Date: 04.08.2023

ANNEXURE TO THE NOTICE (EXPLANATORY STATEMENT PURSUANT TO SECTION 102(1) OF THE COMPANIES ACT, 2013)

ITEM NO. 5:

APPOINTMENT OF SHRI MANJIT SINGH SAINI (DIN: 10111633) AS A WHOLE-TIME DIRECTOR (PERSONNEL & ADMINISTRATION) OF THE COMPANY.

The following statement sets out all the material facts relating to the resolution to be passed as mentioned in the accompanying Notice:

The Ministry of Ports, Shipping and Waterways vide its letter dated 05.07.2023 appointed Shri Manjit Singh Saini as Director (Personnel & Administration) on the Board of SCI. Accordingly, Shri Manjit Singh Saini was appointed as an Additional Director on the Board of SCI upon assumption of his charge i.e w.e.f 05.07.2023 in terms of provisions of Section 161 of the Companies Act, 2013, rules made thereunder and also the provisions of the Articles of Association of the Company by the Board of Directors of the Company.

As per the provisions contained under Section 161 of the Companies Act, 2013, the Additional Director so appointed by the Board shall hold office upto the date of next Annual General Meeting of the Company or the last date on which the Annual General Meeting of the Company should have been held, whichever is earlier.

In terms of provisions contained under Section 160 of the Act, the Company has received a notice in writing from a Member proposing the candidature of Shri Manjit Singh Saini for the office of Director. The candidature of Shri Manjit Singh Saini as Director (P&A) has been recommended by the Nomination and Remuneration Committee, hence the requirement for deposit of amount does not apply.

His brief resume containing other relevant details is annexed herewith.

Relevant documents, if any, referred to in this notice and the Explanatory statement pursuant to section 102 of the Act, will be available for inspection via electronic mode from the date of circulation of this notice upto the last date of remote e-voting. In the event, any Member desires to inspect such Documents, may write an email to the company at **sci.cs@sci.co.in** by mentioning their name, folio number/DP ID-Client ID, as applicable, Mobile number and copy of pan Card attached. The Company shall thereafter suitably make the Documents available on/through Electronic Mode.

None of the other Directors, Key Managerial Personnel of the Company or their relatives is, in any way, concerned or interested in the Resolution.

The Board recommends the Ordinary Resolution as set out for approval by the Members.

Details of Director seeking appointment / re-appointment in pursuance of relevant provisions of the Act and SEBI LODR, 2015

Name of the Director	Shri Manjit Singh Saini (DIN: 10111633)
Date of Birth & Age	January 02nd, 1965 58 Years
Nationality	Indian
Date of first appointment on the Board	July 5th 2023
Qualification	MBA (Marketing).
List of Directorship in Other Companies as on 04.08.2023	NIL
Membership/Chairmanship of Committees of Companies as on 04.08.2023	NIL
Listed entities from which the person has resigned in the past three years	None
Shareholding in SCI (including shareholding as a beneficial owner) as on 04.08.2023	NIL
Disclosure of relationship between Directors interse	There is no relationship between the Directors inter se
Brief Resume and Nature of Expertise in Specific Functional Area	Shri Manjit Singh Saini has taken over as Director, (Personnel & Administration) on 5th July 2023. During his career spanning over 33 years in SCI, he has successfully handled diverse portfolios in various Divisions of SCI and also at MTI (Maritime Training Institute) and he had headed SCI Chennai Regional office with complete Commercial Operations and Administration.

	Shri Manjit Singh Saini, post completing MBA (Marketing) joined SCI on 22nd May 1990, as an Assistant Manager (then Junior Officer). During his stint in Head Office, he has served at varied Management level positions in domains of Administration, Fleet Personnel, Ship Building Dept, Bilateral & Conferences, and headed SCI Chennai Regional Office. He has rich experience as a HR & Administration professional; which broadly includes handling complete administration at HO, MTI and Regional office, optimization of business processes, sourcing & management of appropriate manpower for fleet & shore operations, Liaison with Govt. authorities, Contract management, general administration, etc.
Terms and conditions of appointment or re-appointment along with details of remuneration sought to be paid and the remuneration last drawn by such person, if applicable	His Appointment is effective immediately from the date of Ministry Letter i.e. 05.07.2023 for a period of 5 years or till the date of his superannuation, whichever is earlier. SCI, being a Government Company, the remuneration payable to its Functional Directors is approved by Government of India.

To the Members

Your Directors have pleasure in presenting the 73rd Annual Report on the working of your Company for the Financial Year ended 31st March, 2023.

FINANCIAL PERFORMANCE

The comparative position of the working results for the year under report vis-a-vis earlier year is as under:

(₹ in Crores)

Particular	Current Financial Year (2022-2023)	Previous Financial Year (2021-2022)
Revenue from Operations	5793.95	4988.03
Other Income	112.70	98.22
Profit/loss before Depreciation, Finance Costs, Exceptional items and Tax Expense	**1670.33**	**1626.97**
Less: Depreciation/ Amortisation/ Impairment	753.16	635.25
Profit /loss before Finance Costs, Exceptional items and Tax Expense	**917.17**	**991.72**
Less: Finance Costs	184.19	157.70
Profit /loss before Exceptional items and Tax Expense	**732.98**	**834.02**
Add/(less): Exceptional items	0	0
Profit /loss before Tax Expense	**732.98**	**834.02**
Less: Tax Expense (Current & Deferred)	(67.14)	43.91
Profit /loss for the year (1)	**800.12**	**790.11**
Other Comprehensive Income/loss (2)	9.72	14.47
Total (1+2)	**809.84**	**804.58**

The above figures have been extracted from the standalone financial statements as per Indian Accounting Standards (Ind-AS).

Appropriations:

The working results for your company for the year 2022-23 shows a net profit of ₹ 800.12 crore. A sum of ₹ 141.39 crore has been transferred to Tonnage Tax Reserve. Retained Earnings has been further adjusted for dividend payment of ₹ 20.50 Crores during the financial year 2022-23.

Dividend:

The Board of Directors at their meeting held on 09.05.2023 had recommended a dividend @ 4.40% on the paid up Capital out of free Reserves of the Company. The Dividend will become payable once approved by the shareholders at the ensuing AGM. The said dividend will be paid within 30 days of its declaration at the AGM.

The dividend, subject to approval of the Members at the Annual General Meeting scheduled to be held on 13/09/2023 will be payable to those Shareholders, whose names appear in the Register of Members/ list of beneficial owners as on the Book Closure / Record Date. The payment of dividend will be subject to deduction of tax at source. The dividend pay-out is in accordance with the company's dividend distribution policy which is available on the Company's website **http://shipindia.com/upload/policies/SCI_Dividend_Distribution_Policy1.pdf** and also as per the prevalent provisions of laws, rules and regulations.

Share Capital:

The Company has not issued any Equity Shares with differential voting rights. Hence, no information as required under Section 43(a) (ii) of the Companies Act, 2013 read with Rule 4(4) of the Companies (Share Capital and Debentures) Rules, 2014 is furnished. The Company has only one class of Equity Shares having face value of ₹ 10/- each.

Brief Analysis of Financial Performance:

SCI has reported a net profit after tax of ₹ 800.12 crores for the financial year 2022-23. Tanker market has done exceedingly well during FY 2022-23 reporting profit of ₹ 822.45 Crore whereas Bulk Segment has recorded profit of ₹ 203.80 Crores during the financial year 2022-23. Liner segment has reported loss of ₹ 31.19 Crores during current year due to substantial reduction in volume of TEUs carried.

The consolidated net profit for the company for Financial Year 2022-23 is ₹ 870.16 crores.

Performance and Financial positions of joint ventures and subsidiary included in consolidated financial statements:

(₹ in Lakhs)

Particulars	ILT 1	ILT 2	ILT 3	ILT 4	ICSL
As on	**31.03.2023**	**31.03.2023**	**31.03.2023**	**31.03.2023**	**31.03.2023**
Total Income	21,764	18,708	20,812	23,474	56
PAT	11,035	6,025	2,064	6,055	(68)
Equity capital	18	18	8	34,901	105
Number of equity shares	10000	10000	10000	42448300	1050000
EPS (Rs/share)	1,10,350	60,250	20,640	14	(6)
Dividend	-	-	-	-	-
Net worth	78,191	75,725	13,086	47,989	(87)

Net Impact on Consolidated profits for the year ended 31st March 2023 is increase of ₹ 70.04 crores upon consolidation of above joint ventures and subsidiary company.

Credit Rating Details:

Revision in Credit Rating

(a) credit rating obtained in respect of various securities;	a) Rating is done for bank loan rating only,
(b) name of the credit rating agency;	b) The latest rating is by Acuite Ratings& Research
(c) date on which the credit rating was obtained;	c) published on 18th July, 2023
(d) Current credit rating;	d) Acuité Ratings & Research Limited (Acuité) has upgraded its long-term rating to 'ACUITE AA+' (read as ACUITE double A plus) from 'ACUITE AA' (read as ACUITE double A) and reaffirmed its short-term rating of 'ACUITE A1+' (read as ACUITE A one plus) on the ₹ 7,500.00 Crores bank facilities of The Shipping Corporation of India Limited (SCIL). The outlook is 'Stable'.

Subsidiaries and Associates

Your company has one subsidiary Company and has four Joint Ventures. Investment in subsidiary "Inland and Coastal Shipping Limited" was done on 29th September 2016. It is a wholly owned subsidiary of your company. Pursuant to section 129(3) of the Companies Act, 2013, a statement containing salient features of our subsidiary and associates companies in form AOC-1 is appended to the Director's Report.

In accordance to section 136 of the Companies Act, 2013 the audited financial statements of the company are available on our website **www.shipindia.com**.

PARTICULARS OF SUBSIDIARY & ASSOCIATE COMPANIES

Sl. No	Name & Address of the Company	CIN/GLN	Subsidiary/ Associate	% of Shares Held	Applicable section of Companies Act 2013
1	India LNG Transport Co. (No. 1) Ltd. 171, Old Bakery Street, Valletta, Malta	NA	Associate	29.08%	2(6)
2	India LNG Transport Co. (No. 2) Ltd. 171, Old Bakery Street, Valletta, Malta			29.08%	
3	India LNG Transport Co. (No. 3) Ltd. 171, Old Bakery Street, Valletta, Malta			26.00%	
4	India LNG Transport Co. (No. 4) Pvt. Ltd. 1, Harbourfront Place, # 13-01 Harbourfront Tower One, Singapore			26.00%	
5	Inland & Costal Shipping Ltd. "Shipping House", 13, Strand Road, Kolkata - 700 001	U61100WB2016GOI217822	Subsidiary	100.00%	2(87)

As per the Demerger Scheme and MCA order, investment of Rs.1 lakh by SCI in the Shares of SCILAL stands cancelled w.e.f. 01.04.2021 (appointed date) and SCILAL shall allot equity shares to shareholders. Also, SCILAL ceased to be a subsidiary of SCI w.e.f. 01.04.2021.

A SUBSIDIARY

Inland and Coastal Shipping Limited

Inland and Coastal Shipping Limited (ICSL), incorporated on 29.09.2016, is a wholly owned subsidiary of your Company. As per Ministry of Ports, Shipping and Waterways (MoPSW), Inland Waterways Transport (IWT) Division letter dated 27.10.2020, approval was accorded to IWAI for handing over three vessels i.e. (i) M.V. Rabindra Nath Tagore, (ii) M.V. Lal Bahadur Shastri and (iii) M.V. Homi Bhabha to ICSL.

M/s. Inland & Coastal Shipping Limited (ICSL) signed a MOU on 22.01.2021 with Inland Waterways Authority of India (IWAI) for operation and management of above mentioned cargo vessels and subsequently took delivery of M.V. R N Tagore on 22.01.2021 and M.V. Lal Bahadur Shastri on 26.02.2021. Third vessel M.V. Homi Bhabha would be taken over by ICSL in due course after completion of required certifications & formalities. M.V. R N Tagore and M.V. Lal Bahadur Shastri are presently operating on NW1 & NW2 respectively.

ICSL and IWAI also signed an MOU on 11.03.2022 for takeover of two RO-RO vessels viz, M.V. Gopinath Bordoloi & M.V. Sankar Dev, to promote Inland Waterway transportation with ultimate objective to decongest roads & railways. Take-over of M.V. Gopinath Bordoloi by ICSL is under process which is expected to be completed shortly and M.V. Sankar Dev would be taken-over by ICSL after completion of dry docking by IWAI, tentatively by mid October 2023.

B. JOINT VENTURES

(i) India LNG Transport Co. (No.1), (No.2) and (No.3) Ltd

SCI has entered into three JVCs, registered in Malta, with three Japanese Companies viz. Mitsui O.S.K.Lines (MOL), Nippon Yusen Kabushiki Kaisha (NYK) and Kawasaki Kisen Kaisha Ltd (K Line) along with Qatar Shipping Company (Q Ship) in case of ILT No. 1 & 2 and Qatar Gas Transport Company (QGTC) in case of ILT No. 3, each owning and operating an LNG tanker deployed in the import of a total of 7.5 million metric ton per annum of LNG for the Dahej Terminal of M/s Petronet LNG Ltd (PLL). SCI is the first and only Indian company to enter into the high-technology oriented & sunrise sector of LNG. SCI is the manager for these three companies, managing the techno-commercial operations of 3 LNG tankers.

(ii) India LNG Transport Co. No. 4 Pvt Ltd

SCI has entered into 4th JV registered in Singapore, with the same three Japanese companies viz. Mitsui O.S.K.Lines (MOL), Nippon Yusen Kabushiki Kaisha (NYK) and Kawasaki Kisen Kaisha Ltd (K Line) and Petronet LNG Ltd to own and operate one 173,000 CBM LNG Tanker for transporting LNG primarily from Gorgon, Australia to India and Far East region for charterers Exxon Mobil LNG Services B.V. SCI is the manager for this company and is managing the techno-commercial operations of the tanker.

Fleet position during the year:

During the year under report, there has been NIL additions or deletions to the SCI owned fleet. Thus, the overall fleet position of SCI stood at 59 vessels of 5.311 million DWT at the end of the year.

Fleet Profile during the Year:

Particulars	As on 31.03.2022		Additions		Deletion		As on 31.03.2023	
	No.	DWT	No.	DWT	No.	DWT	No.	DWT
Crude oil Tanker	18	3231602	-	-	-	-	18	3231602
Product tanker	13	862925	-	-	-	-	13	862925
Gas carriers	1	53,503	-	-	-	-	1	53,503
Bulk carriers	15	1022344	-	-	-	-	15	1022344
Container vessels	2	115598	-	-	-	-	2	115598
Offshore vessels	10	25238	-	-	-	-	10	25238
Total	59	5311210	-	-	-	-	59	**5311210**

During the end of the year, the Company had no new building vessels on order.

Particulars of Loans, Guarantees and Investments.

Details of Loans, Guarantees and Investments are given in the notes to financial statements.

Annual Return

The Annual Return referred to in Section 134(3)(a) of the Companies Act, 2013 is available on the website of the Company: **www.shipindia.com.**

Particulars of contracts/arrangements with related parties

Particulars of contracts/arrangements with related parties referred to in Section 188(1) of the Companies Act, 2013, in the prescribed form AOC-2 is appended to the Director's Report. The details are also available in Note 29 under 'Notes to Financial statements'

Particulars of Employees

Your Company, being a Govt. Company, is exempted to furnish information under Section 197c of Companies Act, 2013 vide Ministry of Corporate Affairs (MCA) Notification dated 05.06.2015.

Employees Stock Option Scheme

The Company does not have any Employee Stock Option Scheme.

Company's Policy on Directors appointment and remuneration

The terms of Directors appointment and remuneration are fixed by the Government of India.

Receipt of Remuneration by Managing Director from Subsidiary Companies.

Capt. B.K Tyagi, CMD has not received any remuneration from the Company's Subsidiary.

Smt. H.K. Joshi, erstwhile CMD superannuated on 31.05.2022 has not received any remuneration from Company's Subsidiary.

Risk Management.

SCI has approved Risk Management framework and risk registers to build up a strong Risk Management Culture within SCI in achieving company's goals and objectives. The entity level Risk Assessment includes;

i) Strategic Risk
ii) Operational Risk
iii) Financial Risk
iv) Compliance Risk

In specific SCI has identified risks which includes volatility in freight rates, bunker procurement exposure, delay in revenue transfer etc. In SCI, concerted efforts are made for mitigating / containing and controlling risks. The top priority in the present situation includes the implications arising from pandemic circumstance and continuing with the business as per the business continuity model by identifying the critical functions. The meetings of the Risk Management Committee were held on 06.05.2022, 03.11.2022, 02.02.2023 and 08.05.2023

Conservation of Energy, Technology Absorption

The information pertaining to conservation of energy, technology absorption is forming a part of the Management Discussion and Analysis Report.

Foreign exchange earnings and outgo (₹ in Crores)

Particulars	2022-23	2021-22
Foreign exchange earned*	5258.75	4982.68
Foreign exchange outgo*	4948.45	4048.50

*includes deemed foreign exchange earnings and outgo.

Public Deposit

During the financial year 2022-23, your Company has not accepted any deposit within the meaning of Section 73 and 76 of the Companies Act, 2013 read with the Companies (Acceptance of Deposits) Rules, 2014 and as such no amount of principal or interest was outstanding as on the date of the Balance Sheet.

Proposed Strategic Disinvestment and Demerger of SCI

The proposed strategic disinvestment of SCI is being handled by Department of Investment and Public Asset Management (DIPAM) with the engagement of necessary Advisors. In this regard, Preliminary Information Memorandum (PIM) for inviting expression of interest was released on 22.12.2020. The Virtual Data Room is open and is being managed by the Transaction Advisor for the process of due diligence by the Qualified Interested Parties.

The Demerger Scheme ('the Scheme') for hiving off the identified Non-Core assets had been approved by the SCI Board on 03.08.2021. Pursuant to the instructions of Ministry of Ports, Shipping and Waterways (MoPSW), the Company incorporated a 100 % subsidiary viz. Shipping Corporation of India Land and Assets Limited (SCILAL) on 10.11.2021 for the demerger of Non-Core assets in terms of the Scheme. The Board of SCILAL approved the Scheme on 16.11.2021. The Scheme had been approved by the stock exchange vide approval dated 02.03.2022.

The Board of Directors of the Company in its meeting held on 06.05.2022, had approved certain modifications in the Scheme of Arrangement for Demerger of Non-Core Assets. Revised Demerger Scheme was approved by Department of Investment and Public Asset Management (DIPAM), MoPSW and by the SCILAL Board at its meeting held on 25.05.2022 and thereafter it was filed with the stock exchanges and Ministry of Corporate Affairs (MCA). Further to filing of First Motion Petition, the MCA vide its order dated 01.09.2022, directed the Company to convene the Meetings of the Shareholders, Secured and Unsecured Creditors.

The Revised Demerger Scheme was duly approved by the requisite number of Shareholders, Secured and Unsecured Creditors of the Company in accordance with aforesaid MCA Order. Subsequently, the Company filed the Second Motion Petition requesting further orders from the MCA on 21.10.2022, pursuant to which, MCA had called for final hearing on 29.12.2022 and directed SCI to provide responses to the Objections. Thereafter, the MCA vide its order dated 22.02.2023 approved the Demerger Scheme. The Company filed FORM INC 28 with ROC on 14.03.2023 and thereby the Demerger Scheme became effective from 14.03.2023 (effective date).

As per the Demerger Scheme and MCA order, investment of ₹ 1 lakh by SCI in the Shares of SCILAL stands cancelled w.e.f. 01.04.2021 (appointed date) and SCILAL shall allot equity shares to shareholders. Also, SCILAL ceased to be a subsidiary of SCI w.e.f. 01.04.2021.

Further, Inter-ministerial Group (IMG) in its meeting held on 15.03.2023 decided that Maritime Training Institute (MTI) will be transferred to SCILAL as Unit/ undertaking under demerger Scheme. Pursuant to the above decision, all MTI business assets and liabilities become part of Demerger Scheme and are deemed to be transferred to SCILAL w.e.f. Appointed date i.e. 01.04.2021 at their book value. The above decision has been placed before the respective Boards.

As per Demerger Scheme, Income and Expenses related to Non-Core Assets, MTI Business have been transferred to SCILAL w.e.f. 16.11.2021, whereas Interest on Surplus cash has been transferred w.e.f. 16.11.2021 and 25.05.2022. Interest on Surplus cash of ₹ 45,000 lakhs has been transferred from 16.11.2021 whereas Interest on ₹ 1,00,000 lakhs has been transferred from 25.05.2022 i.e. from the date of approval of scheme / revised demerger scheme by both the Boards.

MANAGEMENT DISCUSSION AND ANALYSIS

The following remaining information w.r.t. to addition of new sub clause (i) under clause 1 in Part B ('Management Discussion and Analysis') of schedule V of SEBI (LODR) Regulations, 2015.

Particulars	Standalone		Consolidated	
	2022-23	2021-22*	2022-23	2021-22*
Return on Net worth (%)	13.39	11.72	13.52	12.17
Net Profit Margin (%)	13.81	15.84	15.02	17.25
Operating Profit Margin (%)	10.71	14.75	10.68	14.97
Debt Equity Ratio	0.41	0.57	0.37	0.53
Current Ratio	0.96	0.81	0.96	0.81
Interest coverage Ratio	4.98	6.29	5.36	6.74
Inventory Turnover Ratio	8.49	7.39	8.49	7.39
Debtors Turnover Ratio	7.00	7.87	7.00	7.87

*Ratios of comparative period i.e., FY 2021-22 are based on previous year figures which have been restated, regrouped and rearranged wherever necessary to confirm to current year presentation of the financial statements as per Schedule III (Division II) to the Companies Act 2013.

Ratio – Details of Significant changes and explanation thereto:

1. **Debt Equity ratio –** Debt Equity Ratio of standalone financial statement has decreased from 0.57 as on 31st March 2022 to 0.41 as on 31st March 2023 due to repayment of long term loan and profit earned during the year.
2. **Operating Profit Margin -** Operating Profit Margin has come down due to increase in expenses. Expenses in F.Y. 2022-23 is increased by ₹ 921 Crores whereas revenue in F.Y. 2022-23 is increased by ₹ 806 Crores.

A. INDUSTRY STRUCTURE AND DEVELOPMENTS

The overall scenario under which the Shipping industry operated and which impacted the various segments is discussed below.

i] WORLD SCENARIO

The world GDP grew by an average of 3.4% in 2022, compared to the economic expansion of about 6.1% in the previous year. The growth estimates for 2023 and 2024 are 2.8% and 3.0% respectively. It can be seen from the declining estimates of global growth in 2023 & 2024 that economic expansion will be gradual in short-term. The medium term outlook also indicates subdued economic activity globally. The road to recovery from the crises of pandemic as well as Russia-Ukraine war was never going to easy, and the recent reports affirm this. One of the main impacts of the Russia-Ukraine war on economic side was the ballooning inflation, which is apparently more stubborn than initially believed. In spite of central banks across the world increasing base interest rates, inflationary pressures remain stickier and continue to cause an overhang on recovery forecasts. Meanwhile, activity does not seem to be softening as much as expected, a phenomenon confirmed by a tight labour market. This might be due to the pent up lingering demand & resolution of some supply chain bottlenecks. However, at this juncture it is important for economic activity to soften, in order to have a grip on high inflation, as otherwise central banks & policymakers will have to continue to raise the interest rates. Too high interest rates pose a great risk to financial markets, as can be seen from recent collapse of some regional banks in US & Europe. Also, the resulting global slowdown due to long drawn fight with inflation may lead to geo-economic fragmentation, uneven recoveries & increased fiscal & financial risks.

In advanced economies, though economic recovery is expected to continue, it will be dragged and will face persistent inflationary pressures. While most major advanced economies have been able to significantly decouple themselves from Russia, they are now facing another crisis of persistent inflation & increased systemic risks to the stability of financial institutions. During early March 2023, some of the banks in U.S. underwent a 'bank run', most notable of them were Silicon Valley Bank (SVB), Signature Bank, Silvergate Bank & First Republic Bank. In Europe, a global bank Credit Suisse was also under severe pressure, wherein it underwent a brokered takeover. It will be a difficult balancing act for the advanced economies, to manage inflation, interest rates & resultant slowdown as well as increased risk to financial institutions caused by tight capital availability.

Meanwhile, EMDE (Emerging Markets and Developing Economies) are expected to exhibit relatively strong growth, however their growth trajectory will be significantly hampered by the devil of inflation. Most of the EMDE economies are highly dependent on global major energy and commodity suppliers to cater to their domestic demand. If energy prices remain relatively depressed or even stable at April-May 2023 levels and no major problems arise in commodity supply, EMDEs have relatively optimistic forecasts than advanced economies. Unwinding of supply chain bottlenecks will boost their efficiency, however lack of foreign capital inflows & tight access to capital will be a major hurdle in continuing the strong growth.

For the next two years, the global GDP growth is forecasted at 2.9% in 2023 and 3.1% in 2024. The downgraded forecasts of global growth underline the pressures of inflation and strained supply chains. Looking at the year 2023, the advanced economies are expected to grow at 1.1% and EMDEs (Emerging Markets and Developing Economies) are expected to grow at 4.5%. In the subsequent year 2024, the baseline forecasts have declined from previous year, while the world GDP output is estimated at 3.0%. Since inflation has soared higher & is proving to be stickier than expected which is dampening the forecasts in short-term.

(ii) Global Trade

According to IMF, Global Trade Volume (goods and services) growth has been decent at 5.1% in 2022 and is expected to moderate to lower level of around 2.4% in 2023. In developed countries, the trade volume growth is expected to decline sharply in 2023, at an average of around 2.4%. The sharp decline in trade volume is partly due to low-base effect of earlier year settling down in this year & partly due to the raised interest rates which have made access to capital more difficult & has led to slowing down of economic activity.

In the EMDE (Emerging Markets & Developing Economies) region, the growth in trade volume during the year 2022 was 3.5% in imports and 4.1% in exports. EMDE economies are mostly import-dependent for their energy and production input needs and are thus particularly vulnerable to supply chain shocks and inflationary pressures. With limited fiscal flexibility, the middle class and lower income populations of EMDE countries are exposed to bear the brunt of inflation. This in turn puts severe pressures on demand and thus EMDEs trade volumes should theoretically languish in the upcoming year. However, in H2 2022 & H1 2023 the EMDE countries have been smartly managing import energy costs and have gained more exposure in exports due to changed trade dynamics on account of war. Overall, the world's total trade volume is forecasted to grow by 2.4% in 2032, with significant downside risks.

Statistics-wise, IMF's World Economic Outlook states that global trade volume will exhibit a decent growth by 2.4% in 2023 and then progress to post a forecasted 3.5% rise in 2024, as against a significant bounce back figure of 5.1% in 2022. The combined economy (GDP) of developed nations is expected to grow by 1.3% in 2023 and then rise by 1.4% in 2024. Whereas, the report forecasts that economies of Emerging Markets & Developing Countries will expand by 3.9% and then grow further by 4.2% in 2023 and 2024 respectively, as against the expansion of 4.0% in 2022. Going forward, strong organic demand accompanied with robust domestic trade as well as export-focused international trade will be the key growth determinants, particularly for EMDE countries.

The global GDP growth and corresponding economic activity directly represents the international trade (export and imports) and in turn provides useful pointers to the shipping industry as about 80% of the international trade by volume is carried out by shipping.

(i) Seaborne Trade, Fleet & Market

Globally, the average seaborne oil trade (inclusive of both crude oil & refined products) exhibited a handsome rise of 3.78% in 2022 as compared to moderate growth of 1.44% in 2021. Within the seaborne oil trade development, the 'Crude oil' trade increased by 4.21% with total figure at 1,956 million tons in 2022. Whereas, 'Product trade' (excluding Fuel Oil) was at 678 million tons in 2022, growing by 2.57%. The crude & product tanker fleets expanded by 3.11% & 9.09% respectively in 2022 (when calculated by gross dwt), as compared to the growth (+)/ reduction (-) figures of +1.65% & +5.31% during the previous year. Against the forecasts of previous year, tanker markets enjoyed a remarkable run in 2022, as robust demand is expected to keep the tonnage utilization high. As Russia's crude was shunned by most advanced economies, this oil was bought majorly by India & China, who could procure it at cheaper than market rates. This trade kept the tanker tonnage occupied and provided a significant boost to the tonne-mile demand. With continuing solid demand in 2023 also, eastward flow of crude cargoes is forecasted grow further. In product tanker market also, the markets have turned the depressing forecasts upside down. H2 2022 & 2023 was supposed to be a slacking period as per earlier forecasts, however markets have sustained the rally the rates have been maintained at higher levels in H1 2023. However, downside risks still persist as global slowdown due to fight against inflation looms large.

The dry bulk trade registered a significant dip of -3.67% in gross cargo quantity over the course of year 2022, however the forecasts for the 2023 are optimistic, looking to bridge the gap. The war between Russia and Ukraine pushed up the commodity prices significantly. As predicted in previous year, higher commodity price inflation affected lower income countries the most, since these countries tend to be net importers of dry bulk commodities. Thus it hurt their dry bulk demand. Also, China's strict COVID lockdowns was another factor which had a negative impact on dry bulk trade. However, with Chinese lockdowns easing & industrial activity returning towards normalcy, the dry bulk demand is expected to pick up & bridge the gap of 2022. The total dry bulk fleet growth rate was about 2.39% in 2022, which is moderated significantly than the figure of 4.15% in 2021. Dry bulk charter rates have fallen quite a bit in early 2023, diving sharply from the wholesome levels seen in mid-2022. The most intriguing factor for the dry bulk market has been the re-opening of China, which has had quite a dual tone contrasting effect. As China reopened, tonnage demand for dry bulk cargoes went up, meanwhile conversely the congestion at Chinese ports eased up. Hence dry bulk tonnage supply also increased. Result was a little see-saw market, which dipped sharply till Mid of Feb'23, rose in Mar'23, only to start falling again towards end Apr'23.

iv] INDIAN SCENARIO

As per National Statistical Office (NSO), Indian economy expanded by an impressive 7.2 % (estimated) in FY 2022-23, as compared to the growth rate of 9.1% in 2021-22. The previous year's (2021-22) high GDP growth rate was mostly due to low base formed in 2020-21. However, there are many downside risks to India's GDP growth as India being an import-intensive country, will face the heat of commodity and energy price inflations in a major way. Although, in the passing year India's tactile management of energy imports (especially imports from Russia amid global pressure) has led to sizeable savings in its import bill. This might have been a boosting factor for controlling inflation & spurring on of economic activity. On the other hand, any possible hopes of upside will hinge upon how inflation figures turn out. Recently due to gradually easing inflation, the Reserve Bank of India (RBI) in its April & June 2023 MPC meetings, have adopted a policy of 'pausing' the interest rate hikes. As per IMF World Economic Outlook, India's GDP growth has surpassed China for the year 2022, in continuation of last year when India's growth rate was more than that of China in 2021. The agricultural/farming sector exhibited an encouraging annual GVA (Gross Value Added) growth of 4.0% in 2022-23, while the sector had registered 3.5% GVA expansion in the earlier period. The power and utility sectors (Electricity, Gas, Water Supply and Other Utility Services) also posted an estimated GVA growth at an annual rate of 9.0% in 2022-23 as compared with 9.9% growth rate exhibited in the previous year 2021-22.

According to sources from Ministry of Commerce, India's exports in value terms rose by 6.89% to US$ 450.96 billion in 2022-23, while imports also jumped by a figure of 16.56% to US$ 714.04 billion. One of the main reasons for this decent rise in exports was many export-oriented initiatives taken by the government & increased CPP products exports. Meanwhile imports also rose due to higher inflation, devaluation of Indian Rupee compared to US Dollar & relatively high energy costs. As per the Press Information Bureau & Indian Ports Association (IPA), the quantum of Cargo Traffic at India's 12 major ports increased by 9.2% in the period April 2022 to January 2023 i.e. cargo traffic increased to around 646.10 million tons in the period April 2022 - January 2023, as compared to the handled traffic of 591.58 million tons in the corresponding period of previous. Looking at commodity-wise breakdown of cargo traffic, the largest commodity group in the total traffic was P.O.L. (Petroleum, Oil & Lubricants) with around 30.36% share, followed by Thermal & Coking Coal at 24.40%, Container traffic at 21.81%, 'Other Misc. Cargo' (16.14%), Iron Ore & Pellets (5.15%), Fertilizers & Fertilizer Raw Materials (2.14%) respectively. This improvement in port performances is the result of many strategic measures initiated by the Ministry of Ports, Shipping and Waterways, focused towards elevating the performance of Indian ports. These measures include mechanization of the terminals, focus on improving the TAT (turn-around time), introduction of new processes and practices for quick evacuation of cargo, active encouragement towards use of new technologies like electronic tagging, blockchain etc., special thrust on coastal transportation, expansion/modernization of port-related infrastructure and skill development of port employees. On the other hand, the existing non-major ports, especially private ports, continue to grow due to factors such as a diversified cargo portfolio, superior operating efficiency and contemporary infrastructure, and the presence of captive cargo streams.

V] STRENGTHS

Years of experience in Shipping together with diversified fleet across all major segments give SCI a unique ability to exploit demand growth in any given segment with a quick-mover advantage on the peak of learning curve. Average age of vessels which was 18 years in 2007 has reduced to about 14.22 years presently (w.r.t. B&T Fleet). Longstanding COA relationships with major Indian oil refineries offer cargo security & employment assurance for sizeable part of the tanker fleet.

vi] OUTLOOK

The prospects for global economy point to diminishing levels of growth at about 2.8% to 3.0% in 2023-24, on account of rising interest rates to combat inflation creating hindrances for economic activity. In the crude tanker markets, after a buoyant market seen in 2022, tanker owners are expecting a moderate pullback in 2023-24. However, rates are still expected to be at fairly elevated levels as tonnage utilization is expected to be high. New trade patterns as well as China's reopening are expected to keep the tanker rates high. However, there are several downside triggers such as slowdowns especially in advanced economies due to their ongoing battle against inflation. Overall flow of cargoes is forecasted to be more towards eastern side in 2023.

Similar to crude tanker markets, product tanker markets are expected to remain at higher levels for a longer duration. The new trade patterns established in product tanker markets due to Russia-Ukraine war will now continue are expected to normalize for near term. The tonne-mile demand of this new trade pattern is significantly higher than the earlier pattern & as such is expected to keep the product tanker markets uplifted. On the supply side a slow tonnage growth bodes well for CPP tanker freight markets. However similar to the crude tanker segment, the risk of demand downturn due to slowdown global economic activity persists for product tanker segment as well.

In the dry bulk market, the ride is akin to a roller-coaster one as there have been many intermittent peaks & troughs in the market. However, the overarching trend for H1 2023 has been downwards. The Q4 of FY 2022-23 was already expected to be a disappointing quarter due to Chinese lunar New Year holidays. The markets especially on the Southeast Asian side have been in depressed state with some very low rates seen in April-May 2023. However, China's industrial activity is picking up with encouraging PMI numbers & rising demand. However, tonnage supply in dry bulk segment is increasing & this may prove to be a damper for freight markets. Due to these reasons it is being predicted that dry bulk rates will settle at a decent level, however same will be lower than the highs seen in 2022. The new regulations EEXI & CII will have very different effects on dry-bulk tonnage dynamics. The EEXI regulations will not have much impact on dry bulk trading fleet since as per estimates, the maximum capped speed due to EPL implementation is greater than extant average trading speed. CII regulations though, might have a lagging impact on trading fleet in near future after 2023.

It would be prudent here to mention that all of the above forecasts have an underlying assumption of COVID-19 pandemic being under control during 2023-24 and there is no further escalation in Russia – Ukraine war. Since the situation is quite dynamic, and since it has potential to weaken the global trade, there is a significant downside risk which may sharply pull down the shipping freight markets across segments.

The outlook for shipping markets to a large extent depends upon overall global economic activity and upon readiness of the major trading economies in re-integrating with the world markets via increased globalization. National policies backing free movement of goods in the global markets, enable companies to endeavour in building extensively integrated global supply chains, thereby generating more seaborne trade.

vii] OPPORTUNITIES

The global GDP is expected to exhibit moderate growth, increasing by 2.8% in 2023. As per IMF report, the road to recovery from pandemic as well as inflation thrust upon by war was always going to be a rocky one. The probability of soft landing is now a very small one, as the world economy is definitely in an inconvenient position due to inflation. US economy is expected to expand by 1.6% in 2023, down from 2.7% growth achieved in the previous year 2022. For tanker freight markets, there are market opportunities to be explored even with intense war in Europe. The new trade routes established due to EU economies banning Russian crude & product cargoes are expected to lend a helping hand to tanker owners in 2023 also. There is good opportunity to appropriately position the vessels in order to achieve long haul employments with possibility of triangulations. Strategically placed vessels in these regions will be primed to take advantage of this shifting dynamic. Also, in 2022, tonnage ordering slumped because of high new building prices, lack of clarity about the compliant bunker fuel and tight availability of slots with major shipbuilding yards. With inflation cooling down & more clarity on compliance norms bargain-hunting might be possible in the primary & secondary shipbuilding market. China's GDP growth is expected to be 5.2% in 2023, sharply upwards from the figure of 3.0% exhibited in 2022, on the backdrop of COVID cases and strict lockdowns commensurate with Zero-COVID policy hampering the country's economic activity in 2022. As stated in an earlier section, the Indian GDP growth was above that of China for the year 2022, reversing the trend of earlier years, however the difference in growth rates has reduced since Chinese economy has started recovering from COVID induced lockdowns. After scaling higher levels in 2022 & then settling down at lower levels, the rising crude oil prices are expected to dampen the economic prospects of most of the developing Asian nations, whose economies are oil-import dependent, thereby providing a case for mixed economic outlook. The Asia region (Emerging & Developing Asia) is expected to grow by 5.3% in 2023, an upwards trend as compared with achieved growth level of 4.4% in 2022, with India poised to grow at 5.9%. European economy is expected to grow only at rate of 0.8% in 2023, with growth destroyed primarily by the war between Russia and Ukraine, thereby forcing European nations to put severe sanctions on Russia, leading to rampant inflation in Euro zone. The Japanese economy is expected to grow at a rate of about 1.3% in 2023. The economic outlooks of various regions of the globe reflect seaborne tonnage demand & thereby present opportunity for shipowners to plan their tonnage deployment accordingly.

viii] RISKS & CONCERNS

Rising inequality, weak investment realization and rising protectionism in trade offer huge challenges to the long-term global growth, thereby impacting the seaborne trade. Rise of emphasis on local-sourcing and reduced inter-dependency between nations (a.k.a. the de-globalization phase) due to stressful pandemic experience, overall rise of protectionism, volatile geopolitical environment, soaring persistent inflationary pressures hampering growth, unpredictability in US foreign policy as well as timid growth in crude oil demand remain the major macro risks. Also, the possibility of eruption of simmering geopolitical tensions in various regions across the globe poses a significant threat to the economic stability and as such present a significant macro risk. The rising crude oil prices have strained the economies of oil importing countries in both Africa & Asia, who in turn may be forced to cut subsidies and this may consequently hurt secondary demand. The most flagrant cause for concern across all segments of tankers and bulk carriers is the paradigm shift to be caused by future progress of inflation

& stability of financial institutions. Apart from this, a likely tight oil supply in H2 2023 & a bleak global economic outlook might hurt tanker markets, as weak economic growth usually coincides with weak oil demand, which in turn affects seaborne tanker trade.

Similarly in the dry bulk segment, although the markets are looking optimistic, the outlook in 2023 is forecasted to be a little subdued than that in 2022, with freight rates predicted to be at lower levels than last year. Additionally, the declining cost of renewable energy, its growing acceptance in practical applications and ever-increasing compatibility remains a concern for the traditional coal importers. In India, Coal India, which is the major coal producer, continues to focus on increasing its domestic production, and this thrust to reduce the dependence on coal imports might adversely affect the coal import seaborne trade to India. Exports from black sea remain vulnerable as grain corridor is constantly under threat. Whereas, rise in tonnage supply and resurgence of dry bulk vessel deliveries remain a concern in near-term future. All the factors such as these may pose threat to dry bulk shipping business.

B. BULK CARRIERS & TANKERS

a) Crude Oil & Product Tankers

In the year 2022 the global demand for Crude Oil registered a decent rebound of 2.25% to 99.9 mbpd (million barrels per day) over the previous year. It is forecasted that global oil demand will recover in 2023 as global economies continue their recovery. The global oil demand is forecasted to touch or even surpass pre-COVID levels in 2023 itself. China's economy has fully re-opened from last year's COVID lockdowns and hence their demand outlook is positive. As the demand recovers across the globe, it is expected that OPEC will also gradually do away with their production cuts & increase production. Further on Supply side, it is estimated that since the market price of Russian crude will stay below the price cap set by EU & G7 nations. Thus the flow of Russian crude oil towards Asia will also continue, furthering the long hauls. The impressive non-OECD demand growth can be attributed to China, where consumption will increase by 1.2 mbpd in 2023 as the country is recovering from the damages of COVID lockdowns. All of these factors/events will affect the crude oil demand/supply dynamics in the coming year. Further down the road, improving fuel efficiency and rising adoption of electric vehicles are expected to adversely affect global oil demand growth.

The Indian crude oil import demand which had been steadily rising for the past few years, continued its bounce back, registering an import figure of around 232.73 MMT in 2022-23. Sharp recovery in industrial activity in India meant a sharp rise in oil demand. Accordingly, India's oil imports have grown over the past two years.

US domestic crude output is likely to increase by about 1.0 mbpd in 2023, a decent bounce back of 5.31% over the previous year. In the case of US, the oil production is expected to rise at a significant rate this year as suppliers might be looking to bridge the gap created by OPEC+ production cuts. With US crude oil inventories seeing a bigger dip than expected in Jun'23, suppliers might be keen to keep the production levels up. Meanwhile, OPEC countries & their non-OPEC allies (collectively known as (OPEC+), are set to maintain their production curbs, thus marginally decreasing their share in the global crude oil production. In order to keep the crude oil prices at higher levels, in Aprl'23 OPEC+ members had decided to take a voluntary production cut of about 1.66 mbpd. Now OPEC+ members are extending the production cuts, thereby affecting the oil supply. There were deliveries of 20.0 million dwt of Crude oil tanker tonnage and 4.10 million dwt of (IMO Class) Product tankers tonnage in 2022. Looking further down the line, the expected deliveries of Crude oil tankers in 2023 and 2024 are 11.1 million dwt and 2.1 million dwt respectively. For Product tankers, the respective delivery figures are 2.92 million dwt and 2.43 million dwt for 2023 and 2024. New building prices for crude tankers saw a sharp rise in 2022, increasing by 16.92% on average.

Buoyant freight markets in the last year have spurred on the activity in the primary & secondary tanker markets, as many buyers have been encouraged by the market rates to place orders. Also, the inflation has caused the steel & other raw material rates to go up. Both these factors combined have led to increase in newbuilding prices for tankers. The prices are forecasted to be on firmer side due to high cost of raw materials & scarce yard availability as yards will also be occupied for EEXI/CII related fittings. Meanwhile, Newbuilding prices for product tankers also increased sharply in 2022, increasing by 16.12% on average. In tonne-mile terms, the crude oil trade grew by 2.88% in 2022 as compared to the previous year, while products trade expanded by 3.34% in the same period.

In the near future, the freight rates of crude & product tanker markets are expected to be at higher levels since global oil demand is increasing, tonne-miles are increasing due to newly established trade patterns, while new deliveries are on lower side and tanker supply will be strained because of EEXI/CII related regulations. The average spot rate yield (TCE) of TD3C route of AG/China for VLCC was US$ 15,500/day in 2022. The future market in this segment appears to be in the range of US$ 41,000-43,000/day, as China's reopening means lot of pent-up demand of VLCCs will come in market. Also, this demand will be for a longer haul. One Year TC rate for VLCC was about US$ 25,500/day in 2022, however looks like VLCC tanker owners will be in for a pleasant ride in the next year, since long-haul eastbound large parcel size cargoes will keep the tonnage occupied, because of which market rates are expected to be pulled up. The Suezmax rate yield on West Africa – North West Europe (TD20) route was about US$ 25,500/day in 2022, which is expected to produce a big upward spike to rise to levels of US$ 44,800/day in 2023, exhibiting an increase of about 75.69% year over year. For Aframax segment, the average spot rate on AG/Far East route (TD8) was US$ 26,500/day. These freight levels were drastically improved, and similar to Suezmax segment, rates are expected to rise up further upto $54,000 in 2023, and then moderate to mid 30,000s thereafter in subsequent years. For Product tankers, LR1 Spot rate on AG/East route (TC5) was US$ 38,300/day in 2022 and expected to exhibit moderately falling in 2023 and 2024. Average One year TC rate for LR1 was US$ 25,200/day, which is a big rise from the previous year's avg. TC rate, allowing LR1 owners to earn sizeable profits. In MR tankers, on WCI/Japan route the spot rate (TC12) was at superbly elevated levels of US$ 22,000/day in 2022. One Year TC rate for MR tankers was US$ 20,300/day in 2022 and is expected to shoot up to levels of US$ 27,000/day over the next year.

Your company has five VLCCs & all were operational during the year 2022-23. They were mainly employed in a mix of a time charter & spot voyage charters with Indian as well as foreign charterers. The time charter fixtures were with Indian as well as foreign charterers and brought in good earnings, well above the indirect operating costs. While voyage charter fixtures earnings were in line with market. Your Suezmax tankers were mainly deployed with the Indian oil industry and performed voyage charters mainly, for both PSU as well as private charterers. Older Suezmax vessels however, unfortunately garnered lesser employment opportunities due to performance issues & problems in port acceptances.

Five LR-I tankers of the Swarna series were employed on Indian coast in a mix of COAs, Spot voyages and Time charters, catering to Indian coastal crude movement for the Indian oil industry. They were also engaged in employments of other nature such as lighterage operations, FPSO loadings and floating storage duties etc. Their earnings compare well with prevalent market levels. Another LR-I tanker MT Swarna Kaveri was deployed in CPP segment, transporting Clean Petroleum Product cargoes worldwide. It was employed with Indian as well as foreign charterers in voyage charters.

Your GP product tankers in the Swarajya Series were well employed with Indian charterers on time charter & sporadic voyage charters and their earnings were in line with market levels.

Your three MR product tankers in the Swarna series were gainfully employed with Indian as well as Foreign charterers and their earnings compare well with the markets. All 3 tankers were deployed on Indian coast. MT Swarna Kalash, MT Swarna Pushp and MT Swarna Mala, which were deployed along the Indian coast, were employed in a profitable mix of time and voyage charters supporting coastal movements of product cargoes.

The two LR-II tankers MT Swarna Jayanti and MT Swarna Kamal were employed with foreign charterers in a mix of pools & voyage charters. Their returns were stable and in line with prevailing markets.

Earnings of your coiled / double hull Aframax tankers were in line with markets, along with the average of benchmark yields under TD8 (Arabian Gulf to Singapore) and TD14 (Indo-Australia) routes on the back of COA voyages and triangulation spot voyages owing to intermittent fuel oil arbitrage trades which minimized ballast voyages. The Aframaxes mainly performed India centric - Far East / Red Sea voyages, along with occasional lighterages in Indian waters. The Aframax COA earnings are based on AFRA, which has been at decent levels throughout the year. Some Aframax employments were in the form of time charters. The time charter rates compare well with respective market benchmarks.

Opportunities

The changing trade patterns, a phenomenon which began last year due to Russia-Ukraine crisis, have brought about noticeable changes in tanker tonnage engagements & freight markets in many regions. Since the overall flow of crude is moving eastwards, there has been a lot of improvement in the tonne-mile demand.

China has opened fully from previous year's COVID lockdowns. There has been significant pent-up demand from China, which is now being realized. Strong growth in Chinese refinery runs will be a big boost for VLCCs. Also, as a rebuttal to Russia, most of the European nations have fully moved away from Russian crude. Russia has also taken retaliatory actions like closing of the Druzbha pipeline. The net effect is that most of Russian crude will now go to Asia, boosting the tonne-miles. Whereas European nations will procure their crude from US & Gulf countries, again uplifting the tonnage demand.

Moreover the crude tonnage supply is also forecasted to remain tight at least till 2025. There is a record low order book of 2.5% of total fleet and tight slot availability with yards will keep the tanker markets cheerful. Low deliveries in the next 2 years while high tonnage occupancy bodes well for tanker owners.

In product tanker markets, rates will moderate slightly from the highs of 2022, however similar to crude tankers, product tanker markets also will remain high in 2023-24. The changed trade patterns have now been established & have now become a new 'normal'. Furthermore, the new regulations will support the rate hike as enforcement of EEXI & CII is expected to squeeze the tonnage availability in an already tight tonnage market. The product demand & CPP seaborne trade will continue to trace the growth trajectory as global economies continue to recover.

High growth in jet fuel & naphtha, particularly in northeast Asia, will keep the LR CPP tankers under high utilization, meanwhile recovering gasoline & gasoil demand is expected to keep MRs in demand. Furthermore, MRs are expected to see high increase in demand as most of European countries will replace a major chunk of the Russian CPP demand from US. This is expected to create a lot of activity in Atlantic basin, boosting MR tanker demand.

Well positioned tonnage taking cognizance of above market dynamics & regional factors will have good opportunities to earn handsome freight rates & also keep the tonnage utilization at higher levels.

In Indian context, barring a major shock, the economy would generally be on the growth track for the near future as many government initiatives and schemes kick in, giving a boost to manufacturing and capital goods sector. Consumption is also forecasted to be on stronger side. These factors will translate into robust oil demand, lending a strong hand to sustained import cargoes into the country as well as substantial coastal oil movements. SCI is uniquely positioned to cater to these trades and reap benefits therein.

With its diversified and modern tanker fleet, your company's vessels stand to secure plenty of gainful employments. On the other hand the company is also well-equipped to withstand contingent market pressures.

Risks and Concerns

The uncertain global economic outlook poses a major risk to the optimistic forecasts in the tanker markets. Consistently high levels of inflation and counter measures taken by central banks against it, is certainly expected to have a strain on economic activity. The stability of financial institutions will be tested & will have to closely monitored, since any weakness could trigger a chain reaction & cause major slowdowns across the globe.

As the crude oil prices began coming down from the highs of 2022, OPEC+ group decided to impose a voluntary output cut on itself to the tune of 1.66 mbpd in April 2023. Furthermore in June'23 the OPEC+ nations decided to extend this output cut. The prolonged output cuts pose a risk to the global oil supply & trade growth in the coming period. Furthermore, there is a looming uncertainty over the Russian crude supplies, since if the EU & G7 decide to impose more crushing sanctions, there will be a huge impact on the overall tonne-mile seaborne tanker trade.

High new building & secondary tonnage price is another concern. The weak order book of recent quarters was expected to bring down new building prices. However, high inflation, tight slot availability & encouraging freight markets have kept the new building prices at high levels, making the new orders expensive for tanker owners.

Any economic weakness in China may hurt the tanker tonnage demand significantly, while some European economies are already showing signs of slowing down, which does not bode well for CPP tanker tonnage demand, and is a noteworthy concern for owners.

Furthermore, any escalation in COVID cases in China could cause prolonged lockdowns and severely impact China's oil demand. This could hurt tonne-mile demand in a significant manner. Also, reduced oil demand in China will not let VLCC markets recover to profitable levels.

A change of stance by new US administration on Iran sanctions may change the Middle East tonnage scenario overnight, as a lot of Iranian vessels shall be free to do global market cargoes. This spontaneous tonnage oversupply also poses a risk to an already off-balance market, pulling the tanker earnings lower.

b) Dry Bulk

The benchmark Baltic Dry Index (BDI) fell sharply to an average value of 1668 in 2022-23, against an average of 3020 in 2021-22, exhibiting a 44.77% decrease, while registering its highest average monthly value of 2943 in May 2022.

When compared to 2022, dry bulk trade is set to exhibit a growth of 4.03% in 2023, with tonne-mile demand increasing by an estimated 4.50%. The dry bulk global trade is expected to grow at an average of 2.2% to 3.1% for the subsequent 3 years.

Dry bulk markets are expected to relatively soften & freight rates are expected to moderate from the highs attained in 2022. The journey of BDI in 2022-23 in the paragraph above, when BDI decreased by approx. 45%, is a good reflection of dry bulk market's journey in 2022-23. The shifting trade pattern on account of Russia-Ukraine war as well as sudden unleashing of pent-up demand made markets sale higher levels in 2022. However, from 2023 onwards vessel supply is expected to strengthen as number of deliveries increases and more & more vessels come out from inactivity. Also, as congestion eases at Chinese ports, vessel supply is going to get further boost. Nonetheless, the resurgence of demand in China & expansion of overall industrial activity across regions have resulted in a encouraging demand forecasts in 2023-24. While the EEXI regulations are expected to have only a small impact on average dry bulk vessel speeds, it is the impact of CII regulations in 2024 onwards that expected to cause much of the churn in tonnage supply. Until that time, the demand-supply dynamics are still favourable to owners, however they are seen tilting slowly in charterers' favour in the short to medium term.

The dry bulk fleet grew by 3.37% in the year 2022. Dry bulk fleet growth is expected to be elevated for the next 2 years also, as a high number of deliveries are scheduled. On account of attractive charter rates & de-congestion at ports in China, a lot of inactive dry bulk tonnage will be made available for employments. This extra active tonnage in the market is expected to complement higher new deliveries scheduled, and keep the trading fleet at a much higher level in 2023 than seen in previous 2 years.

The total dry bulk tonnage demand is expected to be on growing track for the next few years, after an obvious dip in 2022, on account of war in Europe & lockdowns in China. The dry bulk seaborne trade is expected to grow by 4.02% in 2023, while the tonne-mile demand is expected to also register a rise of 4.50%.

Global seaborne iron ore trade is set to expand by 3.70% (forecasted) in 2023. With regard to Non-Coking Coal, India's imports are predicted to rise marginally, from the levels of 158 million tons in 2022 to a forecast of around 166 million tons for 2023. India's imports of Coking Coal are set to rise in 2023, with forecasted imports of about 63 million tons in 2023, as compared with imports of 60 million tons in 2022.

Urea movements into India, which is a key cargo for dry bulk vessels and is part of minor dry bulk commodities, has for the last few years been a "supporting trade" for bulkers ranging from Handysize to Panamax.

Grain trade provided a positive support to the dry segment during the year FY 22-23, however produced y-o-y decline in numbers, due to a major supply shock in the form of Ukraine in 1st half of the FY, Seaborne trade (imports/exports) of major grains remained slightly subdued, recording a fall of 2.08% in the year 2022, with major exporters being USA, European Union, Argentina, Brazil, Australia, Russia, Ukraine and Canada. On demand side, there is presence of encouraging trends with factors such as growing population translating into growing grain demand, increasing demand from Asian and African countries and corresponding increase in tonne-miles in the seaborne grain trade.

Global crude steel production is projected to increase by 3.30% in 2023 with economies recovering from the disruptions caused by the pandemic. Major drivers of the crude steel trade will be India and China, with European steel trade taking a hit due to Russia-Ukraine crisis. Moreover, the Indian government's push for infrastructure development will eventually strengthen demand for steel over the next few quarters.

In the year 2023, it is projected that 101 dry bulk ships will be sold for demolition as against 43 dry bulkers in the previous year. Such reduced scrapping numbers in 2022 are mostly because of higher market levels discouraging owners from scrapping in spite of a need of tonnage restructuring along with liquidity crunch, and inflated fleet size is a discouraging sign for future dry bulk market.

In the year 2023, One-year Time Charter rate of Handymax is projected to be US$ 16,000/- pdpr, whereas for Supramaxes the same is US$ 18,200/- pdpr. In the Panamax segment, the one-year TC rate in 2023 is forecasted to be US$ 19,000/- pdpr. In the upcoming years, the freight rate forecasts exhibit a slightly upward trend, with market forecasts showing elevated levels year-on-year.

Your company's dry bulk fleet now comprises of eight modern Supramax vessels of around 57,000 dwt each & seven modern Panamax / Kamsarmax dry carriers of around 80-82,000 dwt as on 31st March, 2023. The bulk carriers fleet is relatively young with an average age of about 11.05 years. The earnings of our dry bulk fleet were in line with markets. In addition to the usual foreign voyage//trip-time charter/time charter mix, your dry bulk carriers were also employed on Indian coast, performing a few coastal time charters & voyage charters, whose earnings compare well with markets. In order to maintain a healthy cash flow your company preferred fixing the bulk carriers on trip time charter and short-to-medium term time charters.

Opportunities

The revival in China's industrial activity will continue to be one of the major encouraging signs for the dry bulk market. China's iron ore inventory has fallen which means that the country's iron ore demand will be on the rise. Same was apparent when China's iron ore imports from Brazil increased substantially in Q1 2023. Additionally, the coal trade crisis between China & Australia was resolved & subsequently the import volumes of Australian coal in China increased 4-fold in March'23. Resumption of coal trade between China & Australia is expected to generate a lot of demand for panamax tonnage.

Meanwhile, there is a lot of activity in thermal coal markets. There has been a robust demand of thermal coal from India & many Southeast Asian economies. In Europe, as EU nations seek to end their dependence on Russian oil & gas for energy, there has been a rejuvenated demand for thermal coal. Germany announced to end their dependence on nuclear power in April '23, while already as much as 26 coal-based power plants were revived in European countries. This has meant a lot of seaborne coal cargo movement in the region, thus drawing dry bulk tonnage towards the region. Vulnerabilities with respect to the Black Sea Grain Initiative has meant that many European & African countries are looking to develop substitute imports for their grain imports, which shall come mainly from US, Canada & Brazil. This is expected to generate significantly higher tonne-mile demand, keeping the tonnage occupied for a longer duration. The expansion in the minor bulk trade will augment the tonne-mile demand as China will continue to import substantial volumes of soybean, bauxite and metal concentrates from farther locations. Thus, strategically positioned tonnage will stand to gain backhaul and triangulation benefits to earn good returns.

India's continued push to phase off petcoke has caused a big spike in its coal imports in the recent years. The Indian coal imports are expected to rise coming year too. This is a welcome development for our dry bulk ships, which are hauling a good portion of the import coal cargoes for India.

India has launched many schemes such as 'Saubhagya Yojna', which plans to electrify all the left out Indian households. Such ambitious plans for boosting domestic electricity, along with focus on creation of Industrial infrastructure is expected to generate a significantly robust demand-supply network for electricity. Government of India has also proposed other projects like 'Bharatmala' which plan to create an unprecedented road network in India by constructing roads spanning thousands of kilometers. The coal, steel & cement needed to implement these schemes will see a high demand growth in dry bulk materials, both for coastal movements as well as for imports.

Risks & Concerns

Advent of renewable energy-centric policies and increasing use of renewable energy sources in transportation and mass-scale production, poses a significant threat to the traditional dry bulk trades, especially coal. Many countries are shifting focus from traditional energy sources towards the renewable sources of energy & are actively building strategic initiatives for the same. This will not only reduce the demand for shipping of traditional energy sources like coal & oil, but bring their prices down which will make extant shipping costs unviable. This puts a question mark on future of a major traditional dry bulk cargo like coal and poses a significant risk on seaborne dry bulk trade.

Domestic factors such as ban on iron ore mining in Goa / Karnataka (however, mining ceiling caps have been raised in recent times), lengthy legal procedures involved in clearing the hurdles to re-start the mines, high export duty on iron ore etc. in India will continue to negatively affect the growth of dry bulk demand in Indian export-centric dry bulk trades.

Dry bulk trade is affected mainly by following factors – On account of elevated rates in 2022 & de-congestion in Chinese ports due to resumption of Australia-China trade & relaxation of COVID restrictions, a lot of dry bulk tonnage has come out of inactivity. The dry bulk fleet grew by about 3.37% in 2022 & on account of high number of scheduled vessel deliveries, the dry bulk fleet is projected to grow at 5.06% & 4.50% respectively in 2023 & 2024. Such a large spike in tonnage supply is expected to put a strain on dry bulk freight markets.

Inflation has been persistently high and although it is showing signs of cooling down, it is still at quite elevated levels. Raised interest rates by central banks as a response to inflation may put a damper on global growth. Financial institutions are considered to be in fragile state (with a few examples of bank runs occurring in recent times) & any fall of major institution may trigger a catastrophic chain reaction & cause widespread global slowdown. The slowdown in global trade shall not bode well for dry bulk commodities' seaborne trade.

Moreover, although energy prices have cooled off from the highs of 2022, the industrial activity in Europe has not picked up in tandem. Many countries, especially UK, are showing signs of stagnation. As per some forecasts, this will hurt the demand for iron ore, coal & minor bulks, thereby posing a risk to the seaborne trade.

The EEXI regulations shall not pose any significant drain on vessel speeds, contrary to what was being forecasted earlier. The average vessel speeds are already lesser than capped speed limits which owners would have to adhere to in order to comply with EEXI regulations. Also, the impact of CII regulations is going to be in a much delayed manner. Hence, the tonnage easing effect that was earlier thought to come with implementation of these regulations, is no longer expected to be a threat to overall tonnage availability. This means that tonnage oversupply situation is likely to persist for a longer duration.

Grain and fertilizer trades are seasonal and could be relatively short term in nature with uncertain parcel sizes which require timely positioning of tonnage to exploit the trade.

SCI with critical mass in panamaxes is catering to transportation of three major commodities such as Iron ore, coal and grain, which are prone to be affected by economic slowdowns. High probability of persisting future slowdown in these major trades globally, the earnings of panamaxes may suffer.

The absence of long-standing COAs & similar assured business opportunities stand to make your company's dry bulk business volatile & open to adverse impacts by the market forces. One more aspect that may churn charter rates is delayed scrapping of the vessels (especially older tonnage) in global markets, on account of temporary spikes in freight rates, which could lead to recurrence of overcapacity situation in the market.

The macro economic factors such as interest rate volatility, subsidies on petroleum products, volatile rupee value vis à-vis the dollar and inflation continue to pose risks to the national demand. Shipping being a derived demand will be negatively affected by these factors.

c) LNG Transportation

LNG is playing a major role in the energy markets with many countries turning to natural gas to meet their energy needs. With the increasing thrust on cleaner fuels, it is the only fossil fuel expected to grow beyond 2030, peaking in 2037.

LNG trade to grow at a compound Annual growth rate of 6.8% from 2022 to 2027 as the European LNG demand is poised to increase. The global LNG trade is expected to reach 401.4 million tonnes in 2023, increasing 7.8% YoY. While Europe will continue to attract the majority of LNG cargoes, recovery in China's LNG demand post- Covid lockdowns is raising the competition. The Europe unprecedented demand is been met by US, while China will meet its demand primarily through the Russian gas supply. This has resulted in major shift in LNG Transportation, as more than around 68% of US LNG exports is expected to head to Europe.

The last year contained a multitude of supply and demand shocks - the biggest being Russia's invasion of Ukraine. The LNG market was already reeling under tight supply conditions when the rise in geopolitical tensions created a major shift in LNG trading patterns. Europe became the dominant importer by paying higher premiums for cargoes and edging out the price-sensitive Asian buyers.

A flurry of LNG carriers (LNGCs), mainly from the US and other exporters, to discharge at Europe's existing LNG terminals led to high congestion and record imports. Europe was forced to build up its gas storage, attracting the majority of global LNG cargoes to the region. The almost 'war-time' effort to build inventories increased LNGC rates during September-November.

Asian demand softened at the start of the year, depressing shipping rates, while ships moving to Europe instead of Asia improved vessel availability. Meanwhile, China recorded its biggest fall in imports due to the country's multiple Covid spikes and consequent lockdowns. As Europe cut ties with Russia, the latter increased its pipeline supply to China.

China's spot in LNG demand is expected to improve in 2023, negated by the rise in domestic supply and further ramp-up in Russian pipeline supply through the Power of Siberia 1.However, with the recent long-term supply deals signed by Chinese players, the country's LNG imports are expected to recover in 2023, allowing the country to re-export cargoes if needed. China's manufacturing purchasing managers' index

(PMI) has significantly improved to 52.6, indicating an optimistic outlook for more LNG imports.

Asia's top five LNG buyers (Japan, China, India, South Korea and Taiwan) imported 54.7 million tonnes in 4Q for 2022, down by 10% YoY. The prolonged high spot prices in 2022 discouraged the buying interest from major LNG demand centers, mainly China and India. As a result, the region's combined LNG demand remained low in 4Q of 2022 despite LNG prices moderating over November-December.

Indian LNG imports slumped 18% YoY to 4.8 million tonnes in 4Q of 2022 as gas buyers were reluctant to pay the high prices for LNG consumption. High spot LNG prices have impacted import project development in India. India imports around 55% of its natural gas requirement. India was expected to start two FSRU projects by the end of 2022, but the Jaffarabad LNG project is delayed by at least one year and the Jaigarh FSRU project has been halted, with the vessel now chartered for a European project. In FY22, India's LNG production was 33,131.23 million metric standard cubic metres. About 83% of local LNG comes from ONGC and Oil India Limited.

Despite the current high prices, India's LNG demand is expected to rise in the long term, primarily from the city gas distribution (CGD) sector. The country is preparing to cater to the increasing demand by building new import capacities and expanding the existing ones. India currently has 42.4 mtpa of regasification capacity through six onshore operating terminals. There is another 16 mtpa capacity under construction, while 7 mtpa is in the planning stages. The ramp-up of existing facilities and Construction of new LNG terminals could theoretically more than triple current capacity to over 80mtpa of regasified LNG over the next 10 years.

India made a commitment in the Paris Agreement 2015 to reduce the Carbon Emissions Intensity by one third and has agreed to achieve this by increasing the share of renewals in its energy mix from 6.2% now to 15% by 2022 and 40% by 2030. This is a very ambitious target and Natural Gas and Solar power are going to be the biggest contributors in achieving the same. The Indian government, along with state utilities, is also pursuing green hydrogen opportunities to diversify the country's energy portfolios and mitigate energy security concerns.

Power and Fertilizer sector remain the two biggest contributors to natural gas demand in India and continue to account for more than 75% of gas consumption. Balance 25% is consumed by the Petrochem and other industries, and city distribution for vehicles and domestic consumption. Currently the natural gas demand far exceeds domestic supply in India and the situation is likely to prevail in future as well.

While the Middle East, in particular Qatar, was the sole supplier of LNG to India till 2004 and remains the largest LNG supplier at present, the range of suppliers is becoming increasingly diverse. India started diversifying its supply portfolio from 2006 onwards and imported LNG from many other countries including Algeria, Nigeria, Yamal, Australia, Trinidad and Tobago, Russia, UAE, Norway, Indonesia and Oman.

Currently, LNG is imported in India through mix of long term, short-term and spot contracts. An important factor in the future viability of planned import projects is India's ability to secure long-term LNG contracts at competitive prices. Current long- term contracted volumes fall way short of the potential growth in LNG demand forecast by numerous sources with newly-signed contracts pointing towards only an incremental increase.

Earlier the Indian market was unable to commit to short-term contacts (up to two years) and spot purchases as the country lacked adequate gas infrastructure. However, short -term and spot market accounted for most of the increased LNG supply in the two years given that only7.5 mtpa of LNG import is through long term contracts. Petronet has transported 1.44 mt from Gorgon and IOC has imported 0.7 mt from Cameron LNG project, USA as well. While India remains one of the most price sensitive markets for LNG in Asia, short term demand is not solely determined by the level of spot LNG prices. Competition from competing fuels, the price of contractual LNG and terminal constraints can play a role in tempering the level of spot imports. In an uncertain crude price environment, buyers may also favour an alternative balance between pure spot trades and structured contracts as part of the overall short-term mix in the near term.

India will remain sensitive to the price movements in the global LNG market with buyers switching to coal from gas for power generation with reasonable flexibility. Hence we can conclude that going forward, the industry is likely to see an increased trend of procuring LNG through mid-term and short-term contracts as these will be negotiated at rates cheaper than spot prices.

The Indian Government has plans to connect 10 million households with piped gas from the current 4.8 million households. There have been many rounds of bidding for various geographic areas for giving out licenses to companies for setting up distribution network and supplying Natural Gas in many districts. Overall Billions of Dollars have been committed in total and once implemented almost 70% of the country would be geographically covered with Piped Gas for Domestic use.

While India is emerging as major LNG market of future with all round development in LNG terminals, gas pipelines to attain desired sustainable growth, a comprehensive approach which can meet suppliers expectation on one side and meet consumers price expectation on other side needs to be firmed up. India would also need to take strategic decisions like upstream participation in integrated liquefaction projects, tax efficient structures, and a consumer friendly regulatory environment to make this dream a reality.

Your company jointly owns and operates 3 LNG carriers under long term charters with charterers Petronet LNG Limited, India for transportation of LNG predominantly from Qatar. The 4th LNG carrier is under long term charter to Exxon Mobil LNG Services B.V, Netherlands. In order to ensure its presence in the new areas of the LNG market, your company is exploring opportunities for operating small LNG carriers and coastal LNG shipping. Your company has built up a pool of trained LNG officers and the experience of independent technical operation of LNG tankers has helped to provide ship management services.

d) LPG Carriers

India's LPG imports increased by 1% in 2022 to 17.9 million tonnes driven by lower prices. Of the total LPG imports, almost 90% was from the Middle East. India's LPG imports are likely to grow at a CAGR of 6.4% between 2022 to 2027. An increase in the demand for Liquefied Petroleum Gas as a residential, industrial, and transportation sector is the major driver for the forecast period. The growing demand for clean cooking fuels in rural, as well as urban households is expected to give a boost to the country's LPG market in the forecast period. However, the country's LPG consumption primarily in the residential sector was impacted by the high global LPG prices caused by the Russia- Ukraine conflict in 2022. The high prices coupled with the removal of subsidy on residential LPG supply triggered a fall in consumption as consumers moved to cheaper alternatives. The Indian government tried to control LPG prices and announced a compensation of $2.7 billion to three state-owned refineries for selling LPG below cost at its instructions.

As per the forecast, LPG consumption in India during 2023 is expected to be higher as global LPG prices shall remain stable. The market's growth will remain slower than pre-pandemic as urban markets are almost saturate while City Gas Distribution (CGD) networks is expected to increase the LPG demand.

Your company's sole VLGC carrier - VLGC Nanda Devi, was employed under time charter with Indian energy PSUs during this financial year. The daily earnings were attractive as compared with markets.

DISCUSSION ON FINANCIAL PERFORMANCE WITH RESPECT TO OPERATIONAL PERFORMANCE

The financial performance of the tanker segment has been largely influenced by earnings on the VLCCs, Suezmax and Aframax segments where SCI has had a mix of spot cross trade charters, market linked Contract of Affreightment and Time charter businesses to effectively hedge employment and earnings risks. In the smaller segments consisting of product carriers and LR-I dirty crude carriers, the employment was mainly to meet the domestic product and indigenous coastal crude movements on long term contracts and time charter business. The mix of employment types and geographical concentration in niche coastal business segment has ensured returns in line with market trends. The global tanker markets were at pretty good levels during most of 2022-23. However, it is to be noted that some of your Aframax, Surezmax & LR1 vessels were under dry-docks & hence some earnings opportunities were circumstantially missed. Also, a noteworthy chunk of potentially lucrative earnings opportunities was lost due to unforeseen operational challenges and inherent technical issues on the vessels. Nevertheless, internationally high market levels, thoughtful deployments & handsome earnings opportunities on SCI's usual trade routes resulted in tankers giving a very good performance financially.

The dry bulk segment was still recovering from historically bad period and loss of key cargoes such as Iron ore exports from India, resulting in long non-profitable ballast legs thereby putting pressure on earnings. Also, some of your dry bulk vessels were planned to go into dry-docks hence the revenue operating days were comparatively less. Due to Russia-Ukraine crisis, Chinese port congestions & other global factors dry bulk tonnage dynamics changed & as economies began recovery the seaborne demand outlook of dry bulk tonnage improved. However, due to high bunker prices & high tonnage supply, dry bulk markets could not scale highs of previous year. Accordingly dry bulk markets moderated & had a profitable, but subdued performance as compared with last year. Strong recovery of Indian economy meant that activity was busy for India-centric trades & strategic tonnage deployment (including a rare COA in dry bulk segment) produced a moderately profitable financial performance in dry bulk segment.

e) Information Technology:

SCI has a robust ERP system in place. These systems are hosted in SCI's Data center located at Powai. To ensure Business Continuity, SCI also has a Disaster Recovery Site at Kolkata office. There is an E-tendering platform which is being extensively being used for procurements, thus enabling transparency and efficiency in the procurement process. SCI has implemented a Vendor Invoice Management system which facilitates registration of invoices centrally by the vendors which then goes through a work flow mechanism for approvals till settlement. Vendor has a facility to track and understand the status of their invoices.

As part of the Cyber Suraksha initiative, SCI has been making employees aware on various topics like cyber security awareness, whatsapp scams, phishing, desktop, laptop and mobile security, precautions against fraudulent transactions through articles, emails and talks by eminent personalities.

2. LINER AND Passenger Services

<u>Industry Structure & Developments</u>

i) World Scenario:

A surge in consumer spending – especially for goods ordered online – combined with supply chain disruptions and land logistics constraints pushed container freight rates to five times their pre-pandemic levels in 2021. Surge in container shipping freight costs, which peaked in early 2022, sharply increased consumer prices for many goods. Likewise, freight rates for dry bulk – unpackaged raw materials like grains – increased due to the war in Ukraine, prolonged pandemic and supply chain crisis. An UNCTAD simulation projects that higher grain prices and dry bulk freight rates can lead to a 1.2% hike in consumer food prices, with higher increases in middle- and low-income countries. Although freight & charter rates have fallen since mid-2022, they are still above pre-COVID-19 levels. Informatively, rates remain high for oil and natural gas tanker cargoes due to ongoing energy crisis. In an increasingly unpredictable operating environment, future shipping costs will likely be higher and more volatile than in the past.

Global trade growth in 2023 is expected to be subpar despite a slight upgrade to GDP projections since last fall as forecasted by WTO. Weighed down by effects of war in Ukraine, stubbornly high inflation, tighter monetary policy and financial market uncertainty, volume of world merchandise trade is expected to grow by 1.7% this year, following 2.7% growth in 2022, a smaller-than-expected increase that was pulled down by a sharp slump in fourth quarter.

According to IMF, Global Trade Volume (goods & services) growth has been decent at 5.1% in 2022 and is expected to moderate to lower level of around 2.4% in 2023. In developed countries, the trade volume growth is expected to decline sharply in 2023, at an average of around 2.4%. The sharp decline in trade volume is partly due to low–base effect of earlier year settling down in this year & partly due to the raised interest rates which have made access to capital more difficult & has led to slowing down of economic activity.

Trade growth is expected to rebound to 3.2% in 2024 as GDP growth picks up to 2.6%, but this estimate is more uncertain than usual due to presence of substantial downside risks, including rising geopolitical tensions, global food insecurity, possibility of unforeseen fallouts from monetary tightening, risks to financial stability and increasing levels of debt.

(ii) Indian Scenario:

India's growth continues to be resilient despite some signs of moderation in growth. **Although significant challenges remain in the global environment, India remains one of the fastest growing economies in the world.** As per National Statistical Office (NSO), Indian economy expanded by an impressive 7.2% (estimated) in FY 2022-23, as compared to the growth rate of 9.1% in 2021-22. There were some signs of moderation in the second half of FY 22-23. Growth was underpinned by strong investment activity bolstered by the government's capex push and buoyant private consumption, particularly among higher income earners. Inflation remained high, averaging around 6.7 %in FY22 -23 but the current-account deficit narrowed in Q3 on the back of strong growth in service exports and easing global commodity prices.

World Bank has revised its FY 2023-2024 GDP forecast to 6.3% from 6.6%. Union Minister for Finance & Corporate Affairs has projected a baseline GDP growth of 6.5% in real terms in FY 2024. Projection is broadly comparable to estimates provided by multilateral agencies such as World Bank, IMF, ADB and by RBI, domestically. Growth is expected to be constrained by slower consumption growth and challenging external conditions. Rising borrowing costs and slower income growth will weigh in on private consumption growth, and government consumption is projected to grow at a slower pace due to withdrawal of pandemic-related fiscal support measures.

Although, headline inflation remains elevated, it is projected to decline to an average of 5.2% in FY 2023-2024, amid easing global commodity prices and some moderation in domestic demand. Reserve Bank of India's has withdrawn accommodative measures to rein in inflation by hiking policy interest rate. India's financial sector also remains strong, buoyed by improvements in asset quality and robust private-sector credit growth.

Central government is likely to meet its fiscal deficit target of 5.9% of GDP in FY 2023-2024 and combined with consolidation in State government deficits, general government deficit is also projected to decline. As a result, debt-to-GDP ratio is projected to stabilize. On external front, current account deficit is projected to narrow to 2.1% of GDP from an estimated 3% in FY 2022-2023 on the back of robust service exports and a narrowing merchandise trade deficit.

Major Ports have set new records by exceeding cargo handling targets and have handled 795 MT for FY 2022-23, with 10.4% year over year growth. Deendayal Port, Kandla, Jawaharlal Nehru Port, Paradip Port, Syama Prasad Mookerjee Port, Kolkata and Visakhapatnam Port have achieved highest ever level of cargo handling during FY 2022-23. Informatively, India has 12 major ports — Deendayal (Kandla), Mumbai, Mormugao, New Mangalore, Cochin, Chennai, Ennore (Kamarajar), Tuticorin (V.O. Chidambaranar), Visakhapatnam, Paradip and Kolkata (including Haldia) and Jawaharlal Nehru Port.

On 22.03.2023, country's first **National Centre of Excellence in Green Port & Shipping** (NCoEGPS), a collaboration between MoPSW and The Energy and Resources Institute (TERI), was inaugurated by Hon'ble Minister of MoPS&W at research institution's field station in Gwal Pahari, Gurugram. NCoEGPS is expected to play a vital part in greening the shipping industry and ports by steering it towards carbon neutrality and circular economy.

Cargo movement on National Waterways during FY 2022-23 reached an all-time high of 123 MTs which is an increase of 13.06% as against FY 2021-22.

(iii) Business Sector & Outlook

Years 2021 & 2022 were characterized by capacity pressures. Several carriers have utilised their record-high profits to place orders for new vessels, which are expected to create an oversupply starting 2023 onwards. While new vessels will ease capacity shortages, shipping lines would likely cut freight rates to improve volumes, which will benefit exporters. Experts also predict that this trend will continue with large shipping companies focusing aggressively on acquiring & deploying more environmentally friendly & sustainable new capacity.

Freight rates in 2022-23 have decreased substantially from their record highs of 2021- 2022. Freight rates are further expected to drop by 15% to 40% in 2023 as compared to 2022. During March 2023, freight rates for Asia – North America West Coast trade fell by 8%, for Asia – North America East coast trade by 10% and for Asia-Europe trade by 17%, as compared to February 2023. Global shipping giant Maersk expects global annual container demand to shrink by 2%-4% in 2023. This reduction in demand has led to a decrease in freight rates.

The year 2023 is expected to witness a further slowdown in economic activity. The International Monetary Fund (IMF) estimates global economic growth to reduce from 3.2% in 2022 to 2.7% in 2023. A broad-based recession is expected to impact global value chains – from availability of raw materials to production and transportation. Moreover, gradual withdrawal of Covid-related stimulus measures will intensify recessionary impact. This is expected to lead to a further decrease in consumer spending and global demand. However, estimates indicate that global e-commerce will grow. Moreover, lower shipping costs may cause cargo that previously travelled by truck or train to shift to water vessels. Together, these factors may have a slightly moderating impact on demand.

Another factor that is likely to affect freight rates is the rise of digital transformations across freight forwarding industry. Traditional freight forwarders are introducing digital tools to increase transparency and improve communications. Moreover, several digital companies are providing services to organize and coordinate movement of goods. According to Allied Market Research, digital freight forwarding industry is expected to grow from US$ 2.92 billion in 2020 to US$ 22.9 billion in 2030.

(iv) Expected Changes & Trends in Shipping during 2023

Re-shoring of Source & Protectionism: As companies grappled with fallout of having far flung sourcing origins and supply chains that were heavily impacted by Covid-related restrictions, many have adopted measures to diversify sourcing to insulate themselves against global macro-factors. Several companies have adopted re-shoring and friendshoring and moved production closer home to protect themselves from disruptions and delayed deliveries. According to shipping journal Lloyd's List, this reorientation of trade flows is "creating extra loads into the system," and may open opportunities for shipping companies. However, alongside this reconfiguration, protectionism is expected to rise with countries implementing measures to reduce imports and boost domestic industries. These measures will impact global trade, and in turn the freight forwarding industry in the future. However, the exact ramifications of these trends will only become clearer in the long-term.

Digitisation & Automation: While shipping industry has generally not been one of the prime movers when it comes to adoption of new & innovative technologies, unpredictability & chaos caused by successive black swan events over last 2 years have significantly added to complexity of planning transport & shipping process, for both Carriers & Shippers alike and has compelled Carriers to consider investing in sophisticated transport planning systems and laying greater emphasis on digitization and automation in their internal processes. Permutations and combinations that the present scenario throws up render it impracticable to rely on rudimentary planning tools; a realization that is slowly dawning on Carriers. Sector has, therefore, been heavily investing in technological solutions and also formed industry associations to standardize processes and facilitate automation and adoption of common industry-wide processes. Biggest players in the industry have for a few years now been exploring Blockchain technology and the increased usage of Big Data, AI and ML, with market leaders even forming a partnership to adopt these technologies to maritime sector. Post participation of bigger players, medium-sized carriers and ports too have joined the partnership, thus rapidly creating core mass needed for such technology to be widely adopted & become industry standard.

Environmental Focus & Green Supply Chains: As environmental awareness grows world over and consumers & corporates become progressively aware of their responsibilities in reducing overall carbon footprint, we are witnessing enhanced focus on environment-friendly business and commercial practices. Driven by a growing consumer preference for eco-friendly products and services, coupled with willingness to pay a premium for such products, sustainability has become a keyword for major corporates. While selecting transport vendors (including shipping companies & inland hauliers), shippers & manufacturers world over are laying greater emphasis on reduction of emissions and lower carbon footprints, to the extent that higher weightage is being given to these aspects in the annual tendering process. Governments and international trade and maritime organisations too have been becoming increasingly cognizant of the need for shipping to reduce emissions and have been setting stiff emission reduction targets. Major container carriers have taken this a step further and set themselves emission reduction targets that are even more ambitious than what regulations stipulate. Carriers are also allocating higher amounts for research on reducing emissions and becoming open to investing in new technology and fuel types. Proof of this is the LNG fuelled vessels that a growing number of Carriers have opted for in the last couple of years. As an aside, it might seem counterintuitive that Shipping has been subject to such intense scrutiny, despite being one of the least polluting modes of transport. This is however explained by the fact that even though shipping is the most environmentally friendly mode of transport in relative terms (to other transport modes) and also at a per-unit level, sheer volume of internationally traded cargo that the maritime sector caters to means that total emission levels generated by the shipping industry are massive. Overall, this is one of the positive trends in the shipping industry, and though expected to raise freight rates, will in the long run contribute immensely to sustainable international trade and development.

SWOT Analysis

Strength & Weaknesses

Liner Division of SCI has vast experience in liner trade, which is the most formidable force instilling confidence in cargo interests / owners who continue to lend their invaluable support to SCI.

Customer friendly approach at all levels and SCI's customized services puts SCI ahead in the league.

Wide network of agents, all across the world, provides and facilitates for localized contacts in markets to offer customised end to end logistics solutions.

Operating partnerships have been forged with internationally recognized container carriers in select consortia, to enhance coverage and frequency on major trading routes.

Break-bulk operations are largely profitable and provide stable source of revenue.

Though SCI started predominantly as a liner shipping company but currently has only 2 liner vessels and has a miniscule share in global DWT.

Opportunities & Threats:

Substantial growth of Indian EXIM container trade facilitated by enabling GOI policies viz. Sagarmala, Gati Shakti, Maritime Vision 2030, National Logistics Policy, Foreign Trade Policy 2023 etc.

Substantial potential for enhancing presence on Indian coast in coastal shipping sector, feeder operations, IWT etc.

Capitalise on substantial movement of project cargoes, heavy lift shipments.

Tapping more PSU / GOI / Defence cargoes.

India-Maldives Service to serve as template for expansion into Indian Ocean Region & near Coastal Regions.

Provide Technical, Operational & Commercial Management, of IWAI vessels through SCI Regional office.

Break bulk sector continues to maintain good potential in respect of ocean freight arrangements of General cargoes, Over-Dimensional Cargoes (ODC), Project cargoes, Heavy Lift cargoes etc. on account of Government Departments / PSUs and other GOI organizations.

Supply / demand overhang with huge box-ship order-book dominated by larger ships (ULCS / VLCS) placing considerable stress on already depressed freight markets.

Declining merchandise / EXIM trade owing to emerging geopolitical risks, global inflationary trends, slowing consumer demand, high inventory overhang etc. depressing fill factor / capacity utilization etc.

Trade-wars, protectionism etc. & its impact on emerging markets pose serious headwinds.

On-going industry consolidation, capacity management & network optimisation forcing cascading of bigger vessels into niche segments stressing out freight rates, capacity utilisation, revenue and profitability.

Extreme volatility in input costs viz. especially bunker prices, port / terminal / depot tariffs etc. severely impacting bottom line.

Availability & matching of right type / size of equipment / inventory owing to systemic trade imbalance.

Liner Shipping Services 2022-23

A) Segment-Wise Performance

A.1. Liner Vessels: Table below shows profile of your Company's owned liner fleet having a total container carrying capacity of 8,800 TEU (nominal capacity).

Type of Ships	As on 31.03.2022		Addition		Scrapping		As on 31.03.2023	
	No.	Dwt (MT)	No.	Dwt.	No.	Dwt.	No.	Dwt (MT)
Fully Cellular	2	115,598	-	-	-	-	2	115,598

A.2. Both container vessels namely, m.v. SCI Chennai and m.v. SCI Mumbai are 14 years old. As on 31.03.2022, 1 in-chartered container vessel having Net Tonnage of about 10,643 MT was operated by your Company. In addition to above owned and in-chartered vessel, your Company also has cargo loading rights on 23 vessels of its partners in various consortia arrangements that your Company has with leading Shipping Lines such as Mediterranean Shipping Company (MSC), Sima Marine / Simatech. Your Company continued to be present in the following sectors.

B) Container Services

B.1. Himalaya Service (erstwhile ISE Service): UK-C Cellular Container Service was commenced in 1994 by SCI, as a single operator, deploying three vessels of 1,800 TEU capacity. Service was subsequently upgraded to a fixed day weekly service with two partners deploying a total of seven vessels of similar capacity. During economic downturn of 2008-09, service was rationalised by forming a consortium with MSC in May 2009, to operate a weekly service with a total of eight vessels, out of which two vessels of 4,400 TEU capacity was contributed by SCI. Thereafter, in early 2016, service was upgraded to eight vessels of 8,500- 10,000 TEU capacity and accordingly SCI's contribution was revised to one in-chartered vessel of about 8,500 TEU capacity. Since August 2021, service is being operated by MSC with 9 vessels and SCI is maintaining its presence in India – Europe sector through purchase of slots from MSC as SCI was unable to induct a suitable vessel.

B.2. IPAK Service: In a slot swap arrangement between SCI and MSC, SCI has been allotted 150 TEUs slots @ 12 MT/TEU by MSC, which operates IPAK service in exchange for similar slots allotted to MSC on Himalaya service.

B.3. SCI Middle East India Liner Express (SMILE) Service of SCI and India West Coast Service (IWCS) & Chennai Colombo Gulf

Service (CCG) of Partner: SMILE and CCG services seamlessly link up Persian Gulf with East Coast of India and West Coast of India, thereby, strengthening and expanding SCI's presence in Coastal Shipping Sector. Joint operation on this route is a force multiplier for SCI, which provides high quality Coastal Services on fixed day, fixed window basis with potential for even bigger expansion in Coastal and near Coastal trades with special emphasis on the East Coast of India ports. Two services viz. SMILE, and CCG with their service rotations makes it feasible to connect pan-Indian ports with improved transit time. SCI seeks to cooperate with other Indian Companies to work out best transportation solutions for trading community vis-à-vis commercially, economically viable and environmentally feasible options. SCI connected West Coast of India to Southern and Eastern ports of India viz. Katupalli / Krishnapatnam / Vizag / Haldia / Kolkata and Pan India service got stabilized during 2017-18 up till February 2021 thus, promoting GOI initiative 'Sagarmala' and increased coastal shipping. Pursuant to Ministry of Shipping, Ports & Waterways (MoPSW) directives to overcome high freight rates and to overcome high freight rates and for promotion of exports, SCI Management was directed to deploy on of its owned container vessel viz. m.v. SCI Chennai on a feasible EXIM sector to cater to requirements of Indian exporters. In this regard, it may be worthwhile to note that since the measure to deploy SCI vessel in EXIM trade to Middle East was taken to overcome high freight rates and shortage of containers has eased out, due to which the vessel was re-deployed on coastal sector where profitability was higher as compared to Persian Gulf sector.

B.4. India – Maldives Shipping Services: India - Maldives Cargo Shipping Service between India and Maldives, was jointly launched through a virtual ceremony on 21.09.2020, adding a new chapter in connectivity initiatives taken by both countries in Indian Ocean Region (IOR), connecting Indian Ports of Cochin and Tuticorin with Kulhuduffushi and Male. Majority shipments are of bulk/break-bulk nature, whereas, thrust is to fill-up vessel with containerized cargo for better profitability. Informatively, service was briefly discontinued in September 2022, due to off hiring of the vessel. However, Service was continued through interim arrangement with other carriers.

B.5. Inland Waterways Services: Inland & Coastal Shipping Limited, a wholly owned subsidiary of your Company has forayed into Inland Waterways Shipping Services by taking over IWAI vessels viz. m.v. Rabindra Nath Tagore and m.v. Lal Bahadur Shastri for operating these vessels on NW1 between Kolkata – Patna – Varanasi and on NW2 between Kolkata and Pandu. Subsequently an MoU has been signed on 11.03.2022 with IWAI for taking over of two RO-RO vessels viz. m.v. Gopinath Bordoloi and m.v. Sankar Dev.

B.6. Feeder Operations: SCI makes feeder arrangements with "Common Carriers" between various destinations / port-pairs on Indian Sub-continent.

B.7. Slot swap arrangements: SCI enters into slot-swap arrangements with service providers depending upon trade requirements.

B.8. Break-Bulk Services: SCI arranges carriage of break-bulk cargoes on space charter basis from various regions across the globe including USA, Europe and Far East for imports on account of Government Departments / PSUs and other GOI organisations, which includes Shipments of Over-Dimensional Cargoes (ODC) / Project cargoes / Heavy Lift cargoes / IMO Class I Cargoes etc. and also containers.

Marketing: SCI's marketing team continues to make regular customer calls through its own offices and also through agents appointed at various ports in India and abroad in order to market its container and break-bulk services. Meetings, Virtual Meetings with agents, shippers, freight forwarders, NVOCC's etc. are held periodically, and SCI representatives also participate in various trade meets at important locations in India.

Outlook: Year 2023 is expected to witness a further slowdown in economic activity. International Monetary Fund (IMF) estimates global economic growth to reduce from 3.2% in 2022 to 2.7% in 2023. A broad-based recession is expected to impact global value chains – from availability of raw materials to production & transportation. Moreover, gradual withdrawal of Covid-related stimulus measures will intensify impact of recessionary trends. This is expected to lead to a further decrease in consumer spending & global demand. However, estimates indicate that global e-commerce will grow. Moreover, lower shipping costs may cause cargo that previously travelled by truck or train to shift to water transport. Together, these factors may have a moderating impact on demand. Outlook for container shipping market next year may not be bright considering decreased trade volume due to factors such as inflation and interest rate hike. It is expected that container freight rates would further drop by approx. 15% to 20% in 2023 as compared to 2022.

While forecasting 2023 profits, carriers had banked heavily on market conditions improving in 2nd half of 2023 on the back of increased demand stemming from inventory restocking by major retailers and positive seasonality in 3rd quarter 2023. However, it seems far from materializing as inventory continues moving slowly and retailers focus on depleting existing stock. Presently, order-book is at 7.41 million TEU, which is 28.1% of existing fleet of 26.39 million TEU. Having surpassed 20 million TEU in 2017, exiting fleet is forecast to rise 50% to 30 million TEU by 2025. The highest ever order-book / fleet ratio was in November 2007, at 61.3%, when order-book in absolute terms, 6.58 million TEU, was lower than today's 7.41 million TEU. That mistake ushered in many years of pain as average daily global containership earnings sank dramatically before recovering on the back of Covid led trade resurgence. Incidentally, biggest ships are also the newest and the smallest the oldest and there is a vast tranche of ageing mid-sized ships that may be vulnerable should capacity growth not match demand growth in the near term. Destocking continues and restocking will follow but, in the absence of strong demand, it is apprehended that many large ships may face layup.

In tandem with movement of global freight Indices, India Sub-continent Europe Sector would remain extremely volatile in terms of both cargo volume and freight rates in coming months. Freight rates are expected to remain depressed due to slow-down in global trade volumes. This underscores increased risk of onset of a global recession as consumer demand gradually shrinks amid rising inflation, which can partly be attributed to on-going conflict in Ukraine and global economic uncertainty. Due to prevailing slowdown and unprecedented high levels of inflation (about 8%) in European Union, most European manufacturing facilities and exporters are trimming their production output, resulting in reduced cargo flow & softening of freight rates.

SCI's weekly Coastal service (SMILE) with owned vessels viz. m.v. SCI Chennai & m.v. SCI Mumbai (52,000 DWT each) is operated in partnership with Chennai-Colombo-Gulf Service (CCG) operated by partner. Informatively, m.v. SCI Chennai & m.v. SCI Mumbai are largest vessels ever deployed in coastal services. However, due to excess tonnage and reduction in cargo volumes, downward trend of freight rates and cargo volumes expected to continue at least till mid of FY 2023-24.

For Inland Waterways, though India has been underutilizing its navigable waterways; however with government's focus and initiatives like Sagarmala and Gati Shakti Plan for development of Multimodal Transport, Inland Waterways could be a new sunrise sector. SCI is already operating in inland waterways and is looking for further opportunities for expansion through its Inland & Coastal Shipping Limited Company, which is a wholly owned subsidiary of the Shipping Corporation located at Kolkata.

Risks & Concerns: As container freight rates in the last two years touched record high levels, it is unlikely that such rates will continue to maintain at the same levels this year. This can taper down SCI's Liner services profitability depending on degree of reduction in box rates. SCI needs more partners for market expansion for its EXIM as well as coastal services. However, in absence of suitable partners / alliance with other EXIM / coastal operators, SCI's EXIM / coastal services growth may remain stagnant.

Discussion on Financial Performance w.r.t. To Operational Performance: Your Company's liner segment registered a loss of ₹ 31.19 crores in FY 2022-23 as against net profit of ₹ 612.27 crores in 2021-22. Operating Income decreased to ₹ 1,128.59 crores in 2022-23 from ₹ 1,469.14 crores in preceding year due to excess tonnage and lower freight levels. You may like to note that your Company is adopting various cost saving measures accruing to liner services viz. considerable saving on feeder and transhipment costs by reducing carrying cargoes to non-base ports, better inventory management, control on repair costs of vessels and containers. On-time schedule reliability of our services, particularly in Europe sector continues to be very good and comparable or better than the global players.

Measures Taken By Us To Improve Our Services & Operations: Liner Division is ensuring that General Rate Increases (GRI) are being strictly implemented from time to time keeping in mind market sentiments and demand-supply gap dynamics. Performance of each service is being reviewed monthly from the point of view of profitability. Ultra slow steaming is planned and achieved on the container ships. Liner Division has already expanded its Coastal and Feeder Services and is trying for further expansion. Further, ports like Kandla and newly emerging container ports in East Coast of India like Kattupalli, Krishnapatnam and Vizag are offering substantial discounts on transhipment costs and storage charges, and by using these ports optimally, substantial system costs reductions are being achieved. Our focus is to maintain right sized leased equipment inventory to optimum levels to make services sustainable and undertaking firm negotiations with leasing companies and vendors for achieving desired results. Aging inventory is being replaced by younger fleet at better terms. Division is scouting for second hand vessel(s) if it fits commercial requirements.

Important Developments, If Any: Direct shipping service commenced between India and Maldives, through induction of m.v. MSS Galena, from VO Chidambarnar Port, on 05.05.2023. The initiative would not only cut logistics and other related costs but will also enhance connectivity and will reduce time taken to transport goods between the two countries. Commencement of this service has added a new chapter to connectivity initiatives taken by both countries in the Indian Ocean Region. Service has also promoted, developed, and stabilized shipping connectivity between Indian and Maldivian ports and will further give impetus to bilateral trade between India and Maldives.

3. Technical and Offshore Services Division

Industry Structure and Developments:

World scenario:

The offshore support vessels industry is dependent on utilization of rigs, E&P activities and other activities in oil fields, which in turn depends upon strategic decisions of energy security by oil and gas producers, shifts in Government policies and long term crude oil price trends.

Global headwinds, economic turmoil, recessionary trends in many developed economies, impact of Russia-Ukraine war, etc. played / will be playing the critical role in deciding future course for the off-shore market.

Indian scenario:

The offshore activities remained subdued with only few selective opportunities for employment of offshore vessels.

Meanwhile, offshore vessels of your company were engaged on long term charter with ONGC and other Govt. Departments, thus having less impact of the subdued market.

Outlook:

Most of the demand for Offshore Support Vessels (OSV) can be attributed to the rising deepwater development activities, driven by the declining production from the mature fields and increasing crude oil demand.

With the continuous volatility and mixed trend shown by crude oil prices, the coming year is expected to generate increased opportunities for employment of offshore assets. Furthermore, ONGC is also expected to come up with many tenders with long term requirements for its offshore assets. Also, more requirements, albeit short term, are emanating from private operators / contractors in the Indian offshore market.

Strengths and Weaknesses:

Your company has a diversified fleet of offshore vessels with 02 nos.80T AHTSVs, 04 nos. 120T AHTSVs, 02 nos. PSVs and 02 nos. MPSVs, thus enabling it to cater to requirements of various clients in the offshore market. It also has a young fleet giving technological advantage compared to older vessels in market. Further to keep the vessels technologically up-to-date your company has taken the initiative to upgrade its offshore vessels from UKOOA 'C' compliant to UKOOA 'B' compliant as per UKOOA ERRV guidelines. Additionally further up-gradation of the vessels is carried from time to time for meeting the charter party requirements and to fulfill the tender criteria.

Further, during the period under review, your Company has successful deployed majority vessels on long term charter thus ensuring steady revenues for long term period.

While SCI has a young and diversified offshore fleet, it is comparatively small to cater to needs of all the E&P companies in India.

The global head-winds and Russia-Ukraine war played its role wherein spot market opportunities also got dwindled because of lesser EPC projects, thus showing impact of other markets on the Indian offshore market.

ONGC being the biggest E&P Company in India, your company has been employing majority of its vessels with them on short term / long term basis. However to mitigate the risk of dependence on one client, your company has been in constant discussions with various other public/private operators to deploy our vessels for their offshore activities.

Opportunities and Threats:

With increase in crude oil prices, the E&P activities are expected to rise, thereby creating shipping demand for offshore assets in Indian coast. Substantial potential foreseen for growth in offshore services on the Indian coast as well as in the neighbouring areas. ONGC is coming up with many tenders with long term requirement of offshore assets. Further, in general, more requirements albeit short term, are emananting from private operators/contractors, thus various opportunities are expected for offshore vessels of your company.

Also your company is being approached by various Government organizations like ISRO, NTRO, MDL etc for requirement of offshore vessels, thus highlighting the opportunities for deployment of offshore vessels of your company.

Global economic instability has led to curtailment of E&P activities all over the world. This, in turn has resulted in loss of employment for OSVs worldwide and few assets are being diverted to Indian waters. Due to which, the competition in upcoming tenders of ONGC for offshore vessels is expected to increase further, impacting the charter rates adversely. Further, due to fall in asset prices in the global Offshore S&P market, few private companies have bought offshore assets (for meeting ONGC requirements) at very low capex, which may become a threat while competing in upcoming ONGC tenders. Also uncertainty about renewal of O&M contracts by ONGC for vessels which your company has been managing since many years, is a threat to the steady revenue that your company has been earning.

Risks and Concerns:

Entry of new players in the Indian market with low capital expenditure is a major concern and challenge for your company. To counter the same, your company has been taking all efforts to deploy vessels on long term basis, so as to avoid the impact of fluctuations in charter hire rates in market.

Uncertainty about renewal of O&M contracts of vessels of ONGC, which were being managed by your company since many years, is also a matter of concern. While, during the last year 2022-23, your company had enhanced its fleet of managed vessels by entering into an O&M agreement with Union Territory of Lakshadweep Administration (UTLA) for managing their vessels, by the end of year, UTLA has requested your company to handover these vessels to LDCL.

Further, as per Govt. of India guidelines for Global Tender Enquiry (GTE), local tenders are required to be floated for dry-docking and major repairs of vessels. Only local yards are participating in dry-docking tender. This has resulted in significant increase in repairs cost due to limited number of yards in India capable of dry-docking the vessels.

Your company is taking efforts to keep the dry-docking expenses as minimum as possible and within budgeted cost with advance planning for carrying out most of the repairs and surveys during waiting or offhire period.

OFFSHORE ACTIVITIES

Information relating to the year under review viz 01.04.2022 to 31.03.2023:

The T&OS Division of SCI operates fleet of 10 owned offshore vessels. In addition to the above, it also manages vessels of various organizations / Government departments. As on 31.03.2023, this comprised of 04 vessels of ONGC, 27 vessels of A&N Administration, 3 vessels of Geological Survey of India, and 23 vessels of UTL Administration.

SCI owned Offshore vessels:

Your Company's owned offshore fleet comprises of 10 vessels i.e. 02 nos. 80T Anchor Handling, Towing & Supply Vessels (AHTSVs), 04 nos. 120T AHTSVs, 02 nos. Platform Supply Vessels (PSVs) and 02 nos. Multi-Purpose Support Vessel (MPSV).

During the year under review, one PSV (SCI Nalanda) and the four 120T AHTSVs continued to be on long term charter with ONGC. The two MPSVs were once again onhired by DRDO and Indian Navy on long term charter, assisting them in their national missions of strategic importance. Further, during the year one more vessel (PSV), was deployed with the Indian Navy for one year period for their mission requirements.

The remaining two 80T AHTSVs were operating in the spot market and were deployed with various Government and private clients.

O&M of ONGC owned vessels

i. Offshore Supply Vessels (OSVs) of ONGC:

Your company was awarded Operation & Maintenance (O&M) contract for seven OSVs of M/s ONGC since their induction from 2013 onwards till 31.03.2023. Accordingly, these contracts have come to an end and the vessels have been handed over back as per directions of the owners. Out of the seven vessels, six vessels have been handed over on 31.03.2023 and one vessel (m.v. P.R. Nayak) was handed over on 16.05.2023.

ii. Mobile Offshore Drilling Units (MODU):

SCI had been providing Marine Man Management services to two MODUs of ONGC viz; 'Sagar Vijay' and 'Sagar Bhushan', since last 6 years on cost-plus basis. The contracts were valid till June/Aug'2022.

The contract of MODU 'Sagar Vijay' was valid till 30.06.2022, which was extended till 04.07.2022, subsequent to which the vessel was handed over as per directions of ONGC. The second MODU 'Sagar Bhushan' was valid till 18.08.2022, contract for which has now been extended by ONGC till 31.12.2023.

iii. Specialized vessels:

During the year 2022-23, your company continued the Operation & Maintenance management (O&M) of ONGC's one Geotechnical Vessel (GTV) (Samudra Sarvekshak). The existing contract for Samudra Sarvekshak, which was valid till 31.03.2022, was earlier extended upto 30.09.2022. The contract has now been further extended by ONGC upto 30.09.2024.

Your Company has also continued the Operation & Maintenance management (O&M) of ONGC owned Well Stimulation Vessel (WSV) "Samudra Nidhi" since the vessels delivery in year 1986. The six year long term contract for Samudra Nidhi which was valid till 31.03.2023, has been extended by further 2 years i.e. upto 31.03.2025.

3.0 O&M of A&NA owned vessels:

In addition to Offshore operations, your Company operates domestic passenger and cargo transportation services between the Mainland and the A&N group of islands and inter-islands by managing vessels owned by the Andaman and Nicobar Administration (A&NA). During the year one 500 Passenger-cum-cargo vessel 'M.V.Nalanda' was added to A&NA fleet, O&M of which has also been handed over to SCI. Accordingly, presently a total of 27 vessels of A&N Administration are being managed by SCI. These comprise of 17 nos. Foreshore Passenger vessels, 8 inter-island vessels, 01 Mainland-island vessel and 01 cargo vessel.

O&M of UTLA owned vessels:

Your company, on 02.02.2022, executed an agreement with Union Territory of Lakshadweep Administration (UTLA) towards Operation and Management (O&M) of their entire fleet of vessels. While your Company had taken over 09 vessels by 01.04.2022, during the year 2022-23 various vessels of the UTL fleet was taken over in a phased manner, with a total of 26 vessels taken over by Sept'2022.

Subsequently, as per requirement of UTLA, SCI has assisted the Administration in decommissioning and disposal of 03 vessels, which included 02 High Speed Crafts and 01 Passenger-cum-cargo vessel, bringing the number of vessels of UTLA being managed by your company to 23. Thus during the year 2022-23, your company has managed operations of 23 vessels of the UTL Administration, which comprised of 05 Passenger vessels, 06 High Speed Passenger Crafts, 03 POL vessels, 05 Cargo vessels and 02 Harbour Tugs and 02 vessel laid-up for decommissioning.

Thereafter, by the end of the 2022-23, your company has received letter dated 21.02.2023 from the UTL Administration informing about signing MoU with Cochin Port Authority, Cochin Shipyard Limited and Lakshadweep Development Corporation Limited for Port Infrastructure development projects and Shipping operations and maintenance of UTLA vessels. As per the letter, your company has been requested to take necessary action for handing over operation and management of UTL vessels to LDCL. Accordingly, suitable arrangements are being made by your company for smooth handing over.

O&M of other organizations:

During the year, your company continued operation and management of Oceanographic and Coastal Research vessels on behalf of Government agencies/ departments viz; three vessels owned by Geological Survey of India (GSI) under Ministry of Mines and four vessels of Ministry of Earth Science.

However, as per directions from Ministry of Earth Science, their four vessels were handed over back during Aug-Sept'2022.

Manned and Managed vessels:

The following table shows the profile of Passenger vessels, cargo vessels and other vessels of various Government departments managed by your company:

Type of Ships	As on 31.03.2022			Additions Nos.	Scrap / Redelivered (Nos.)	As on 31.03.2023		
	Nos.	Pax Cap	Cargo Cap. (MT)			Nos.	Pax Cap	Cargo Cap. (MT)
Pax-cum-cargo	11	5067	3740	4	-	15	6517	4390
Cargo ships	3	-	2000	4	-	7	-	4400
POL ships	3	-	910	-	-	3	-	910
High Speed Crafts	0	-	-	6	-	6	600	-
Tug	1	-	-	1	-	2	-	-
Other vessels	17 Foreshore & 7 Research	1601	250	-	4	17 Foreshore & 3 Research	1601	250
	42	6668	6900	15	4	53	8718	9950

DRDO Project:

Defence Research & Development Organization (DRDO) had placed its requirement with your company for hiring of two support vessels for a firm period of 3 years plus 1 year extension option. Accordingly, your company has deployed its Multi-purpose Support Vessel (MPSV) 'SCI Saraswati' w.e.f. 20.09.2022 for this new contract. Your company is exploring various options for providing one more vessel, as per their requirement. The vessels are to be utilized to meet support requirements towards DRDO's strategic missions of national importance.

Further, similar to previous year, during current year also, the Indian Navy has continued to avail services of your company's MPSV, 'SCI Sabarmati', for assisting in its new Deep Submergence Rescue Vehicle (DSRV) project. Your company is proud to have been associated & assisting the Indian Navy in conducting their trials on the West Coast & East Coast of India.

Additionally, Indian Navy was in requirement of one more offshore vessel for their strategic missions, for which your company has provided its one PSV for one year period.

Technical Services:

Technical Consultancy Services

During the year under report the Company continued to provide technical consultancy services to A&N Administration, Union Territory of Lakshadweep Administration, Geological Survey of India and other Government Departments for their various ship acquisition projects. During the year, your Company assisted A&N Administration in construction supervision of 2nd 500 Passenger-cum-cargo vessel, "m.v.Nalanda", which after successful sea trials in March 2022 was delivered to the Administration on 05.07.2022. The 2nd 1200 PAX vessel out of series of 2 nos. 1200 PAX vessel at M/s CSL, was launched on 14.08.2022. The first 2000 LPG cylinder carrier out of series of 2 nos. 2000 LPG Cylinder carriers under construction at M/s Goa Shipyard Ltd. is scheduled to be delivered to UTL Administration by Sept'2023

In 2022-23, technical consultancy was continued to M/s Cochin Shipyard Ltd. (CSL) for acquisition of secondhand floating dry-dock to be deployed at Indira Dock in Mumbai Port Trust (MbPT).

Tonnage Acquisition Programme

During the year under report, your company had envisaged acquisition of secondhand vessels in various segments. Out of the above, your Company floated global tender for acquisition of 1 No. Platform Supply Vessel (PSV) of up to 10 years old considering requirements from Charterers for specific type of vessels. By FY 2022-23, technical evaluation of the offered vessels was in progress and if the offered vessels meet the technical & commercial requirements, the vessel is planned to be acquired during the coming financial year i.e. FY 2023-24.

Acquisition of vessels in other segments would be planned considering the market dynamics and fund position.

Informatively, your company has been continuously scanning the market for right assets in the market in relation to the available employment opportunities and is optimistic about acquisition of vessels at the opportune time.

Eco-Friendly and Conservation of Energy

As a policy, your Company remained committed to environmental protection as per International Convention for the Prevention of Pollution from Ships (MARPOL). Necessary steps have been taken to minimize air pollution and oil pollution from ships.

Your company has successfully complied with IMO's 0.5% sulphur fuel regulation which came into force from January 2020 and all vessels are being supplied low sulphur fuel oil since 1st January 2020.

Your company has already taken necessary steps to meet IMO's fuel oil data collection system directive, as per IMO directives to report fuel oil consumption data from 01st Jan'2019.

For the existing vessels, your company had developed a Ship Specific Energy Efficiency Management Plan (SEEMP) to improve and monitor energy efficiency in ship operations. Installation of Ballast Water Treatment plants on new ships and in phased manner on existing vessels, availability of Inventory of Hazardous Materials on most of its ships, usage of TBT free paints, replacing conventional lights on all ships with LED lights, etc are some of the measures showing your company's commitment to Eco-friendly policies and conservation of energy. Installation of Ballast Water treatment plants have been completed on 24 out of total 42 required vessels and is in progress on remaining vessels.

Your company has geared itself to comply with latest emission reduction targets set for shipping by IMO. The IMO has introduced Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII) regulations as part of its interim measure under the Green House Gas strategy. Ship Energy Efficiency Management plan developed for all ships which includes SEEMP Part III (w.e.f 01.01.2023 - CII rating based on the annual fuel consumption of each ship) has been completed.

Your company has embarked on various Technical & Operational measures to improve energy efficiency with options to use bio-fuels. The EEXI calculations have been done in-house by your company and the EEXI technical files for all vessels have been approved by Classification Society. The regulations are applicable based on the 1st Annual, Intermediate or renewal IAPP survey falling due on or after 01.01.2023. Depending on above survey schedule, Engine Power Limitation (EPL) is being carried out in phased manner as one of the basic measures to improve the energy efficiency of existing ships in terms EEXI.

For compliance with aforesaid regulation as far as Carbon Intensity Indicator (CII) is concerned as an operational measure to reduce emissions, SCI is exploring various types of Energy Saving Devices (ESDs) such as Pre-swirl devices, propeller boss cap fins, rudder bulb etc, low resistance (high performance) anti-fouling paints, alternate fuels for main and auxiliary machinery, trim optimization, time & speed monitoring, wind assisted propulsion, etc with an objective to achieve continuous improvement in ship's operational CII.

We have already banned single use plastic on our ships as per the DG Shipping order.

Technology Absorption, Adoption and Innovation

The technological advancement in Maritime sector in present day is focused towards optimizing ship operations, building cost efficiencies, developing sustainable and environment friendly maritime business.

The SCI has taken all steps to comply with requirements of The International Maritime Organization's MARPOL ANNEX VI aimed at Controlling Air Pollution and setting limits on Emissions to the Atmosphere from Ships. On the new vessels SCI has voluntarily accepted higher than mandatory requirements on emission standards. Your company is continuously trying to identify and implement emission reduction technologies and best practices.

Your company has taken the initiative to upgrade its offshore vessels from UKOOA 'C' compliant to UKOOA 'B' compliant as per UKOOA ERRV guidelines. As per Emergency Response Rescue Vehicle (ERRV) Group 'B' guidelines vessels are to be equipped with two Fast Rescue Crafts with Inboard Diesel Engines of capacity of 15 persons each. After the upgradation, offshore vessels of your company will be capable of rescuing persons from water, providing medical aid, place of safety for workers and on scene co-ordination in the event of emergency on offshore installations.

Your company has taken initiative to install Ballast Water Treatment Plants on all those vessels which are not fitted with the treatment plants. This exercise is being carried out in a phased manner in order to comply with the IMO regulations.

To take of the Cyber related risk, SCI has developed "Cyber Risk Management Policy" in line with the IMO regulations, so as to build capabilities to prevent, mitigate and respond to cyber risks, to reduce vulnerabilities and minimize damage from cyber incidents and protect information systems of SCI.

For the (2 firm + 1 optional) 2000 Domestic LPG Carriers for UTL Administration which are under construction at M/s Goa Shipyard Limited, your company as the technical consultant has recommended various optional features such as installation of sewage treatment plant, double hull protection to fuel oil tanks, etc. over and above rule requirement for such size of vessels which reflects your company's commitment environment protection and technology absorption.

Similarly, for 1200 Passenger vessels under construction for A&N Administration, your company had recommended adoption of certain technological up gradations for comfort and operational efficiency.

Situation in Coastal operation and Offshore areas:

The onset of Russia-Ukraine war and global uncertainties, recessionary trends again bought with it uncertainties of vessel employment and reduced opportunities. Thereafter while the pandemic situation has improved, the overall offshore market has remained subdued with limited opportunities in the spot market.

Further there has been shortage of availability of yards on the Indian coast for dry-docking and repairs of offshore vessels. These are only limited yards present and various difficulties are being faced in availability of dry-dock slots as per vessel requirement. This inturn leads to delay in onhiring of vessels with the charterers.

The spares supply from OEM located overseas are delayed due to logistics issues caused by the pandemic. The delivery of spares is also getting delayed due to airlines not having fully resumed cargo operations.

Measures taken to improve services and operations

The global economic scenario, cross-border tensions, Russia-Ukraine war, etc. are relative restrictions that had an impact on UKOOA B up gradation projects that were being undertaken in two of 120 AHTS to meet charter party requirement. However in spite several restrictions, the up-gradation were completed and the vessels were handed over to ONGC for employment. The up- gradation of crane on SCI Mukta is underway to meet long term charter contract requirements.

One MPSV-SCI Sabarmati engaged with the Indian Navy, wherein, the vessel's LSA and accommodation capacity enhanced to meet charter party requirement by undertaking necessary modifications/up-gradation with prior approvals from Class. Now, the vessel stands engaged by the Indian Navy for their project of national importance on long term contract.

The Chemical code applicable to Offshore vessels came into force from 01.01.2021. The necessary up gradation is carried out on WSV Samudra Nidhi cargo, ventilation, bilge pumping systems etc to meet guidelines for transport and handling of limited amounts of hazardous and noxious substances in bulk on offshore vessels.

Awards and Accolades:

Appreciation letter received from ISRO for successfully undertaking their national mission and telemetry observatory reading on 26.03.2023.

Purchase & Services department:

Procurement of Goods and Services:

Your company enters into rate contract on periodical basis for procurement and supply of high value and safety items like Marine Lubes, Marine Paints, Charts, Wire ropes, LSA / FFA, Life Rafts etc. both at Indian ports and major foreign ports, like Singapore and Fujairah. This ensures timely supply of right quality goods / services to the vessels at reasonable price.

During the financial year 2022-23, your Company continues to support the Micro and Small scale Enterprises (MSEs) by procuring 51.29% of its applicable supplies of goods and services from MSEs as against the set target of 25% in line with the revised Public Procurement Policy. The Procurement from Women MSE vendors during the year is 2.53% of total eligible procurement, while from SC/ST owned MSE Vendors there is NIL procurement. The shortfall in sub-target has been met from other MSE vendors.

Further, your company actively participates in the programs organized by the Ministry so as to make MSEs aware of the SCI's requirements. Also Vendor Development Programme (VDP) is also being planned by your company to be conducted in the coming financial year 2023-24.

In line with Government's vision for procurement through Government-E-Marketplace, your company has adopted the Government e-Marketplace (GeM) system of procurement for items which are available in GeM. Target for procurement through GeM portal was set at ₹ 55 Crore for the financial year 2022-23. With consistent efforts, your company was able to achieve 100% target set for the procurement through GeM portal.

Protection & Indemnity (P&I) Insurance:

Protection and Indemnity (P&I) Insurance cover entered with three International Group P&I Clubs for your company's fleet for the policy year 2022-23 commencing from 20.02.2022 has been negotiated by your Company. There was an increase of 17.75% in the renewal premium over the expiring premium for policy year 2021-22 due to hardening of insurance and reinsurance markets globally.

Developments, if any, of material nature affecting the financial position of the Company subsequent to the close of the said year viz; after 01.04.2023 till the preparation of the report.

Subsequent to receipt of letter dated 21.02.2023 from UTLA for handing over of their vessels to LDCL, the vessels are being handed over in a phased wise manner. As on 04.08.2023, 17 vessels have been handed over to LDCL and awaiting instructions from LDCL for handing over of remaining 6 vessels.

Your company has conducted focused Vendor Development Programmes (VDP) on 12th June 2023 and 13th June 2023 for SC/ST owned MSEs and Women owned MSEs.

International Safety Management Cell –

The SCI has introduced the Safety Management System by setting up a dedicated International Safety Management (ISM) Cell, which has developed, structured and documented procedures in compliance with the International Management Code for Safe Operation of Ships and for Pollution Prevention (ISM Code), in accordance with the resolution A.788(9) of the International Maritime Organization (IMO) and SOLAS, Chapter IX.

The SCI has laid the foundation of the Safety Management System (SMS) by recognising that the cornerstone of good Safety Management is a commitment from the top management, coupled with the competence, attitude and motivation of individuals at all levels, that determines the expectations of a good Safety Management System.

The SCI has complied with all the functional requirements of the ISM Code, which includes the Safety, Occupational Health & Environment Protection Policy and Drug & Alcohol Policy.

As regards, Safety Management Certificate (SMC) for SCI fleet, all ships are put up for periodical/ renewal SMC audits within time frame and respective SMCs are accordingly endorsed.

The requirements of various amendments to ISM Code and Statutory regulations from IMO/Flag are also complied with.

Towards addressing all emergency related issues, dedicated contact numbers remain manned 24 hours in the operating divisions:

The achievement of time-bound certifications was the result of the SCI's strength of professional experience, planning, training, execution, systematic analysis and quality expertise, which is an asset for any world-class ship operator or owner. The SCI is also in a position to provide such management expertise to other national/ international ship operators.

ISPS Cell

The SCI has successfully implemented the ISPS Code on all vessels on international voyages and coastal trade vessel as per the Administration requirement.

SCI is committed to the following objectives to fulfil the requirements of its security policy:

- Security of its ships and their crew, passengers and cargo
- Support to its ships in implementing and maintaining the Ship Security Plan.

Integrated Management System (IMS)

SCI is now in compliance with IMS (ISO 9001:2015 – Quality Management System, ISO 14001:2015 – Environmental Management System and ISO 45001:2018 – Occupational Health and Safety Management System) on board all vessels and shore establishments.

The scope of IMS certification includes Owning, Managing and Chartering of ships for transportation of Goods and Passengers, Offshore and Marine Advisory Services, Maritime Training Services. The Certificate is valid till 20th December 2024.

PERSONNNEL AND ADMINISTRATION

A. FLEET PERSONNEL

There is an acute shortage of senior Floating Staff officers, especially in the ranks of Masters and Chief Engineer Officers. The Fleet Personnel Department is trying to mitigate the shortage by recruiting officers on direct contract and through manning agents by offering market-related wages which have been revised significantly in the Main Fleet and Offshore Sector. However, the shortage continues due to taxation issues and overall shortage of floating officers due to Ukraine war. In order to attract officers, SCI has revised the day rates of the top four ranks and has introduced MCF across B&T and Offshore vessels. SCI is also advertising the vacancies in the shipping publications on regular basis to boost the appointment of officers, especially at senior ranks on direct contract basis. Shortage is being felt in the junior ranks also. In order to overcome the shortage, FP has started taking 2nd Mate, MEO Class IV and ELOs from the open market.

To ensure an uninterrupted supply of Officers, Deck/Engine Cadets and Trainee Electrical Officers, on completion of their shipboard training and subsequent to their obtaining the certificate of competency (CoC), are being offered employment on the terms of INSA-MUI Agreement and are inducted as regular officers as part of the Roster.

The applicable Collective Bargaining Agreements (CBA) viz. NMB Agreement applicable to ratings/ petty officers and the INSA-MUI Agreement applicable to officers are now valid up to 2023. The management approval for the implementation of the NMB Agreement has been accorded and is now in the process of being implemented across the fleet shortly. Implementation of new INSA-MUI agreement is in progress.

SCI has implemented online system for crew (rating) selection. The selection process is being reviewed every now & then to keep up with the changing scenario.

Fleet Personnel department had been conducting a three-day Shipboard Orientation Workshop at MTI for fleet officers to enhance the quality of our seafarers and their level of awareness of the continuous evolving shipboard developments. The workshop also included Behavior

Based Safety course. During & post Covid pandemic period the physical workshop could not be conducted. With the resumption of physical classes at MTI, the workshop can be held once again.

There were no instances of Covid infection on board and there has been no loss of life on board due to Covid during the period.

B. MARITIME TRAINING INSTITUTE (now under SCI LAL)

Maritime Training Institute (MTI) at Powai has successfully conducted all DGS approved STCW courses in the year 2022-23.

In the year 2022-23, three batches of Diploma in Nautical Sciences (DNS) have successfully completed and new three batches of DNS course have started. Also, One batch of Graduate Marine Engineering (GME) and one batch of Electro Technical Officers (ETO) practical training have completed at Powai Campus, during this year.

During this year, as per DG Shipping Order 12 of 2022 dated 29/3/2022, MTI has started all residential pre-sea training courses, as well as modular courses and post-sea courses with 100% capacity, which were fully / partially suspended due to pandemic. These courses have been started with 100% physical lectures and 100% capacity for practical exercise with the strict compliance of SOP for COVID from 31/3/2022.

MTI has been assigned GRADE A1 (Outstanding) rating by DNV-GL during the last inspection as per the Comprehensive Inspection Programme (CIP) Guidelines of the Director General of Shipping (DGS). CIP audit for the current financial year is due and will be carried out in last week of July 2023 by IRS. The Institute has significantly improved in the external examinations conducted by Indian Maritime University (IMU) where the passing percentage has gone beyond 95 percent in the first attempt.

MTI has conducted 348 Courses for 3647 participants in FY 2022-23 and the total man-days of training during this year are 86514. MTI also conducted various online seminars and management development programme in coordination with Personnel's department of SCI for skilling SCI Employees.

MTI has fully complied with the requirements of Directorate General of Shipping pertaining to conduct of courses and has also complied with the Indian Maritime University guidelines.

Details of presidential directives issued by Central Govt. and their compliance during the year and in last three years.

- SCI has complied with the requirements of Directorate General of Shipping (DGS) pertaining to conduct courses and has also complied with the Indian Maritime University (IMU) guidelines.
- SCI had actively participated in Swachh Bharat drive within the campus and in public places. Cadets, trainees, faculties and staff were involved in the activities planned at regular intervals. In line with Govt.'s vision, SCI-MTI contributed well in the Swachhta Pakhwada observed during the last 3 years; and organized various cleaning drives. Informatively, the cadets contribute 2 hours every Sunday in the upkeep of MTI Hostel and Garden area making MTI more green and beautiful. MTI is utilizing the in-campus natural waste (leaves, etc) to create manure and Lake/Well Water for gardening work in MTI campus, thus realizing Government of India and SCI's vision of self-sustainability.

Information towards major achievement during the year under review i.e. FY 2022-23 Academic Achievements

A. MTI has entered in MoU with following institutes in the year 2022-23:

   a. The International Maritime Training Centre (IMTC) in April 2022 for practical training of IGF Basic Course and various DG approved Fire Fighting Courses

   b. The Institute of Marine Engineers (IME(I)) in March 2023 for practical training of Basic IGF Course, Basic Training for Oil & Chemical Tanker Cargo Operation and Basic Training for Liquefied Gas Tanker Cargo Operations.

Non – Academic Achievements.

A. SCI-MTI became CCTV enabled campus with 24 x 7 CCTV surveillance of all the administrative and residential buildings, including security posts throughout the campus. Classrooms in MTI have also been added to the CCTV surveillance.

B. SCI-MTI is utilizing the in-campus natural waste (leaves etc) to create manure and Lake/Well Water for gardening work in MTI campus, thus realizing Government of India and SCI's vision of self-sustainability.

C. MTI continued to save around 30% on the monthly expenditure toward electricity consumption with support of its solar power plant of 0.5 MW capacity, which is operational since December' 2017.

D. SCI-MTI has significantly improved its tendering process by following online tendering for all tenders and contracts at MTI. Procurement from Government e-Marketplace (GeM) portal has been exercised wherever possible. Proudly, SCI-MTI has reduced the annual financial implications of many major tenders/contracts of the Institute, including catering contract, uniform contract, civil contracts etc.

E. Many assignments of structural renovation, such as MTI Canteen, have been carried out at MTI. Proposal for structural repairs of Sagar Gyan is also processed.

Other Initiatives

A. 100s of saplings were planted on various occasions, during this year. "Ayush Vatika" in MTI campus is being maintained with various divine/ medicinal / ayurvedic plants.

B. MTI also ensures that cadets are well versed with various Government initiatives such as "Yoga Day", "LiFE Mission" and "Swachh Bharat Abhiyan", where various functions were held to celebrate at MTI.

C. SHORE PERSONNEL

Material developments in Human Resource / Industrial Relations front, including number of people employed

The total Manpower as on 01.07.2023 is 489 (excluding Board Level members), out of which 446 are officers and 43 are staff members. With a view to meet the present and future challenges and be a globally competitive Corporation, various capacity development initiatives and employee engagement activities were carried out in the year 2022-23.

Training and Employee Engagement Activities of 2022-23:

Employee trainings and engagement has much more to do with an individual's own investment and emotional connection to the organisation they work for rather than job satisfaction. It helps to build and expand knowledge and refine skills that can influence their motivation as well. And to implement this, we nominated our employees to external training from industry experts to enhance the knowledge of the employees. The various trainings imparted to the employees during the year were majorly towards Skill development, Specialized courses in Domain and other areas, compliance related trainings, session towards Wellness, Stress & well-being and towards Art of living were also organized.

External trainings also involved DPE Trainings on the Topics –

Implementation of International Financial Reporting Standards(IFRS) / Ind-AS in CPSEs, Outsourcing and Contract Management, Strategic Marketing Management, Project planning and monitoring.

Effectiveness of Compliance Management focusing DPE guidelines, Companies act 2013 and SEBI regulations, Supply Chain Management, Corporate Branding in Digital era, Training programme on Contract Management/ Public Procurement policy for Micro and Small Enterprises (MSEs) (Preference to Make in India), Ethics in Governance and preventive Vigilance, all the DPE workshops were organized under the aegis of Azadi ka Amrit Mahotsav (AKAM) during 2022-23. To safeguard our crew/ officers/ Ships and Marine life Seminar on transportation of Hazardous Material (HAZMAT) was also organized.

Training / Interactive session on procurement through GeM portal for all employees involved in procurement activities was conducted.

To boost Indian Economy through procurement of Indigenous products Capacity Building Program on "Procurement (Policy & procedures) based on GFR, GeM & E-procurement was introduced.

For the health and wellness of employees, National Ayush Conference (NAC)-2022 was organized on Work Life balance through Holistic Health. For professional Development of employees special training of "Corporate Leadership Development Program (CLDP)" was imparted.

For providing safe working environment at workplace, SCI has an Internal Complaints Committee (ICC), the members have been nominated to an interactive session / training programme on "PoSH Act".

Vigilance is to study the existing Organization procedure and eliminate or minimise factors that provide opportunities for corruption or malpractices and suggest remedial measures. These practices were updated /revised by CVC through conducting various training programs like Advanced Training in "Vigilance Investigation", Preventive Vigilance, Training programs for IOs /POs to employees.

Vigilance Awareness Week was also observed from 31.10.2022 to 06.11.2022 and this time SCI was very happy to welcome hon'ble Chief Vigilance Commissioner (CVC), Shri Suresh Patel, on Valediction function of Vigilance Awareness Week 2022.

Azadi Ka Amrit Mahotsav Celebrations To commemorate the 75 years of Independence of the progressive India and its glorious history encompassing its people, culture and achievements, series of activities were organized such as organizing employees and family welfare program on Career Guidance, Nutrition & Exercise, Self Defense Techniques. SCI also celebrated International Mother Language Day, Organized health check-up camps at Head Office & Regional Offices, Under Har Ghar Dhyan Campaign conducted Yoga Session. The International Day of Yoga 2023 this year was celebrated under the theme "Yoga SAGARMALA". Various activities including physical Yoga and sessions on benefits of Yoga by eminent Yoga teachers/ faculty was conducted for employees & all stakeholders.

Reservation Policy

Company is complying with all the guidelines issued by the Government regarding Reservation from time to time in Recruitments and Promotions.

SC/ST/OBC Report

Annual Statement showing the representation of SCs, STs and OBCs as on 1st January 2023 and number of appointments made during the preceding calendar year:

Groups	Representation of SC/ST/OBC as on 01.01.2023*				Number of appointments made during the calender year 2022							
					By Direct Recruitment				By Absorption			
	Total No. of Employees	SC	ST	OBC	Total	SC	ST	OBC	Total	SC	ST	OBC
Executive Group A	465	100	45	81	36	4	2	16	2	1	0	0
Non-Executive Group B (SV and SIV)	34	10	4	2	0	0	0	0	0	0	0	0
Group C (SIII and SII)	11	4	1	0	0	0	0	0	0	0	0	0
Group D	0	0	0	0	0	0	0	0	0	0	0	0
Total (Executives + Non Executives)	510	114	50	83	36	4	2	16	2	1	0	0
*Below board level executives												

*In calendar year 2022, recruitment drive of 46 Assistant Managers on Contract was carried out, of which 36 have joined the organisation as on 01.04.2023

Women Representation

Company is committed to the principle of equal employment opportunity and strives to provide employees with a workplace free of discrimination. All HR activities of recruitment, placement, promotion, transfer, separation, compensation, benefits and training ensure equal opportunities for skill enhancement and career progression. Company's efforts are reflected in the representation of women across various hierarchical grades. At present women constitute around 21.05% of total workforce at shore establishments of your company. As an effort to boost the morale of women seafarers, Company felicitated all Women Seafarers onboard SCI Tanker Swarna Godavari, as prelude to International Women's Day, 2022. Thus, acknowledging their professional contribution to Shipping and encouraging them to excel further. NMDC Function for 'International Day for Women in Maritime 2023' was held on 18th May 2023 in the MTI Auditorium. Shri Shripad Naik, Minister of State Ministry of Shipping, graced the occasion, wherein more than 250 participants attended the programme.

Policy to prevent sexual harassment in workplace.

The Company promotes gender equality and has been taking proactive measures to prevent any Sexual Harassment at workplace. The Company has constituted a committee comprising of senior women executives and a woman representative from the NGO Pratham to enquire into complaints of Sexual Harassment at the workplace. No complaints were received in the year 2022-23.

Corporate Social Responsibility (CSR) and Sustainable Development

(Annual report on CSR Activities for FY 2022-23)

The Corporate Social Responsibility vision of your company articulates its aim to be a corporate with its strategies, policies and actions aligned with wider social concerns, through initiatives in education, public health, women empowerment, environment sustainability, skill development and other areas of social upliftment.

Your company has framed its CSR policy in line with the guidelines contained in the Companies Act 2013 and Companies (CSR Policy) Rules, 2021 notified therein" and constituted a CSR committee as per the act to coordinate and oversee the implementation of CSR initiatives.

The budget available for CSR initiatives in the year 2022-23, as per applicable provisions was ₹ 12.13 Crores. Against the available budget, your company allocated ₹ 12.13 Crores against the following initiatives in the year 2022-23:

1. **Health & Nutrition –**
   a) Project to a. Support of Dialysis Machines & related equipment's, Supporting BPL Dialysis Patients & Imparting training to students to become qualified dialysis technicians & nurses.
   b) Enhancing the medical facilities at The Leprosy Mission (TLM) Hospital, Ayodhya, UP by providing anaesthesia machine.
   c) Project to support Mid-Day meal Program by supporting 3,000 children.
   d) Organizing Vaccination Drives (Booster Dose).
   e) Distribution of Face Masks with SCI Branding.
   f) Holistic Development of Underprivileged children (GAP Gadadhar Abhyudaya Prakalpa Project).
   g) Support towards Assam Floods Relief.
   h) Project to support children infected with HIV / AIDS.
   i) Support for providing Sustainable Menstrual Health & Hygiene for school girls.
   j) Empowerment of Adolescent Girls & Women through Menstrual Health & Hygiene Awareness Workshops.
   k) Support towards Cancer Patients.
   l) Support towards Sickle Cell Anemia detection program.
   m) Support towards Swasthya Ahara Program.
   n) Support towards Mid-Day meal to students of tribal schools.

o) Conducting Camps towards Health & Women Hygiene.
p) Conducting Health & Hygiene Camps.
q) Support towards Pediatric cardiac OPD services.
r) Support towards Building Hostel for Disable Students (Deaf, Dumb, Blind).
s) Support towards Distribution & Training of Assistive devices for 750 Differently Abled People

2. **Promotion of Education & Skill Development –**

a. Project to Identify, educate, empower and Impact 25 destitute girls Children through SHEEKSHA (Support Educate and Empower Children through Knowledge, Scholarship and Action).
b. Project to support 5,000 children through School Kit Drive.
c. Support to buy machines for the new courses (eg. Fitter Trade, etc). Machines include CNC Machine, Lathe Machine, Welding Machine, tools equipment's, etc.
d. Support towards Annual Grants for Maritime Education for renewal of 25 students
e. Support towards Har Ghar Tiranga Campaign.
f. Support towards Setting up E-learning Classrooms for economically weaker schools.
g. Support towards Construction of digital library & Open Gym for ZPHS Majeru (AP).
h. Support towards 20 Smart Class Rooms in 12 Govt. schools of Karnataka.
i. Support towards Shine Olympiad (Maths & Science Olympiad benefiting 10,000 children of MCD schools).
j. Support towards Apparel Skill Training program.
k. Support towards Financial assistance for the distribution of sewing machine to skilled blind women or wife of blind person (50 nos).
l. Support towards Skill Development training program for 240 nos unprivileged women.

3. **Environment Sustainability–**

a. Support towards Supply and installation of "SPV LED High Mast Lighting Systems & SPV based water purification Plant.
b. Support towards Installation of 50 units of Semi High Mast Lights (Solar)

Against the allocation of ₹ 12.13 crores, ₹ 1.82 Crores have already been disbursed and balance will be disbursed on achievement/ completion of project specific timelines.

Material Orders of Judicial Bodies / Regulators

Details of significant and material orders passed by any Regulator, Court, Tribunal, Statutory and quasi-judicial body, impacting the going concern status of the company and its future operations – Nil.

Implementation of Official Language Policy.

In accordance with the Official Language policy of the Union Government, your company reiterated its commitment and made consistent efforts towards the progressive use of Hindi in its day-to-day affairs during the year under report. Your Company conducted Hindi activities and competitions at regular intervals and awarded prizes to the winners. Apart from this, your company also arranged Hindi typing and translation training programme for its employees.

To commemorate the 75 years of Independence, an essay writing competition was organized in English, Hindi and Marathi on the theme of India, i.e. India's rich culture and heritage, Relevance of Gandhi's thoughts and methods in the 21st century, 75 years of maritime development in India, etc. Along with this, an online quiz competition in English and Hindi was also organized.

Under the Hindi Incentive Scheme, employees' children were encouraged by giving incentive prizes for scoring 70% and above marks in Hindi subject in SSC / HSC level exams held in the academic year 2021-22.

In order to create a sense of competition amongst all Divisions/Departments and individual officers for increasing the use of Hindi in daily correspondence and activities, the Annual Rajbhasha Shield (at Divisional Level) and Annual Rajbhasha Gaurav Sammaan (at Individual Level) schemes were continued for 2022-23 after necessary modifications. However, for the year 2021-22, the "Annual Rajbhasha Shield" was awarded to Bulk Carriers & Tankers Division, and "Annual Rajbhasha Gaurav Sammaan" was awarded to three officers on the basis of their Hindi performance. Besides this, twelve employees from various divisions were given Certificates and dictionaries. All these initiatives have culminated into a very conducive environment for progressive use of Hindi in daily office routine work.

Appointment and Remuneration policy

The appointments in our company are done in accordance with Government of India guidelines. The remuneration to the senior management and other shore employees of our company is governed by the Presidential Directives issued by the Ministry of Ports, Shipping and Waterways (MoPSW) and Department of Public Enterprises (DPE), from time to time, which form the remuneration policy of our company.

RIGHT TO INFORMATION ACT, 2005

Your company complies with the requirements of the Right to Information Act, 2005 (RTI) which became effective on 12th October, 2005. Detailed information on RTI is hosted on SCI Website under following link **http://shipindia.com/rti/rtipage/rti-act-2005** and the same is updated from time to time as per the guidelines received from concerned authority. Dr.Soma Tandon, DGM (IT) is the Public Information Officer (PIO) to deal with queries received from the Indian Citizens under RTI. During the year, 105 RTI applications have been received which have been responded to within the specified timelines.

SPECIAL PURPOSE VEHICLE:

Sethudsmudram Corporation Ltd.

The Government of India had constituted Sethusamudram Corporation Limited (SCL) to raise finance and to undertake activities to facilitate operation of a navigable channel from Gulf of Mannar to Bay of Bengal through Palk Bay (Sethusamudram Ship Channel Project). As per the Government directive, this project is to be funded by way of equity contributions from various PSUs including the SCI. As on FY 2016-17, SCI had invested ₹ 50 crore in the project. Work suspended since 17.09.2007 consequent to an interim stay by the Hon'ble Supreme Court for carrying out dredging operations in Adam's bridge area. Pending a final decision on alternative alignment, all the dredgers were withdrawn since 27.7.2009. Supreme Court's final hearing on the matter was scheduled on 06.04.2018, however, the hearing was withheld indefinitely.

SCL Board during its Board meeting held on 18.03.2021 accepted the resignation of Smt. Sangeeta Sharma, Director (L&PS), SCI, as Director, SCL from the Company. Further, SCL requested SCI to nominate new Director on SCL Board, in place of Smt Sangeeta Sharma who has been retired on superannuation.

Memorandum of Understanding (MOU) with the Ministry of Ports, Shipping & Waterways

The MOU for the financial year 2023-24 is under progress. The MOU is being processed as per the consolidated guidelines issued by Department of Public Enterprise (DPE) vide circular dated 12th October 2022. Under the new guidelines, entering, signing, monitoring and evaluation of MOU will be done through online dashboard. SCI rating for 2020-21 & 2021-22 is Very Good.

MOU performance evaluation data for financial year 2022-23 on the basis of Audited accounts will be submitted to DPE through online dashboard after the approval of the Board and through the Administrative Ministry by 31st October 2023.

a) **Ship Availability as a percentage of Total Ships:**

The Planned Ship Availability (Total days of the year less quoted days for planned repair and dry dock) for 59 ships for 2022-23 was 20644 days. The Ships were available (Total days of the year less Actual repair and dry dock days) for 19065 days which is 92.35 % to the Planned Ship Available days.

b) **Revenue from Exports:**

Earnings of SCI from Export Revenue as per the GST Returns filed for the FY 2022-23 amounts to INR 1,71,809 Lakhs (previous year INR 1,51,814 Lakhs). Basis the above, export earnings as a percentage of Revenue from Operations for the FY 2022-23 stands at 29.65% (previous year 30.39%).

c) **Compliance parameters not verifiable from any outside sources:**

(i) DPE guidelines issued from time to time on CSR expenditure by CPSEs has been complied with.

(ii) Target as given by DIPAM / NITI Aayog on Assets Monetization Milestones has been complied with.

(iii) Parameters w.r.t. steps and initiative taken for Health & Safety improvement of Human Resources in CPSEs has been complied with.

Utilization of Proceeds from public issues, right issues, preferential issues etc.

During the year 2010-11, your Company had floated a "Further Public Offer" (FPO), comprising of a 'fresh issue' of 42,345,365 equity shares in your company and an 'offer for sale' of 42,345,365 equity shares by the President of India. The FPO proceeds of ₹ 582.45 crores were fully utilized in the financial year 2011-12 as per object of the issue for part financing of capital expenditure on nine shipbuilding projects. However, due to delays in the projects resulting in default by the shipyards, during the period January 2014 to May 2014, your Company rescinded contracts for four shipbuilding projects and also, re-negotiated the payments for two projects. The investment in the rescinded contracts out of the FPO Proceeds was ₹ 330.65 crores.

Your Company has received back entire sum of ₹ 330.65 crores from the shipyards. The shareholders vide the resolution passed through postal ballot on 11.02.2017 approved the proposal to re-deploy the said sum of ₹ 330.65 crores received as refund from Shipyards, towards various shipbuilding projects including offshore assets and liquid petroleum gas (LPG) vessels and also for acquisition of the any other such vessels, on such terms and conditions as the Board would deem fit from time to time as mentioned in the approval of the postal ballot. Further based on the approval granted by the shareholders, the Company can also utilize the sum towards the balance payments remaining due for the tonnage acquisition made by it.

Out of the said amount of ₹ 330.65 Crores, an amount of ₹ 196.80 Crores has been utilised till date as under:

Month & Year	₹ in Crores	Utilised for
November 2016	34.37	Equity portion of PSV – SCI Sabarmati
April 2017	63.82	Equity portion of Suezmax Tanker – Desh Abhiman
July 2017	27.63	Equity portion of PSV – SCI Saraswati
September 2017	70.98	Equity Portion of VLGC – Nanda Devi
Total Utilised till date	**196.80**	

The un-utilised FPO proceeds amount of ₹ 133.85 crores are kept in fixed deposit.

Additional Disclosures as required under the Guidelines laid down by DPE

1. To the best our knowledge and from the data gathered from all the departments transactions with all related parties have been entered at arm's length or in accordance with the provisions of Companies Act and SEBI (LODR) Regulations, 2015.

2. To the best of our knowledge there is no item of expenditure debited in books of accounts which are not for the purposes of the business
3. There are no expenses incurred which are personal in nature and incurred for the Board of Directors and Top Management.
4. The office and administration expenses as a percentage of total expenses are 4.89% in FY 2022-23 as against 6.03% in FY 2021-22.
5. The finance expenses as a percentage of total expenses is 3.56% in FY 2022-23 as against 3.71% in FY 2021-22.

Segment-wise Performance

Report on performance of the various operating segments of the Company (audited) is included at Note No. 31 of Notes on Financial Statements (Standalone) for the year ended 31st March 2023, which is forming part of the Annual Accounts.

Internal Control System:

The Company has an internal control system that is adequate and commensurate with the size, scale and complexity of its operations. Internal financial controls framework and Risk Control Matrix (RCM) for various business processes is in place. The internal control systems (including Internal Financial Controls over Financial Reporting) are reviewed on an ongoing basis and necessary changes are carried out to align with the changing business / statutory requirements.

Internal audit is carried out by an independent firm of Chartered Accountants / Cost and Management Accountants on concurrent basis. The scope and authority of the Internal Audit function is defined in the Internal Audit Plan, which is approved by the Audit Committee. To maintain its objectivity and independence, the Internal Audit function submits quarterly reports to the Audit Committee of the Board. The Internal Audit examine, evaluate and report on the adequacy and effectiveness of the internal control systems in the company, its compliance with the laid down policies and procedures and ensure compliance with applicable laws and regulations. Based on the report of internal audit function, process owners undertake corrective action in their respective areas and thereby strengthen the controls. Significant audit observations and corrective actions thereon are reviewed, deliberated and presented to the Audit Committee of the Board.

Dividend Distribution Policy:

As per the guidelines dated 27.5.2016 issued by Department of Investment and Public Asset Management (DIPAM), MOF, GOI in respect of dividend, bonus shares, etc. the Company has an obligation to comply with these guidelines. However, the company shall take in to consideration and be guided by the provisions of the Companies Act 2013, Companies (Declaration and Payment of Dividend) Rules, 2014 and Guidance Note on Dividend & Secretarial Standard 3 (SS3) for taking necessary action appropriate and deemed fit in the circumstances. The link to access SCI Dividend Distribution Policy is **https://www.shipindia.com/ → About SCI → Policies**

OR https://www.shipindia.com/upload/policies/SCI_Dividend_Distribution_Policy2.pdf

Role of Vigilance Division in SCI:

SCI has a full-fledged Vigilance Division headed by Chief Vigilance Officer. The Division operates as per the guidelines of the Central Vigilance Commission for Vigilance management in Public Sector Enterprises and is guided further by the instructions issued by the Ministry of Ports, Shipping and Waterways. During the year under review, the Chief Vigilance Officer put in place preventive vigilance initiatives in the business processes thereby striving towards greater transparency and improved ethical & corporate governance standards. There was concerted effort to achieve greater transparency and eliminate systemic weaknesses through use of technology in business processes such as e-payments, Supplier Relationship Management, bill tracking, greater use of GeM portal and online dissemination of important circulars/ guidelines. Further there is a provision for online registration of complaints through the Vigilance Kiosk which was inaugurated by the CMD in October 2022. Vigilance Division interacted with various employees of SCI as well as various stake holders which has helped in understanding the issues from their perspective as well.

Activities of the Vigilance Division carried out in 2022-23

During the year under review, the Vigilance Division carried out the activities under Preventive, Punitive and Participative Vigilance. The important activities carried out in 2022-23 by the Vigilance Division were as follows:

A. Complaints were handled as per complaint handling policies stipulated in Vigilance Manual issued by the Central Vigilance Commission. Investigations into complaints of corruption/malpractice were conducted.

B. In adherence to the CVC guidelines, random scrutiny of APRs of SCI employees was carried out.

C. Active monitoring of the implementation of Integrity Pact in SCI has been done.

D. Vigilance Division has acted as a catalyst in the implementation of preventive vigilance measures such as e-payments, bill tracking systems, transfers of employees posted in sensitive areas in a phased manner etc.

E. As part of preventive vigilance activities, three Chief Technical Examiner Type inspections, and three Systemic studies were finalized during the FY 2022 – 23 and recommendations for systemic improvements were issued on basis of their findings. Two surprise inspections, one at the SCI's regional office at Kolkata and another on – board one of SCI's owned vessel, were carried out.

F. The existing IT systems and processes in SCI were reviewed under the aegis of Vigilance Division in accordance with the CVC guidelines and the Report of the review Committee, along with its recommendations was put up before the SCI Board.

G. Selective scrutiny of Voyage Repairs Bills, dry-docking bills, various accounts have been done during the year.

H. An interactive session on GeM by Mr. Nikhil Patil, Nodal Officer, GeM, BF – Maharashtra, was organized for SCI employees on 01.11.2022.

I. Training session on the topic 'Countering corruption by strengthening ethics & integrity, awareness and expectations' by an external speaker was organized for SCI employees on 03.11.2022.

J. An interactive session on the topic 'Recent developments in Public procurement policies, present & future challenges' by Mr. Kanwalpreet, Director (Procurement Policy), MoF, DoE, was organized for SCI employees on 29.12.2022.

K. For the annual Vigilance Awareness Week, in – house programmes were held to spread Vigilance Awareness among employees and their families.

L. As part of Vigilance Awareness Week, SCI organized various outreach activities, such as Poster making competition, Slogan writing competition, Quiz competition, Essay – writing competition among youths in schools and colleges in Mumbai and other cities where SCI has regional offices, including Port Blair.

M. In order to spread the awareness about Vigilance machinery among people, an awareness campaign was organized via FM Radio, wherein jingles related to the Vigilance functions and VAW-2022 theme were aired throughout the Vigilance Awareness Week.

N. Awareness campaign was conducted on-board SCI ships for generating awareness about Vigilance amongst seafarers. The Integrity pledge was also administered onboard the ships and banners were displayed.

O. As part of spreading awareness, the weblink to Hon'ble Prime Minister's address at the CVC programme on Vigilance Awareness Week held at Vigyan Bhavan on 03.11.2022, was shared by SCI on its employee portal. The links to several publications by CVC, viz CVC's booklet on "Preventive Vigilance Initiatives", CVC's newsletter "Vigeye Vani", links to eleven pictorial booklets on "Ethics and Good Practices", were published on SCI's employee Portal making it available to all its users.

P. Hon'ble CVC Shri Suresh N Patel graced the SCI valedictory function of Vigilance Awareness Week 2022.

Q. A handbook on "Prevention of common mistakes observed during procurement in SCI", compiled by the Vigilance Division of SCI was released by Hon'ble CVC Shri Suresh N Patel during the valedictory function of Vigilance Awareness Week 2022.

Handbook on "Prevention of common mistakes observed during procurement in SCI" being unveiled on Valedictory Function of Vigilance Awareness Week 2022 held on 05.11.2022 in the gracious presence of Central Vigilance Commissioner Shri Suresh N. Patel

R. 14th Edition of the annual Vigilance newsletter "SCI Voyager" was published during the FY 2022 – 23.

During the FY 2022 – 23, 62 complaints (including 6 paras of various Audit Reports) were processed by the Vigilance Division. As on 31/03/2023, 59 of them have been disposed off as per prescribed procedure, and remaining 3 have been carried forward to the next financial year for complete disposal. Recommendations for systemic improvements were issued to the concerned Divisions in case of 4 of the registered complaints and the 6 Audit paras.

Vigilance Study Circle Mumbai Chapter:

The Vigilance Study Circle Mumbai Chapter, started on the initiative of SCI Vigilance Division in 2010, is today a thriving forum for knowledge – sharing with active participation from CVOs of 29 member organizations from varied sectors in the Western zone. It continues to spread Vigilance awareness and develop the knowledge and skills of Vigilance Professionals and provides an ideal platform for the Chief Vigilance

Officers of Mumbai based PSUs, Banks etc. to meet and exchange their views/ experiences, etc. Taking forward the continual learning and knowledge sharing initiative, following workshops/ training sessions were organized by the Mumbai chapter of VSC during the FY 2022 – 23:

A. A two days' training program for the member CVOs of VSC, Mumbai and nominated IO/ POs from their respective organizations was conducted by the faculty associated with the training module of HPCL.

B. A training session on 'Anti Bribery Management System (IS/ ISO 37001)' by Bureau of Indian Standards was organized by VSC – Mumbai on 02.03.2023 for its member CVOs and nominated officers from their respective organizations.

C. A meeting of the member CVOs of VSC – Mumbai with Hon'ble Central Vigilance Commissioner, Shri. Suresh N Patel and other dignitaries from the Central Vigilance Commission was conducted at Mumbai during the Vigilance Awareness Week in November 2022, wherein a number of vigilance related issues, updated Procurement Manuals released by DoE in collaboration with CVC and, roadmap for future activities were discussed.

Cautionary Statement

The statements made in the Management Discussion and Analysis report describing Company's objectives, projections, estimates and expectations may be "forward looking statements" within the meaning of applicable laws and regulations. Actual results might differ materially from those expressed or implied.

Key Managerial Personnel

Shri Vikram Dingley was appointed on the Board of SCI as Director (T&OS) by the Ministry of Ports, Shipping and Waterways w.e.f 19.05.2022.

Consequent to her superannuation w.e.f. closing hours of 31.05.2022, Smt. H.K. Joshi ceased to be on the Board of the Company w.e.f. 01.06.2022. During the period 01.06.2022 to 02.09.2023 Shri Atul Ubale, Director (B&T) held the additional charge for the position of Chairperson and Managing Director of the Company. Capt. B.K. Tyagi was appointed as the Chairman & Managing Director w.e.f. 03.09.2022 and also held additional charge of Director (L&PS) from the said date.

Shri C.I. Acharya was appointed on the Board of SCI as Director (Finance) by the Ministry of Ports, Shipping and Waterways w.e.f 13.06.2022.

Shri Lawrence Serrao ceased to be the Chief Financial Officer of the Company w.e.f. 13.06.2022. Shri N. Subramanya Prakash is appointed as the Chief Financial Officer w.e.f. 05.08.2022.

Consequent to his superannuation on 30.11.2022, Shri P.K Gangopadhyay, Director (P&A) ceased to be on the Board of the Company w.e.f. 01.12.2022. The Ministry appointed Shri Manjit Singh Saini as Director (P&A) w.e.f. 05.07.2023.

As on date Capt B.K Tyagi Chairman and Managing Director holding additional charge of Director (L&PS), Shri Atul Ubale Director (B&T), Shri Vikram Dingley Director (T&OS), Shri C.I. Acharya Director (Finance), Shri Manjit Singh Saini Director (P&A), Smt Swapnita Vikas Yadav, Company Secretary and Shri N. Subramanya Prakash, Chief Financial Officer are the Key Managerial Personnel of the Company.

Declaration of Independence

The Company has received Declaration from Independent Directors conforming that they meet the criteria of Independence and have complied with the Code for Independent Directors as prescribed under Companies Act 2013, the SEBI (Listing Obligations and Disclosure Requirements), Regulations 2015 and DPE guidelines.

Composition and Meeting of the Board and its Committee

As on 31.03.2023, the Company is non-compliant with the Regulation 17(1) (b) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, regarding the requirement of having at least half of the Board of Directors as Independent Directors. In Quarter 1 of FY 2022-23, the Company was compliant with the Regulation w.e.f., 01.04.2022 till 18.05.2022 and from 01.06.2022 to 12.06.2022. During FY 2022-23, the Board of the Company is non-compliant with the aforesaid mentioned regulation from 19.05.2022 till 31.05.2022 and thereafter from 13.06.2022 till 31.03.2023. The various Committees of the Board are constituted in terms of requirements of the Companies Act, 2013 read with the rules made thereunder and SEBI (Listing Obligations and Disclosure Requirements), Regulations 2015. The details in respect of the number of Board Meeting and Committee meetings of the company are set out in the Corporate Governance Report which forms part of the Annual Report.

Performance Evaluation of Board, Committee and Directors

In accordance with applicable provisions of the Companies Act, 2013 and SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, the evaluation of the Board as a whole, Committees and all the Directors was conducted, as per the internally designed evaluation process approved by the Board.

Secretarial Standard

The Company complied with all the applicable Secretarial Standards.

Secretarial Audit

Pursuant to Section 204 of the Companies Act, 2013 and the Companies (Appointment and Remuneration of Managerial Personnel) Rules, 2014 the Board had appointed M/s Mehta & Mehta, Practicing Company Secretary firm to conduct Secretarial Audit for the Financial Years 2022-2023 and 2023-2024. The Annual Secretarial Compliance Report in compliance to Regulation 24A of SEBI LODR Regulations 2015 and Secretarial Audit Report in Form MR-3 as per Companies Act, 2013 for the financial year 2022-23 is appended to the director's report.

The Secretarial Auditor in his report for the year ended 31st March, 2023 has brought out that:

During the period under review the Company has complied with the provisions of the Act, Rules, Regulations, Guidelines, Standards, etc. mentioned above except Regulation 17(1) (b) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, regarding the requirement of having at least half of the Board of Directors as Independent Directors. Further, it may be noted that for quarter ended 30.06.2022 the Company was compliant with the Regulation w.e.f., 01.04.2022 till 18.05.2022 and from 01.06.2022 to 12.06.2022. The Board of the Company is non-compliant with the aforesaid mentioned regulation from 13.06.2022 till 31.03.2023.

The Management views on the above observation are as follows:

As on date, the Board of SCI includes the following five Independent Directors: Shri Gulabbhai Rohit, Shri Anil Kumar Misra, Shri Shreekant Pattar, Shri KNP Chakravarthy and Ms.Arunima Dwivedi. SCI is following up with the Ministry of Ports, Shipping and Waterways for appointment of required number of Independent Directors.

Auditors Report

The Statutory Auditors have given an unqualified report on the Financial Statement of the Company for the Financial Year 2022-23.

Comments of Comptroller and Auditor General of India (C&AG)

The Comptroller and Auditor General of India in their comments for the year ended 31st March 2023 have brought out that;

Standalone Financial Statements

A. Comments on Profitability

1. Statement of Profit and Loss

Sl. No. VIII Tax expense

Tax Pertaining to earlier years (-) ₹ 9309 lakh

An amount of ₹ 9309 lakh being income tax paid for earlier assessment years 2008-09 and 2022-23 was written back and acknowledged as profit in the Statement of Profit and Loss. The SCI has opted Tonnage Tax option under the Income Tax Act. According to this option a concessional rate of tax is applied on income from shipping activities. On the income from other than shipping activities, regular rate of income tax is charged.

For the assessment year 2008-09, SCI had made an appeal with Income Tax Appellate Tribunal for considering interest from bank deposits amounting to ₹ 227.68 crore as income from shipping activity. Tribunal passed its order on 14.03.2023 which stated," the appeal by the assesse (SCI) is partly allowed for statistical purposes"

Based on the Tribunal's order and without waiting for refund order from the Income Tax Department, SCI accounted for ₹ 9314 lakh (₹ 77,58,19,031 A.Y. 2008-09 and ₹ 15,56,32,008 for A.Y. 2022-23 on same grounds) as profit arising from tax refund.

Management has confirmed that they had neither received any refund order nor any communication regarding appeal by the Income Tax Department. Thus, the calculation for refund is not based on any concrete evidence. Hence, the accounting treatment of refund is not correct. This has resulted in overstatement of Profits and Income Tax Assets (Net of Provision) (Note-8) by ₹ 9309 lakh[1].

Consolidated Financial Statements

A. Comments on Consolidated Profitability

1. Statement of Profit and Loss

Sl. No. X Tax expense

Tax Pertaining to earlier years (-) ₹ 9309 lakh

An amount of ₹ 9309 lakh being income tax paid for earlier assessment years 2008-09 and 2022-23 was written back and acknowledged as profit in the Statement of Profit and Loss. The SCI has opted Tonnage Tax option under the Income Tax Act. According to this option a

[1] ₹ 9314 lakh - ₹ 5 lakh (admin exp and dividend income)

concessional rate of tax is applied on income from shipping activities. On the income from other than shipping activities, regular rate of income tax is charged.

Management has confirmed that they had neither received any refund order nor any communication regarding appeal by the Income Tax Department. Thus, the calculation for refund is not based on any concrete evidence. Hence, the accounting treatment of refund is not correct. This has resulted in overstatement of Profits and Income Tax Assets (Net of Provision) (Note-8) by ₹ 9309 lakh[1].

The Directors response to the above comment is as follows:

SCI is assessed under Chapter XII-G of Income tax Act for the purposes of computation of its income from the business of operation of qualifying ships. During the year ended 31.03.2023, Hon'ble ITAT Mumbai has passed an order in favor of the Company in respect of an appeal filed for A.Y. 2008-09 by ruling that the interest income would be treated as a part of core shipping income and hence it need not be offered to tax as 'Income from other sources'. Based on internal assessment of the order and judicial precedence, the Company has reversed the provision and has also disclosed its impact in the financial statements.

The Indian Accounting Standards (Ind AS) mandate that accounting for transactions is to be made based on "substance over form" and the provision shall be reversed based on the best estimate of the management. Since, the Company has reversed the provision created for AY 2008-09 and AY 2022-23 based on the favorable ITAT order and judicial precedence in similar other cases, the Company is of the opinion that the reversal of provision is in accordance with the requirements of Ind AS.

150th Report of the Committee of Papers Laid on the Table (COPLOT) presented in Rajya Sabha on 31 March 2017 - Para 24 of the COPLOT recommendations

Please find the following information with respect to Pending Audit Para:

Name of Audit Para: Para No. 9.2 of CAG Report No. 13 of 2019

Brief of the Para

Payment of Performance Related Pay in violation of DPE guidelines.

SCI paid an amount of ₹ 11.03 crore as Performance Related Pay to employees for the financial year 2014-15. C&AG however raised an observation that payment of Performance Related Pay of ₹ 11.03 crore for the year 2014 -15 was made in violation of DPE guidelines and that the non-core profits had not been deducted for calculation of PRP.

PRP of year 2014-15 was paid after approval of Nomination and Remuneration Committee. However, matter was again put up to Nomination and Remuneration Committee held on 04.02.2020 specifically to review the position with respect to C&AG observation.

SCI stand on C&AG observation is reiterated below:-

a) **Profit on sale of Vessels:** Scrapping of vessels is a normal activity in shipping and SCI follows a policy of scrapping at the end of the useful life of the vessel after a techno economic study is done on possible further extension of the life of the vessel. All activities starting from placing of an order building a ship till the end point of scrapping of the ship at the end of its useful life fall within the ambit of core business activity of a shipping company.

b) **Income (Compensation) received from rescindment of Contract:** Possibility of contract rescindment termination in any business is normal and cannot be ruled out. Hence, rescindment of contract needs to be considered within the purview of normal business activity.

   In our case compensation/ income received for rescindment of contract is nothing but is in nature of liquidated damaged given by shipyard for their subpar performance and not completing the contract on time. Had the vessel been delivered in time SCI would have earned normal income from freight/charter hire.

c) **Interest on loans given to Joint Ventures:** Formation of Joint venture is a normal business activity. Loans given to Joint Venture Companies is part of well deliberated strategic planning by all JV partners and in line with the MOA.

The Nomination & Remuneration Committee deliberated the matter in detail and concluded that all the above mentioned items are core activities of SCI.

Resolution of minutes of above agenda is placed below:

The Committee thereafter passed the following resolution:

***RESOLVED** That any business activity which is undertaken to sustain, promote, enhance or grow its primary business is to be considered as "Core Business Activity" of the Company*

RESOLVED Further THAT income from rescindment of contract (liquidated damages), interest earned on loan exposure to the joint venture companies, profit on sale of ships constitute as income arising from core activity

Resolved Further that payments made by the company to the employees as Performance Related Pay for the FY 2014-15 based on the above notion, on which taxes have been paid by the employees and further in order to avoid complications arising on account of differential treatment afforded to the same class of employees whether serving or otherwise, should not be recovered

RESOLVED FURTHER THAT the Company may communicate the above decision of the Committee to the Ministry of Ports, Shipping and Waterways (MoPSW) for further action.

In view of instructions of the Nomination and Remuneration Committee, matter was put to The Ministry of Ports, Shipping and Waterways (MoPSW) on 27.07.2020 seeking guidance on the way forward considering the above resolution of the Nomination & Remuneration committee.

Thereafter, on 02.12.2021, letter was sent to MoPSW stating that considering the Strategic Disinvestment of SCI being in advanced stages, DIPAM had opined that the Administrative ministry should take necessary action to get all employee related liabilities pertaining to the period that the company is a CPSE cleared before the company's management control is transferred so as to safeguard the interest of the employees.

Reporting Status:

The Audit para no. 9.2 of CAG report No. 13 of 2019 was presented to Lok Sabha/ Rajya Sabha on 25th November 2019. SCI is coordinating with CAG office and MoPSW for early resolution of the matter.

Corporate Governance.

A report on Corporate Governance pursuant to the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 is attached to this report and forms part of it.

Business Responsibility and Sustainability Report.

The Shipping Corporation of India's Business Responsibility and Sustainability Report (BRSR) for the fiscal year 2022-23 emphasizes its unwavering commitment to Environmental, Social, and Governance (ESG) principles and the strides we have made in addressing sustainability challenges. We see our responsibility to take the lead in sustainable development not only as a duty to the society but also as an opportunity to do well by doing good.

ESG Related Challenges:

Over the past year, we have encountered a range of ESG challenges that have guided our focus on responsible business practices. We acknowledge our responsibility in mitigating the impact of shipping operations on the en vironment and communities. Additionally, ensuring the safety, well-being, and growth of our workforce while fostering transparency, diversity and inclusion both within and outside our organisation continues to be a priority for us.

Processes:

In response to these challenges, we have set ESG processes that align with our commitment to sustainable shipping and fostering a culture of diversity and inclusion within our organization.

1. Emission Reduction: The Company is compliant with International Maritime Organization (IMO) - MARPOL Convention and has taken appropriate actions impacting Emissions, Ballast Water Treatment, Domestic discharges and Oil Pollution enabling us to contribute to global efforts to combat climate change and promote cleaner oceans.
2. Waste Management: Waste generated on board during normal operation of the ship is managed as per the vessel-specific garbage management plan and landed ashore at approved reception facilities for further processing. Also, the discharge of oil, solid waste & sewage etc. from its ships is prohibited under MARPOL (International Convention for the Prevention of Pollution from Ships). Most of our vessels comply with Green Passport or equivalent notation. In addition, the Company diligently adheres to the compliance requirements specified in the administration circular concerning the Transport and Handling of hazardous and noxious liquid substances in bulk on Indian-flagged offshore support vessels.
3. Workforce Development: Multiple training programs with a core focus on the principles of varied topics such as Leadership, Soft Skills, Health & Wellness and Industrial skills were conducted for the workforce ensuring their professional growth and well-being while fostering a diverse and inclusive work culture.
4. CSR Initiatives: Our community engagement initiatives positively impacted the lives of multiple individuals and many families, focusing on education, healthcare and livelihood opportunities across diverse communities.
5. Vendor Selection: The Company sources vendors who are maintaining registration under local/ regional laws, are complying with National and International applicable legislations, and are maintaining management systems under ISO 9001 and 14001 or any other equivalent

systems wherever applicable. Additionally, suppliers are requested to be in accordance with SOLAS Chapter 11-1/ Reg 3-5. Furthermore, the sellers should guarantee that no hazardous material identified under MEPC269 (68) and EUSRR has been used in the supplies, no use of plastic for packing material and whenever possible assist the vessel in collecting back the packing material if the vessel so requests.

Flexibility in Placement:

As an organization that values transparency and accountability, we have exercised our flexibility in placing this disclosure within the Annual Report. This ensures that stakeholders have easy access to crucial information about our sustainability efforts and responsible business practices.

Conclusion:

At The Shipping Corporation of India Limited, sustainability is ingrained in our corporate ethos. We view ESG as a foundation for creating long-term value and positively impacting the world around us. Through collaboration and unwavering commitment, we remain steadfast in our pursuit of sustainable shipping solutions.

Directors' Responsibility Statement:

Pursuant to the requirement under Section 134(5) of the Companies Act, 2013, with respect to Directors' Responsibility Statement, it is hereby confirmed:

a) That in the preparation of the annual accounts, the applicable accounting standards had been followed along with proper explanation relating to material departures;

b) the directors had selected such accounting policies and applied them consistently and made judgments and estimates that are reasonable and prudent so as to give a true and fair view of the state of affairs of the company at the end of the financial year and of the profit and loss of the company for that period;

c) the directors had taken proper and sufficient care for the maintenance of adequate accounting records in accordance with the provisions of this Act for safeguarding the assets of the company and for preventing and detecting fraud and other irregularities;

(d) the directors had prepared the annual accounts on a going concern basis; and

(e) the directors, had laid down internal financial controls to be followed by the company and that such internal financial controls are adequate and were operating effectively.

Explanation - For the purposes of this clause, the term "internal financial controls" means the policies and procedures adopted by the company for ensuring the orderly and efficient conduct of its business, including adherence to company's policies, the safeguarding of its assets, the prevention and detection of frauds and errors, the accuracy and completeness of the accounting records, and the timely preparation of reliable financial information;

(f) the directors had devised proper systems to ensure compliance with the provisions of all applicable laws and that such systems were adequate and operating effectively.

Acknowledgements.

Your Directors extend their gratitude to Shri Sarbananda Sonowal, Hon'ble Minister of Ports, Shipping and Waterways and Minister of AYUSH, Shri Shripad Naik and Shri Shantanu Thakur, Hon'ble Ministers of State for Ports, Shipping and Waterways for their support and guidance in managing the affairs of the Company. Your Directors also extend their gratitude to Secretary (Shipping) Ministry of Port, Shipping and Waterways for guidance.

Your Directors also wish to express their thanks to the officials in the Ministry of Ports, Shipping and Waterways for the unstinted support given by them in various matters concerning the Company. Your Directors would also like to convey their thanks to other Ministries, Trade Organizations, and Shippers' Councils, who have played a vital role in the continued success of your Company. The Directors thank the shareholders, other stakeholders and valued customers for the continued patronage extended by them to your Company.

Last but not the least, your Directors wish to record their deep appreciation for the dedicated and loyal service of your Company's employees, both afloat and ashore, without whose co-operation and efforts the achievements made by your Company would not have been possible.

For and on behalf of the Board of Directors

Place : Mumbai — **Capt. B.K. Tyagi**

Dated : 04.08.2023 — **Chairman and Managing Director**

1. **Brief outline on CSR Policy of the Company.**

   The Corporate Social Responsibility vision of the company articulates its aim to be a corporate with its strategies, policies and actions aligned with wider social concerns, through initiatives in education, public health, nutrition and other areas of social upliftment. The thrust of SCI CSR initiatives in 2022-23 were in the following broad areas:

   a) Health & Nutrition

   b) Promotion of Education & Skill Development

   c) Women Empowerment.

   d) Environment Sustainability.

2. **Composition of CSR Committee as on 31.03.2023**

Sl. No.	Name of Director	Designation / Nature of Directorship	Category	Number of meetings of CSR Committee held during the year	Number of meetings of CSR Committee attended during the year
1	Capt Binesh Kumar Tyagi	Chairman and Managing Director	Chairperson	2	2
2	Shri Atul Ubale	Director (B&T) and Addl. Charge D(P&A), (Member)	Member	1	1
3	Shri Vikram Dingley	D(T&OS)	Member	2	2
4	Shri KNP Chakravarthy	Independent Director	Member	3	3
5	Dr.Anil Kumar Misra	Independent Director	Member	3	3

Consequent to her superannuation w.e.f. closing hours of 31.05.2022, Smt. H.K. Joshi ceased to be Member of CSR as CMD, SCI w.e.f. 01.06.2022.

Capt. B.K. Tyagi, became a member of the CSR Committee w.e.f 03.09.2022 consequent to his appointment as CMD, SCI. During the period 01.12.2022 to 28.02.2023, Capt. B.K. Tyagi was a member of the CSR Committee as CMD, SCI holding additional charge of Director (P&A).

Shri Atul Ubale ceased to hold the Addl. Charge of CMD w.e.f. 03.09.2022 consequently he also ceased to be a member of the CSR Committee from the said date. Shri Atul Ubale was holding an additional charge of the post of Director (P&A) wef 01.03.2023 to 04.07.2023 and hence was member of the CSR Committee during that period.

Shri P.K. Gangopadhyay ceased to be as Director (P&A), SCI w.e.f. 01.12.2022 consequent to his superannuation and also ceased to be a member of the CSR Committee from the said date.

Shri Vikram Dingley, Director (T&OS) was appointed as a member of the CSR Committee from 05.08.2022.

3. **Provide the web-link where Composition of CSR Committee, CSR Policy and CSR Projects approved by the board are disclosed on the website of the company. Web-link https://www.shipindia.com/csr/csrpage/overview**

4. **Provide the executive summary along with web-link(s) of Impact Assessment of CSR Projects carried out in pursuance of sub-rule (3) of rule 8, if applicable.**

   Not applicable in case of SCI.

5. **(a) Average net profit of the company as per section 135 (5).**

   Average net profit - ₹ 606.74 crores

   (b) Two percent of average net profit of the company as per section 135 (5).

   ₹ 12.13 crores

   (c) Surplus arising out of the CSR projects or programmes or activities of the previous financial years.

   Nil

   (d) Amount required to be set-off for the financial year

   Nil.

   (e) Total obligation for the financial year (b +c – d)

   ₹ 12.13 Crores

6. **(a) Amount spent on CSR Projects (both Ongoing Project and other than Ongoing Project). ₹ 1,82,30,554/-**

Details of CSR amount spent against ongoing projects for the financial year:

SL No.	Name of the Project	Item from the list of activities in Schedule VII to the Act.	Local area (Yes/No)	Location of the project		Project duration	Amount allocated for the project (in ₹)	Amount spent in the current financial Year (in ₹)	Mode of Implementation - Direct (Yes/No)	Mode of Implementation - Through Implementing Agency	
				State	District					Name	CSR Registration number
1	a. Support of Dialysis Machines & related equipment's, b. Supporting BPL Dialysis Patients & c. Imparting training to students to become qualified dialysis technicians & nurses.	I	Yes	Mumbai and Upcountry	Maharashtra	12 Months	56,50,000	-	No	Vivo Kidney Care Foundation	CSR000 00600
2	Enhancing the medical facilities at The Leprosy Mission (TLM) Hospital, Ayodhya, UP by providing anaesthesia machine.	I	No	Ayodhya	Uttar Pradesh	6 Months	10,69,600	-	No	The Leprosy Mission Trust India	CSR000 01796
3	Project to support Mid-Day meal Program by supporting 3,000 children	I	No	Lucknow, Vrindavan, Vadodara	Uttar Pradesh and Gujarat	12 Months	48,15,000	25,65,000	No	The Akshaya Patra Foundation	CSR000 00286
4	Face Masks with SCI Branding	I	Yes	Mumbai	Maharashtra	6 Months	2,00,000	-	Yes	NA	NA
5	Holistic Development of Underprivileged children (GAP Gadadhar Abhyudaya Prakalpa Project)	I	No	Singhbhum, Katihar	Jharkhand, Bihar	12 Months	33,30,000	16,65,000	No	RAMAKRISHNA MISSION	CSR000 06101
6	Project to support children infected with HIV / AIDS	I	Yes	Mumbai	Maharashtra	12 Months	19,95,120	9,97,560	No	Desire Society	CSR000 02465
7	Support for providing Sustainable Menstrual Health & Hygiene for school girls.	I	No	Haridwar	Uttarakhand	6 Months	81,80,020	49,08,012	No	Sustainable Action Towards Human Empowerment (SATHEE)	CSR000 05293
8	Empowerment of Adolescent Girls & Women through Menstrual Health & Hygiene Awareness Workshops	I	No	Vishakapatnam	Andhra Pradesh	12 Months	59,40,000	-	No	International Association for Human Values	CSR000 00683
9	To support Cancer Patients	I	Yes	Mumbai	Maharashtra	12 Months	30,00,000	-	No	Shri Chaitanya Seva Trust	CSR000 01017
10	Sickle Cell Anemia detection program	I	No	Nandurbar	Maharashtra	24 Months	59,18,408	-	No	Public Health Technologies Trust	CSR000 16286
11	Support to Swasthya Ahara Program	I	Yes	Mumbai	Maharashtra	12 Months	61,93,460	30,96,730	No	HKM Charitable Foundation	CSR000 01738
12	Mid-Day meal to students of tribal schools	I	No	Ghatshila East Singhbhum, Khunti	Jharkhand	12 Months	55,58,640	-	No	International Association for Human Values	CSR000 00683
13	Camps towards Health & Women Hygiene	I	No	Sirohi	Rajasthan	4 Months	21,00,000	-	No	Sahyog Samajik Sansthan	CSR00016762

SL No.	Name of the Project	Item from the list of activities in Schedule VII to the Act.	Local area (Yes/No)	Location of the project		Project duration	Amount allocated for the project (in ₹)	Amount spent in the current financial Year (in ₹)	Mode of Implementation - Direct (Yes/No)	Mode of Implementation - Through Implementing Agency	
				State	District					Name	CSR Registration number
14	Health & Hygiene Camps	I	No	Karauli, Sirohi, Jaiselmer, Baran & Dholpur	Rajasthan	4 Months	51,75,000	-	No	Rajasthan Bal kalyan Samit	CSR00009003
15	Pediatric cardiac OPD services at Balak Ram Hospital in Delhi	I	Yes	Delhi	Delhi	12 Months	35,28,100	-	No	Child Heart Foundation	CSR00001384
16	Building Hostel for Disable Students (Deaf, Dumb, Blind)	I	No	Kanpur	Uttar Pradesh	12 Months	98,00,000	-	No	Sri Sai Baba Educational Evum Samajik Sewa Sansthan	CSR00034857
17	Distribution & Training of Assistive devices for 750 Differently Abled People	I	Yes	Mumbai & Delhi	Maharasthra, New Delhi	6 Months	25,98,750	-	No	Blind People's Association	CSR00000936
18	Identify, educate, empower and Impact 25 destitute girls Children through SHEEKSHA (Support Educate and Empower Children through Knowledge, Scholarship and Action).	II	No	Uttan	Maharashtra	12 Months	13,35,000	6,67,700	No	Amcha Ghar	CSR00000102
19	Project to support 5,000 children through School Kit Drive	II	No	Palghar	Maharashtra	4 Months	25,00,000	15,00,000	No	Seva Sahayog Foundation	CSR00000756
20	Support to buy machines for the new courses (eg. Fitter Trade, etc). Machines include CNC Machine, Lathe Machine, Welding Machine, tools equipment's, etc.	II	No	Mahishadal, Midnapore	West Bengal	4 Months	39,37,210	-	No	Bharat Sevashram Sangha	CSR00000812
21	Annual Grants for Maritime Education for renewal of 25 students.	II	Yes	Chennai/ Vizag/ Kolkata/ Mumbai	Tamil Nadu, Andhra Pradesh, West Bengal, Maharashtra	12 Months	23,75,000	-	Yes	NA	NA
22	Setting up E-learning Classrooms for economically weaker schools	II	Yes	Mumbai	Maharashtra	15 Months	14,05,840	-	No	Navneet Foundation	CSR00005820
23	Construction of digital library & Open Gym for ZPHS Majeru (AP)	II	No	Majeru, Krishna	Andhra Pradesh	8 Months	38,00,000	-	No	Connect to Andhra	CSR000 08366
24	20 Smart Class Rooms in 12 Govt. schools of Karnataka	II	No	Yadagiri, Vijayapur	Karnataka	5 Months	50,17,887	-	No	Society for national Education Entrepreneurship & Development(NEED)	CSR000 06833

SL No.	Name of the Project	Item from the list of activities in Schedule VII to the Act.	Local area (Yes/No)	Location of the project		Project duration	Amount allocated for the project (in ₹)	Amount spent in the current financial Year (in ₹)	Mode of Implementation - Direct (Yes/No)	Mode of Implementation - Through Implementing Agency	
				State	District					Name	CSR Registration number
25	Shine Olympiad (Maths & Science Olympiad benefiting 10,000 children of MCD schools)	II	Yes	New Delhi	New Delhi	6 Months	40,00,000	-	No	Pramanit Foundation	CSR000 06532
26	Apparel Skill Training program	II	No	Osmanabad	Maharashtra	12 Months	54,60,000	-	No	Apparel, Made-ups & Home Furnishing Sector Skill Council	CSR000 00393
27	Financial assistance for the distribution of sewing machine to skilled blind women or wife of blind person (50 nos)	II	Yes	Mumbai	Maharashtra	1 Month	3,54,148	-	No	Bright Future Organization for the Blind	CSR000 10134
28	Skill Development training program for 240 nos unprivileged women.	II	No	Osmanabad & Nandurbar	Maharashtra	12 Months	27,15,000	-	No	Regional Centre for Entrepreneurship Development (RCED)	CSR000 00070
29	Supply and installation of "SPV LED High Mast Lighting Systems & SPV based water purification Plant	IV	No	Valmikinagar	Bihar	6 Months	49,56,000	-	Yes	NA	NA
30	Installation of 50 units of Semi High Mast Lights (Solar).	IV	No	Lalganj	Uttar Pradeh	6 Months	44,80,000	-	No	Prayas Welfare and Eductational Trust	CSR00011233
	Total						**11,73,88,183**	**1,54,00,002**			

Details of CSR amount spent against other than ongoing projects for the financial year:

SL No.	Name of the Project	Item from the list of activities in Schedule VII to the Act.	Local area (Yes/No).	Location of the project		Amount spent for the project (in ₹)	Mode of Implementation - Direct (Yes/No)	Mode of Implementation - Through Implementing Agency	
				State	District			Name	CSR Registration number
1	Vaccination Drive#1 (Booster Dose)	I	Yes	Mumbai	Maharastra	1,93,170	Yes	NA	NA
2	Vaccination Camp #2 for Booster Dose	I	Yes	Maharastra, Tamil Nadu	Mumbai, Chennai	1,17,297	Yes	NA	NA
3	Support for Assam Floods Relief	I	No	Assam state	Dispur	24,99,600	No	The Akshaya Patra Foundation	CSR00000286
4	Har ghar Tiranga Campaign	II	Yes	Maharastra, Tamil Nadu, West Bengal, Delhi	Mumbai, Chennai, Kolkata, Delhi	20,485	Yes	NA	NA
	Total					**28,30,552.00**			

(b) Amount spent in Administrative Overheads

₹ 16,535/- (Out of the allocated amount of ₹ 11,29,892/-)

(c) Amount spent on Impact Assessment, if applicable.

Nil.

(d) Total amount spent for the Financial Year [(a)+(b)+(c)].

₹ 1,82,47,089/-

(e) CSR amount spent or unspent for the Financial Year:

Total Amount Spent for the Financial Year (in ₹)	Amount Unspent (in ₹)				
	Total Amount transferred to Unspent CSR Account as per subsection (6) of section 135.		Amount transferred to any fund specified under Schedule VII as per second proviso to sub-section (5) of section 135.		
	Amount	Date of transfer	Name of fund	Amount.	Date of transfer
1,82,47,089	10,31,01,538	28.04.2023	-	-	-

(f) **Excess amount for set-off, if any:**

Sl. No.	Particular	Amount (in ₹)
(i)	Two percent of the average net profit of the company as per section 135(5)	12,13,48,627
(ii)	Total amount spent for the Financial Year	1,82,47,089
(iii)	Excess amount spent for the financial year ((ii)-(i))	0
(iv)	Surplus arising out of the CSR projects or projects or programmes or activities of the previous financial years, if any	0
(v)	Amount available for set off in succeeding financial years ((iii) - (iv))	Nil

7. Details of Unspent CSR Amount for the preceding three financial years:

Sl. No	Preceding Financial Year (s)	Amount transferred to Unspent CSR Account under section (6) of section 135 (In ₹)	Amount Spent in the reporting Financial Year (In ₹)	Amount transferred to a Fund as specified under Schedule VII as per second proviso to subsection (5) of section 135, if any			Amount remaining to be spent in succeeding financial years. (In ₹)	Deficiency, if any
				Name of the fund	Amount in ₹	Date of transfer		
1	2021-22	3,98,12,830	3,37,69,816	PM Care	12,43,014	28.09.2022	48,00,000	NIL
2	2020-21	77,95,955	2,40,440	PM Care	30,419	30.09.2022	NIL	
3	2019-20	NIL	NIL	NIL	NIL	NIL	NIL	

8 Whether any capital assets have been created or acquired through Corporate Social Responsibility amount spent in the Financial Year:

✓ Yes No

15

If Yes, enter the number of Capital assets created / acquired

Furnish the details relating to such asset(s) so created or acquired through Corporate Social Responsibility amount spent in the Financial Year:

Sl. No.	Short particulars of the property or asset(s [including complete address and location of the property]	Pincode of the property or asset(s)	Date of creation	Amount of CSR amount spent	Details of entity/ Authority/ beneficiary of the registered owner		
					CSR Registration Number, if applicable	Name	Registered Address
1	Pediatric cardiac OPD services at Balak Ram Hospital in Delhi	110049	Under construction	-	CSR00001384	Child Heart Foundation	Child Heart Foundation 130, Uday Park, New Delhi-110049
2	Hostel for Disable Students (Deaf, Dumb, Blind)	208012	Under construction	-	CSR00034857	Sri Sai Baba Educational Evum Samajik Sewa Sansthan	Sri Sai Baba Educational Evum Samjik Sewa Sansthan Banglow No. 44, Kamla Club near J.K. Jute Mill, Kanpur-208012, Uttar Pradesh

Sl. No.	Short particulars of the property or asset(s [including complete address and location of the property]	Pincode of the property or asset(s)	Date of creation	Amount of CSR amount spent	Details of entity/ Authority/ beneficiary of the registered owner		
					CSR Registration Number, if applicable	Name	Registered Address
3	Digital library & Open Gym for ZPHS Majeru (AP)	520010	Under construction	-	CSR00008366	Connect to Andhra	Connect to Andhra, Planning Department, Govt. of Andhra Pradesh

(All the fields should be captured as appearing in the revenue record, flat no, house no, Municipal Office/ Municipal Corporation/ Gram panchayat are to be specified and also the area of the immovable property as well as boundaries)

9. Specify the reason(s), if the company has failed to spend two per cent of the average net profit as per subsection (5) of section 135.

The entire amount of ₹ 12.13 crores earmarked towards CSR initiatives for the FY 2022-23 has been allocated for various projects. As implementation of most of the initiatives (projects) undertaken are spread over long periods, funds are released in instalments as per the terms of MoA signed with the implementing agencies. Accordingly, ₹ 1.82 crores has been disbursed as on 31.03.2023 and an amount of ₹ 10.31 crores remains unspent, which will be disbursed on completion of relevant milestones.

(Chief Executing Officer or Managing Director or Director)	**(Chairman CSR Committee)**	**(Person specified under clause (d) of sub-section (1) of section 380 of the Act) (Wherever applicable)**

SECTION A: GENERAL DISCLOSURES

I. Details of the listed entity

1. Corporate Identity Number (CIN) of the Listed Entity:

   Reply: L63030MH1950GOI008033

2. Name of the Listed Entity:

   Reply: The Shipping Corporation of India Limited

3. Year of incorporation:

   Reply: 1950

4. Registered office address:

   Reply: Shipping House, 245, Madame Cama Road, Mumbai, Maharashtra - 400021.

5. Corporate address:

   Reply: Shipping House, 245, Madame Cama Road, Mumbai, Maharashtra - 400021.

6. E-mail:

   Reply: hr@sci.co.in

7. Telephone:

   Reply: 91-22 2202 6666, 2277 2000

8. Website:

   Reply: www.shipindia.com

9. Financial year for which reporting is being done:

   Reply: FY 2022-2023

10. Name of the Stock Exchange(s) where shares are listed.

    Reply: The Bombay Stock Exchange Limited (BSE) and National Stock Exchange of India Limited (NSE)

11. Paid-up Capital:

    Reply: ₹ 46580 Lakhs

12. Name and contact details (telephone, email address) of the person who may be contacted in case of any queries on the BRSR report–

    Reply: Shri Manjit Singh Saini, Director (P&A)

    Email: dirpa@sci.co.in, 022 2277 2538

13. Reporting boundary - Are the disclosures under this report made on a standalone basis (i.e., only for the entity) or on a consolidated basis (i.e., for the entity and all the entities which form a part of its consolidated financial statements, taken together).

    Reply: Standalone basis

II. Products/services

14. Details of business activities (accounting for 90% of the turnover):

S. No.	Description of Main Activity	Description of Business Activity	% of Turnover of the entity
1	Transport & Storage	Water Transport	100%

15. Products/Services sold by the entity (accounting for 90% of the entity's Turnover):

S. No.	Product/Service	NIC Code	% of total Turnover contributed
1	Tanker	50120	60.00%
2	Liner Services	50120	19.25%
3	Bulk	50120	13.97%
4	Technical & Offshore service	50120	6.34%

III. Operations

16. Number of locations where plants and/or operations/offices of the entity are situated:

Location	Number of plants	Number of offices	Total
National	Nil	6	6
International	Nil	1	1

The company has its headquarters in **Mumbai** and five Regional/Branch offices in India. Additionally, the company also has an international office in London.

17. Markets served by the entity:

a. Number of locations

Reply: The Company is engaged in the business of transport of cargo across the world and hence has business interests, agents, customers, vendors etc. in India as well as Foreign locations across the world. Substantial assets of the company comprise various types of ships, which are operating across the world as per available business prospects. Hence, specific geographical areas/locations cannot be identified.

Locations	Number
National (No. of States)	-
International (No. of Countries)	-

b. What is the contribution of exports as a percentage of the total turnover of the entity?

Reply: Exports account for 29.65% of the company's total turnover.

c. A brief on types of customers

Reply:

i. <u>Crude and Product oil Tankers Customer</u>: The major customers are Indian Public Sector Units like IOC, BPCL, HPCL, MRPL, CPCL, ONGC and Private companies like Reliance, Nayara Energy and Cairn Energy. The major International customers are Oil Majors and refiners like Shell, BP, Chevron, Koch, Marubeni, Vitol, and Trafigura.

ii. <u>LPG and LNG Tankers Customer</u>: The customers for LPG Tankers are mostly Indian companies like IOC. LNG vessels are chartered to Petronet and also novated to Exxon.

iii. <u>Bulk carriers Customer</u>: The customers for Bulk carriers are SAIL, Dept. of Fertilizers (Ministry of Chemicals & Fertilizers), KIOCL, RINL, Arcelor-Mittal Nippon Steel, Tata NYK etc. & some international miners & traders of dry bulk commodities

iv. <u>Technical Consultancy</u>: The Company is providing Technical Consultancy to various Government Departments / organizations such as UTL Administration, Andaman & Nicobar Administration, Geological Survey of India, DRDO, NCPOR, NTRO, ISRO, ONGC, CSL, ALHW, DGLL, etc. for their 'Tonnage Acquisition Programme'.

Apart from these freight forwarders, cargo consolidators and NVOCCs, Government bodies like Indian Navy, Indian Air force, and DRDO etc. are also the Customers of the Company.

IV. Employees

18. Details at the end of Financial Year:

a. Employees and workers (including differently abled):

S. No.	Particulars	Total (A)	Male		Female	
			No. (B)	% (B / A)	No. (C)	% (C / A)
EMPLOYEES (Shore Staff)						
1.	Permanent (D)	504	400	79.36%	104	20.63%
2.	Other than Permanent (E)	62	48	77.42%	14	22.58%
3.	**Total Employees (D+E)**	**566**	**448**	**79.15%**	**118**	**20.85%**
EMPLOYEES (Floating Staff)						
4.	Permanent (F)	915	894	97.70%	21	2.30%
5.	Other than Permanent (G)	1412	1410	99.86%	2	0.14%
6.	**Total Floating Staff (F+G)**	**2327**	**2304**	**99.01%**	**23**	**0.99%**
WORKERS (Not Applicable)						
7.	Permanent					
8.	Other than Permanent					
9.	**Total Workers**					

b. Differently abled Employees and workers:

S. No.	Particulars	Total (A)	Male		Female	
			No. (B)	% (B / A)	No. (C)	% (C / A)
DIFFERENTLY ABLED EMPLOYEES (Shore Staff and Floating Staff)						
1.	Permanent (D)	9	5	55.55%	4	44.44%
2.	Other than Permanent (E)	0	0	0	0	0
3.	**Total differently abled Employees (D+E)**	9	5	55.55%	4	44.44%
DIFFERENTLY ABLED WORKERS (Not Applicable)						
4.	Permanent (F)					
5.	Other than permanent (G)					
6.	**Total differently abled workers (F+G)**					

19. Participation/Inclusion/Representation of women –

	Total (A)	No. and percentage of Females	
		No. (B)	% (B / A)
Board of Directors	11	1	9.09%
Key Management Personnel	6*	1	16.67%

* Including the Chairman & Managing Director and 3 Functional Directors.

20. Turnover rate for Permanent employees and workers

(Disclose trends for the past 3 years)

	FY 2022-23 (Turnover rate in current FY)			FY 2021-22 (Turnover rate in previous FY)			FY 2020-21 (Turnover rate in the year prior to the previous FY)		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Permanent Employees (Shore Staff)	10.02%	8.29%	9.67%	8.74%	8.47%	8.69%	7.09%	7.75%	7.23%
Permanent Employees (Floating Staff)	38.65%	38.46%	29.77%	4.62%	0%	4.51%	6.74%	0%	6.59%
Permanent Workers (Not Applicable)									

V. Holding, Subsidiary and Associate Companies (including joint ventures)

21. (a) Names of holding / subsidiary / associate companies / joint ventures

S. No.	Name of the holding / subsidiary / associate companies / joint ventures (A)	Indicate whether holding / Subsidiary / Associate / Joint Venture	% of shares held by listed entity	Does the entity indicated at column A, participate in the Business Responsibility initiatives of the listed entity? (Yes/No)
1	Inland & Coastal Shipping Limited	Subsidiary	100	NO
2	India LNG Transport Company (No. 1) Limited	Joint Venture	29.08	NO
3	India LNG Transport Company (No. 2) Limited	Joint Venture	29.08	NO
4	India LNG Transport Company (No. 3) Limited	Joint Venture	26	NO
5	India LNG Transport Company (No. 4) Private Limited	Joint Venture	26	NO

Note: As per the Demerger Scheme and MCA Order, investment of ₹ 1 Lakh by SCI in the shares of Shipping Corporation of India Land & Assets Limited (SCILAL) stands cancelled w.e.f. 01.04.2021 (appointed date) and SCILAL shall allot equity shares to shareholders. Also, SCILAL ceased to be a subsidiary of SCI w.e.f. 01.04.2021.

VI. CSR Details

22. (i) Whether CSR is applicable as per section 135 of Companies Act, 2013:

Reply: Yes

(ii) Turnover (in ₹) –
Reply: ₹ 5,79,395 Lakhs

(iii) Net worth (in ₹) –
Reply: ₹ 6,29,432 Lakhs

VII. Transparency and Disclosures Compliances

23. Complaints / Grievances on any of the principles (Principles 1 to 9) under the National Guidelines on Responsible Business Conduct:

Stakeholder group from whom complaint is received	Grievance redressal mechanism in Place (Yes/No) (If yes, then provide the link for grievance redressal policy)	FY 2022-23 Current Financial Year			FY 2021-22 Previous Financial Year		
		Number of complaints filed during the year	Number of complaints pending resolution at close of the year	Remarks	Number of complaints filed during the year	Number of complaints pending resolution at close of the year	Remarks
Communities	Yes, **https://www.shipindia.com/grievance**	0	0		0	0	
Investors (other than shareholders)	Not Applicable						
Shareholders	Yes, Stakeholders' Relationship Committee of the Company is functional as per SEBI (LODR) Regulations, 2015. Contact details of the Company Secretary is available on the Company's website at the following web link: **https://www.shipindia.com/investors/contact_us**	5	0	All the complaints have been resolved to the satisfaction of the shareholders	6	0	All the complaints have been resolved to the satisfaction of the shareholders
Employees and workers	Yes, **https://www.shipindia.com/grievance**	18	1		18	3	
Customers	Yes, **https://www.shipindia.com/grievance**	0	0		0	0	
Value Chain Partners	Not Applicable						
Other (please specify)	Yes, Link: **https://www.shipindia.com/grievance**	51	2	Grievances received from complainants other than employees and shareholders	54	6	Grievances received from complainants other than employees and shareholders

24. Overview of the entity's material responsible business conduct issues

Please indicate material responsible business conduct and sustainability issues pertaining to environmental and social matters that present a risk or an opportunity to your business, rationale for identifying the same, approach to adapt or mitigate the risk along-with its financial implications, as per the following format.

S. No.	Material issue identified	Indicate whether risk or opportunity (R/O)	Rationale for identifying the risk / opportunity	In case of risk, approach to adapt or mitigate	Financial implication of the risk or opportunity (indicate positive or negative implications)

1	Oil spills represent serious environmental risk in the shipping sector.	R	Oil spills may have adverse financial as well as reputational implications for the shipping companies. It may also have significant impact on marine ecosystems.	Our fleet is managed in accordance with international and local regulations. Preventing spills is one of the focus areas in the Environmental Management System. This risk is also covered and monitored regularly in the Risk Management System. The Company also has insurances in place to cover this risk.	Negative Implications - As shipping companies may be held responsible for clean-up costs and economic damages, which may run into millions of US dollars. This risk is largely covered by insurance.

SECTION B: MANAGEMENT AND PROCESS DISCLOSURES

This section is aimed at helping businesses demonstrate the structures, policies and processes put in place towards adopting the NGRBC Principles and Core Elements.

Disclosure Questions	P1	P2	P3	P4	P5	P6	P7	P8	P9
Policy and management processes									
1. a. Whether your entity's policy/policies cover each principle and its core elements of the NGRBCs. (Yes/No)	Y	Y	Y	Y	Y	Y	N	Y	Y
b. Has the policy been approved by the Board? (Yes/No)	Y	N	Y	Y	Y	Y	N	Y	Y
c. Web Link of the Policies, if available	**https://www.shipindia.com/page/policies**								
2. Whether the entity has translated the policy into procedures. (Yes / No)	Y	N	Y	Y	Y	Y	N	Y	Y
3. Do the enlisted policies extend to your value chain partners? (Yes/No)	Not Applicable								
4. Name of the national and international codes/certifications/ labels/ standards (e.g., Forest Stewardship Council, Fairtrade, Rainforest Alliance, Trustea) standards (e.g., SA 8000, OHSAS, ISO, BIS) adopted by your entity and mapped to each principle.	ISO 9001: 2015 & ISM Code	ISO 45001: 2018 OHSAS	ISO 45001: 2018 OHSAS	ISO 9001: 2015	-	ISO 14001: 2015	-	-	ISO 9001: 2015
5. Specific commitments, goals and targets set by the entity with defined timelines, if any.	Any commitments, goals and targets are provided in Section C wherever applicable								
6. Performance of the entity against the specific commitments, goals, and targets along-with reasons in case the same are not met.	Performance against specific commitments, goals and targets are provided in Section C wherever applicable								
Governance, leadership, and oversight									

7. Statement by director responsible for the business responsibility report, highlighting ESG related challenges, targets and achievements (listed entity has flexibility regarding the placement of this disclosure)

Reply: The Shipping Corporation of India's Business Responsibility and Sustainability Report (BRSR) for the fiscal year 2022-23 emphasizes its unwavering commitment to Environmental, Social, and Governance (ESG) principles and the strides we have made in addressing sustainability challenges. We see our responsibility to take the lead in sustainable development not only as a duty to the society but also as an opportunity to do well by doing good.

ESG Related Challenges:

Over the past year, we have encountered a range of ESG challenges that have guided our focus on responsible business practices. We acknowledge our responsibility in mitigating the impact of shipping operations on the environment and communities. Additionally, ensuring the safety, well-being, and growth of our workforce while fostering transparency, diversity and inclusion both within and outside our organisation continues to be a priority for us.

Processes:

In response to these challenges, we have set ESG processes that align with our commitment to sustainable shipping and fostering a culture of diversity and inclusion within our organization.

1. Emission Reduction: The Company is compliant with International Maritime Organization (IMO) - MARPOL Convention and has taken appropriate actions impacting Emissions, Ballast Water Treatment, Domestic discharges and Oil Pollution enabling us to contribute to global efforts to combat climate change and promote cleaner oceans.
2. Waste Management: Waste generated on board during normal operation of the ship is managed as per the vessel-specific garbage management plan and landed ashore at approved reception facilities for further processing. Also, the discharge of oil, solid waste & sewage etc. from its ships is prohibited under MARPOL (International Convention for the Prevention of Pollution from Ships). Most of our vessels comply with Green Passport or equivalent notation. In addition, the Company diligently adheres to the compliance requirements specified in the administration circular concerning the Transport and Handling of hazardous and noxious liquid substances in bulk on Indian-flagged offshore support vessels.
3. Workforce Development: Multiple training programs with a core focus on the principles of varied topics such as Leadership, Soft Skills, Health & Wellness and Industrial skills were conducted for the workforce ensuring their professional growth and well-being while fostering a diverse and inclusive work culture.
4. CSR Initiatives: Our community engagement initiatives positively impacted the lives of multiple individuals and many families, focusing on education, healthcare and livelihood opportunities across diverse communities.
5. Vendor Selection: The Company sources vendors who are maintaining registration under local/ regional laws, are complying with National and International applicable legislations, and are maintaining management systems under ISO 9001 and 14001 or any other equivalent systems wherever applicable. Additionally, suppliers are requested to be in accordance with SOLAS Chapter 11-1/ Reg 3-5. Furthermore, the sellers should guarantee that no hazardous material identified under MEPC269 (68) and EUSRR has been used in the supplies, no use of plastic for packing material and whenever possible assist the vessel in collecting back the packing material if the vessel so requests.

Flexibility in Placement:

As an organization that values transparency and accountability, we have exercised our flexibility in placing this disclosure within the Annual Report. This ensures that stakeholders have easy access to crucial information about our sustainability efforts and responsible business practices.

Conclusion:

At The Shipping Corporation of India Limited, sustainability is ingrained in our corporate ethos. We view ESG as a foundation for creating long-term value and positively impacting the world around us. Through collaboration and unwavering commitment, we remain steadfast in our pursuit of sustainable shipping solutions.

8. Details of the highest authority responsible for implementation and oversight of the Business Responsibility policy (ies).	Shri Manjit Singh Saini **Director (P&A)** DIN: 10111633
9. Does the entity have a specified Committee of the Board / Director responsible for decision making on sustainability related issues? (Yes / No). If yes, provide details.	No. The Company does not have a specified committee for decision making on sustainability related issues. However, such issues, if any, are placed before the Board of Directors and various Committees of Directors / Senior Management personnel as per their terms of reference from time to time.

10. Details of Review of NGRBCs by the Company:

Subject for Review	Indicate whether review was undertaken by Director / Committee of the Board/ Any other Committee									Frequency (Annually/ Half yearly/ Quarterly/ Any other – please specify)								
	P 1	P 2	P 3	P 4	P 5	P 6	P 7	P 8	P 9	P 1	P 2	P 3	P 4	P 5	P 6	P 7	P 8	P 9
Performance against above policies and follow up action	Reviews and frequency are provided in Section C of BRSR wherever applicable.																	

Compliance with statutory requirements of relevance to the principles, and, rectification of any non-compliances	Review and frequency on compliance with statutory requirement are provided in Section C of BRSR wherever applicable.

	P 1	P 2	P 3	P 4	P 5	P 6	P 7	P 8	P 9
11. Has the entity carried out independent assessment/ evaluation of the working of its policies by an external agency? (Yes/No). If yes, provide the name of the agency.	Policies and procedures of the organization are subject to Safety Management System (SMS) audits by Directorate General of Shipping and Integrated Management System (IMS) audits by Indian Register of Shipping - IRCLASS Systems and Solutions Private Limited (Indian Register Quality Systems, IRQS).								

12. If answer to question (1) above is "No" i.e., not all Principles are covered by a policy, reasons to be stated:

Questions	P 1	P 2	P 3	P 4	P 5	P 6	P 7	P 8	P 9
The entity does not consider the principles material to its business (Yes/No)	No	No	No	No	No	No	No	No	No
The entity is not at a stage where it is in a position to formulate and implement the policies on specified principles (Yes/No)	No	No	No	No	No	No	Yes	No	No
The entity does not have the financial or/human and technical resources available for the task (Yes/No)	No	No	No	No	No	No	No	No	No
It is planned to be done in the next financial year (Yes/No)	No	No	No	No	No	No	No	No	No
Any other reason (please specify)	No	No	No	No	No	No	No	No	No

SECTION C: PRINCIPLE WISE PERFORMANCE DISCLOSURE

This section is aimed at helping entities demonstrate their performance in integrating the Principles and Core Elements with key processes and decisions. The information sought is categorized as "Essential" and "Leadership". While the essential indicators are expected to be disclosed by every entity that is mandated to file this report, the leadership indicators may be voluntarily disclosed by entities which aspire to progress to a higher level in their quest to be socially, environmentally, and ethically responsible.

PRINCIPLE 1: Businesses should conduct and govern themselves with integrity, and in a manner that is Ethical, Transparent and Accountable.

Essential Indicators

1. Percentage coverage by training and awareness programmes on any of the principles during the financial year:

Segment	Total number of training and awareness programmes held	Topics / principles covered under the training and its impact	%age of persons in respective category covered by the awareness programmes
Board of Directors	4	1. Orientation Programme	45.45%
		2. Capacity Building for all Independent Directors	45.45%
		3. Building Competitiveness for Global Value Chain	9.09%
		4. Building Better Boards	9.09%
Key Managerial Personnel	1	Leadership / Technical	100%
Employees other than BoD and KMP	65	Leadership / Soft Skills / Health and Wellness / Industrial Skills	100%
Workers	Not Applicable		

2. Details of fines / penalties / punishment / award / compounding fees / settlement amount paid in proceedings (by the entity or by directors / KMPs) with regulators / law enforcement agencies / judicial institutions, in the financial year, in the following format (Note: the entity shall make disclosures on the basis of materiality as specified in Regulation 30 of SEBI (Listing Obligations and Disclosure Obligations) Regulations, 2015 and as disclosed on the entity's website):

   Reply: Nil

Monetary

	NGRBC Principle	Name of the regulatory / enforcement agencies / judicial institutions	Amount in INR	Brief of the Case	Has an Appeal been preferred? (Yes/No)
Penalty / Fine					
Settlement					
Compounding fee					
Non - Monetary					
	NGRBC Principle	**Name of the regulatory / enforcement agencies / judicial institutions**	**Amount in INR**	**Brief of the Case**	**Has an Appeal been preferred? (Yes/No)**
Imprisonment					
Punishment					

3. Of the instances disclosed in Question 2 above, details of the Appeal / Revision preferred in cases where monetary or non-monetary action has been appealed.

   Reply: Nil

Case Details	Name of regulatory / enforcement agencies / Judicial Institutions

4. Does the entity have an anti-corruption or anti-bribery policy? If yes, provide details in brief and if available, provide a web-link to the policy.

   Reply: SCI Code of Business Conduct and Ethics for the Board Members and Senior Management personnel requires the Directors/ Senior Management to work unstintingly for eradication of corruption in all spheres of life. Copy of the Code of Business Conduct and Ethics for the Board of Directors and Members of Senior Management is available on the website of the Company, **www.shipindia.com**

   As a part SCI's persisting endeavour to set a high standard of conduct for its employees, 'SCI Conduct, Discipline and Appeal Rules, 2011' is in place. This is augmented by Whistle Blower Policy, which not only arms the company against unacceptable practices but also act as a deterrent. The Company is subject to RTI Act 2005, audit by Statutory Auditors and CAG audit under section 139 of the Companies Act, 2013.

   All the policies relating to ethics, bribery and corruption are inclusive and covers Company as well as its employees and all other external stakeholders. Further SCI is party to Integrity Pact, which is incorporated in all tenders of ₹ 1 crore & above, issued by the Corporation. Signing of integrity pact by all bidders/contractors is mandatory. SCI also follows the policy of e-tendering which is a transparent process targeted at reducing corruption. SCI's purchase manual has also been updated in line with the procurement manuals issued / notified by Department of Expenditure in July 2022. **https://www.shipindia.com/page/policies**

5. Number of Directors/KMPs/employees/workers against whom disciplinary action was taken by any law enforcement agency for the charges of bribery / corruption:

	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
Directors	Nil	Nil
KMPs	Nil	Nil
Employees	Nil	Nil
Workers	Nil	Nil

6. Details of complaints with regard to conflict of interest:

   Reply: Nil

	FY 2022-23 (Current Financial Year)		FY 2021-22 (Previous Financial Year)	
	Number	Remarks	Number	Remarks

Number of complaints received in relation to issues of Conflict of Interest of the Directors				
Number of complaints received in relation to issues of Conflict of Interest of the KMPs				

7. Provide details of any corrective action taken or underway on issues related to fines / penalties / action taken by regulators/ law enforcement agencies/ judicial institutions, on cases of corruption and conflicts of interest.

   Reply: Not Applicable

Leadership Indicators

1. Awareness programmes conducted for value chain partners on any of the Principles during the financial year.

   Reply: Not Applicable

Total number of awareness programmes held	Topics / principles covered under the training	%age of value chain partners covered (by value of business done with such partners) under the awareness programmes

2. Does the entity have processes in place to avoid/ manage conflict of interests involving members of the Board? **(Yes/No)** If yes, provide details of the same.

   Reply: Yes, the Code of Business Conduct & Ethics For Board Members require Board members to use their prudent judgment to avoid all situations, decisions or relationships which give or could give rise to conflict of interest or appear to conflict with their responsibilities within the Company.

   In compliance with the Companies Act, 2013, all the Directors of the Company give a notice in writing to disclose their concern or interest in any company or companies or bodies corporate (including shareholding interest), firms or other association of individuals. Further, on any item of business in which the Directors may be interested, they abstain from voting and do not participate in discussion on such matter during the meeting.

PRINCIPLE 2: Businesses should provide goods and services in a manner that is sustainable and safe

Essential Indicators

1. Percentage of R&D and capital expenditure (capex) investments in specific technologies to improve the environmental and social impacts of product and processes to total R&D and capex investments made by the entity, respectively.

	FY 2022-23 Current Financial Year	FY 2021-22 Previous Financial Year	Details of improvements in environmental and social impacts
R&D	-	-	-

	FY 2022-23 Current Financial Year	FY 2021-22 Previous Financial Year	Details of improvements in environmental and social impacts
Capex	16.83%	18.76%	Note: The company has undertaken CAPEX in previous as well as current financial year to adopt latest technologies on its ships to improve environmental sustainability by: i. Reducing NOx & SOx emissions from its ships to improve air quality & reduce carbon footprint as per MARPOL. The Company has successfully complied with IMO's 0.5% sulphur fuel regulation, which came into force from January 2020, and all vessels are being supplied low sulphur fuel oil since 1st January 2020. ii. Use of tin free and Cybutryne free Anti-fouling paints on the ship's hull to sustain marine eco systems. iii. Prohibition on discharge of oil, solid waste and sewage etc. from its ships in full compliance with MARPOL Regulations. iv. The use of solar power & LED lights. Usage of LED lights in shore establishments has resulted in 50% reduction in power consumption. Solar Panel of 0.5 MW installed capacity at Maritime Training Institute, Powai, Mumbai, which is sufficient to cater entire power requirement of the institute. v. Refrigerant used in AC plants onboard ships is environment friendly as a safeguard against Ozone layer depletion. vi. Most of our vessels comply with Green Passport or equivalent notation which requires list of hazardous materials to be onboard, which will be useful while recycling/handling of hazardous materials. vii. Ballast Water Treatment Plants are being installed on existing vessels in a phased manner in order to comply with the IMO regulations. We have installed BWTS (Ballast Water Treatment Systems) on 24 existing vessels till date. The BWTS installation on remaining vessels is in different stages of installation / tendering process and shall be completed based on the dry dock schedule. Through BWTS installation, Company has minimized the transfer of Non-indigenous harmful aquatic organisms and pathogens from one area to another through the ship's ballast water system thereby contributing to improvement in marine environment. viii. Vessels have Ship Energy Efficiency Management Plan (SEEMP) onboard which helps in monitoring fuel consumption data to improve operational efficiency, estimate CII (Carbon Intensity Indicator) ratings for three years, incorporates implementation plan for achieving the required CII and also procedures for self-evaluation and improvement. ix. Use of Asbestos free products onboard. x. Prevention of use of Single Use Plastics (SUP) onboard vessels in compliance with DGS orders. xi. Compliance requirement of carrying of hazardous material on board in accordance with administration circular on Transport and Handling of hazardous and noxious liquid substances in bulk on Indian flagged offshore support vessels. xii. Processes such as underwater hull cleaning, propeller polishing and periodic hull coating during dry-docks are being employed to reduce the total resistance thereby reducing fuel consumption and carbon emissions. xiii. Lubrication system Wartsila RPLS (Retrofit pulse lubrication system) installed on 2 vessels reducing the lube oil consumption by 40% on the vessels.

2.a. Does the entity have procedures in place for sustainable sourcing? (Yes/No)

Reply: No, the Company is in the business of marine transportation, which does not involve sourcing raw materials as input for manufacturing any end product.

Most of the Company's supplies to vessels are finished products, for example, engine spares which are procured from a maker or licensee, consumables from reputed oil majors, paint and chemical from manufacturers, and supplied as general stores to ship. The ship handlers, who procure multiple line items from the market, consolidate and deliver them on board. Therefore, the Company does not procure any raw materials as input to our business activities. However, the Company looks for the following criteria while selecting its vendor for a prospective business -

1. Sourcing from Original Engine Manufacturers /reputable suppliers known in the industry.
2. Vendors are maintaining registration under local/ regional laws.
3. Vendors are complying with National and International applicable legislations.
4. Vendors are maintaining management systems under ISO 9001 and 14001 or any other equivalent systems wherever applicable.
5. Additionally, suppliers are requested to meet the following Company requirements.
   a. In accordance with SOLAS Chapter 11-1/ Reg 3-5 supplies of materials that contain asbestos are prohibited on all ships and an "asbestos-free declaration" must be provided with every supply made to the vessel.
   b. The Seller shall guarantee that no hazardous material identified under MEPC269 (68) and EUSRR has been used in the supplies.
   c. The seller shall complete and provide: the Supplier's Declaration of Conformity and Material Declaration form along with the items and other technical documentation as per the standard format.
   d. Avoid the use of plastic for packing material, in lieu of which environment-friendly packing material to be used.
      - Whenever possible assist the vessel in collecting back the packing material if the vessel so requests.

b. If yes, what percentages of inputs were sourced sustainably?

   Reply: Not applicable (NA)

3. Describe the processes in place to safely reclaim your products for reusing, recycling and disposing at the end of life, for (a) Plastics (including packaging) (b) E-waste (c) Hazardous waste and (d) other waste.

   Reply: The Company is in the shipping and logistics business and does not manufacture any product for sale. The waste generated on board from ship operations is managed as per the vessel-specific Garbage Management Plan and landed ashore at approved reception facilities for further processing. Prohibition on the discharge of oil, solid waste & sewage, etc. from its ships is in full compliance with MARPOL. Old/expired batteries and pyrotechnics are handed over to authorized vendors for safe disposal/recycling. The sludge remaining on ships is disposed of through Port Authorities for recycling/recrystallizing. The scrap generated in Dry dock/layup repairs is handed over to repairers/yards for recycling. For the e-waste generated at shore offices, the Company has tied up with an approved local recycler.

4. Whether Extended Producer Responsibility (EPR) is applicable to the entity's activities (Yes / No). If yes, whether the waste collection plan is in line with the Extended Producer Responsibility (EPR) plan submitted to Pollution Control Boards? If not, provide steps taken to address the same.

   Reply: Not Applicable

Leadership Indicators

1. Has the entity conducted Life Cycle Perspective / Assessments (LCA) for any of its products (for manufacturing industry) or for its services (for service industry)? If yes, provide details in the following format?

   Reply: Not Applicable

NIC Code	Name of Product / Service	% of total Turnover contributed	Boundary for which the Life Cycle Perspective / Assessment was conducted	Whether conducted by independent external agency? (Yes/No)	Results communicated in public domain (Yes/ No), If yes, provide the web link.

2. If there are any significant social or environmental concerns and/or risks arising from production or disposal of your products / services, as identified in the Life Cycle Perspective / Assessments (LCA) or through any other means, briefly describe the same along-with action taken to mitigate the same.

   Reply: The Company is in the shipping and logistics business which has an impact on Emissions, Ballast water, Domestic discharges and Oil Pollution. The table below describes the actions taken by the Company to minimize the impact on each of these.

Name of Product / Service	Description of the risk / concern	Action Taken
Shipping	Emissions	IMO's 2023 Greenhouse Gas Emissions strategy has increased the level of ambition as follows: 1. Carbon intensity of the ship to decline through further improvement of the energy efficiency for new ships. 2. To reduce CO2 emissions per transport work, as an average across international shipping, by at least 40% by 2030, compared to 2008. 3. Uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030. 4. To peak GHG emissions from international shipping as soon as possible and to reach net-zero GHG emissions by or around, i.e., close to, 2050, SCI will be striving to align with the above revised IMO's 2023 GHG Emissions strategy. The Company complies with the International Maritime Organization (IMO) - MARPOL Convention Annex VI which specifically addresses the prevention of air pollution from ocean-going ships. To reduce emissions, the Company has implemented the following: • Reducing SOx emissions from its ships to improve air quality & reduce carbon footprint. The company has successfully complied with IMO's 0.5% sulphur fuel regulation which came into force in January 2020 and all vessels are being supplied low sulphur fuel oil since 1st January 2020. This reduction in SOx emitted from ships will provide significant health and environmental benefits around the world, particularly for coastal populations and those living near ports. It is significant to note here that though the company had the option of using necessary abatement technology in lieu of using low sulphur fuel such as an Exhaust Gas cleaning system/scrubber installation to comply with IMO Regulation, however, the company chose to go for low sulphur fuel oil for all its ships. • For the reduction of NOx emissions, all engines comply with NOx tier I/ tier II requirements under Regulation 13 of MARPOL Annex VI. • The Company's list of emission reduction measures includes installation of LED lighting, regular hull cleaning, propeller cleaning/polishing, etc. • The Company has completed the preparation and approval of EEXI technical files and plans to fully comply with the new MARPOL regulation effective from 1.1.2023 through a combination of engine power limitation (EPL) and other energy savings devices and using zero/low carbon fuels eventually. The Company is also exploring other fuel optimization technologies to support compliance with the EEXI requirements. All vessels built after 2013 have Energy Efficiency Design Index (EEDI) certificates. • The Company has estimated the Carbon Intensity Indicator (CII) ratings for its fleet, which will help in monitoring the vessel's CII rating and an appropriate action plan, can be formulated accordingly. • Carbon Intensity Index: 2% improvement in CII annually from 2023 to 2026. • Vessels have Ship Energy Efficiency Management Plan (SEEMP) onboard which helps in monitoring fuel consumption data to improve operational efficiency, estimate CII ratings for three years, incorporate implementation plan for achieving the required CII, and also procedures for self-evaluation and improvement. • The Company is exploring investments in alternative technologies and fuels. • All the Company vessels are complying with regulation 12 of IMO MARPOL Annex VI on Ozone Depleting Substance (ODS). • Applicable Company vessels are complying with regulation 15 of IMO MARPOL Annex VI on Volatile Organic Compound (VOC) and have implemented Class approved VOC management plan.

Name of Product / Service	Description of the risk / concern	Action Taken
		In addition to the above, in the case of four Passenger vessels (2 nos. 500 Pax - delivered to A&N Administration and 2 nos. 1200 Pax under construction at M/s Cochin Shipyard Ltd.) for A&N Administration, SCI as Technical Consultant to the project, has recommended installation of Electrical Propulsion to optimize on fuel consumption thereby reduction in emissions.
Shipping	Ballast Water	Untreated ballast water poses serious ecological risks as ships become a source for the transfer of organisms between oceans. A variety of technologies are used for ballast water treatment, these include i.e.: Filtration (physical); Chemical Disinfection (oxidizing and non-oxidizing biocides); Ultra-violet treatment; De-oxygenation treatment; Heat (thermal treatment), or Magnetic Field Treatment. A typical ballast water treatment system on board ships uses two or more technologies to ensure that the treated ballast water is compliant with the IMO standards. As of 31st March 2023, 24 existing vessels are fitted with ballast water treatment plants. The Company intends to complete all installations on the remaining vessels soon in a phased manner depending on their dry dock schedule.
Shipping	Domestic Sewage Discharges	The regulations in Annex IV of MARPOL prohibit the discharge of sewage into the sea within a specified distance from the nearest land unless otherwise provided. All the Company vessels are fitted with approved Sewage Treatment Plants in compliance with IMO's MAPROL Annex IV requirements.
Shipping	Oil Pollution	SCI has a zero-tolerance policy for Oil Pollution from Ships. Discharge of Oil or oily mixture to the sea is prohibited from Ships as per Annex – 1 of MARPOL. The vessels are constructed in compliance with MARPOL. All vessels are provided with approved Oil filtering equipment and all tankers are provided with approved Oil Discharge Monitoring and control system. The cargo tanks and pump rooms in tankers are provided with double hulls to mitigate the risk of oil pollution.

3. Percentage of recycled or reused input material to total material (by value) used in production (for manufacturing industry) or providing services (for service industry).

Indicate input material	Recycled or re-used input material to total material	
	FY 2022-2023 Current Financial Year	FY 2021-22 Previous Financial Year
-	Not Applicable	Not Applicable

4. Of the products and packaging reclaimed at end of life of products, amount (in metric tonnes) reused, recycled, and safely disposed, as per the following format:

   Reply: Not Applicable

	FY 2022-2023 Current Financial Year			FY 2021-22 Previous Financial Year		
	Re-Used	Recycled	Safely Disposed	Re-Used	Recycled	Safely Disposed
Plastics (including packaging)						
E-waste						
Hazardous waste						
Other waste						

5. Reclaimed products and their packaging materials (as percentage of products sold) for each product category.

   Reply: Not Applicable

Indicate product category	Reclaimed products and their packaging materials as % of total products sold in respective category

PRINCIPLE 3: Businesses should respect and promote the well-being of all employees, including those in their value chains.

Essential Indicators

1. a. Details of measures for the well-being of employees:

Category	% of employees covered by										
	Total (A)	Health insurance		Accident insurance		Maternity benefits		Paternity Benefits		Day Care facilities	
		Number (B)	% (B / A)	Number (C)	% (C / A)	Number (D)	% (D / A)	Number (E)	% (E / A)	Number (F)	% (F / A)
Permanent Employees (Shore Staff)											
Male	400	400	100%	400	100%	NA	NA	400	100%	NA	NA
Female	104	104	100%	104	100%	104	100%	NA	NA	NA	NA
Total	**504**	**504**	100%	**504**	100%	**104**	**20.63%**	**400**	**79.36%**	**NA**	**NA**
Other than Permanent Employees (Shore Staff)											
Male	48	0	0%	48	100%	NA	NA	48	100%	NA	NA
Female	14	0	0%	14	100%	14	100%	NA	NA	NA	NA
Total	**62**	**0**	0%	**62**	**100%**	**14**	**22.58%**	48	**77.42%**	**NA**	**NA**
Permanent Employees (Floating Staff)											
Male	894	894	100%	894	100%	NA	NA	NA	NA	NA	NA
Female	21	21	100%	21	100%	21	100%	NA	NA	NA	NA
Total	**915**	**915**	**100%**	**915**	**100%**	**21**	**2.30%**	**NA**	**NA**	**NA**	**NA**
Other than Permanent Employees (Floating Staff)											
Male	1410	1410	100%	1410	100%	NA	NA	NA	NA	NA	NA
Female	2	2	100%	2	100%	NA	NA	NA	NA	NA	NA
Total	**1412**	**1412**	100%	**1412**	100%	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

b. Details of measures for the well-being of workers: **Not Applicable**

Category	% of workers covered by										
	Total (A)	Health insurance		Accident insurance		Maternity benefits		Paternity Benefits		Day Care facilities	
		Number (B)	% (B / A)	Number (C)	% (C / A)	Number (D)	Number (B)	% (B / A)	Number (C)	% (C / A)	Number (D)
Permanent workers											
Male											
Female											
Total											
Other than Permanent workers											
Male											
Female											
Total											

2. Details of retirement benefits, for Current FY and Previous Financial Year.

Benefits	FY 2022-23 Current Financial Year			FY 2021-22 Previous Financial Year		
	No. of Employees covered as a % of total Employees	No. of workers covered as a % of Total workers	Deducted and deposited with the authority (Y/N/Not Applicable.)	No. of Employees covered as a % of total Employees	No. of workers covered as a % of total workers	Deducted and deposited with the authority (Y/N/Not Applicable.)
Employees (Shore Staff)						
PF	100%	NA	NA	100%	NA	NA
Gratuity	100%	NA	NA	100%	NA	NA
ESI	NA	NA	NA	NA	NA	NA
Others – please specify	Nil	Nil	Nil	Nil	Nil	Nil
Employees (Floating Staff)						
PF	100%	NA	NA	100%	NA	NA
Gratuity	100%	NA	NA	100%	NA	NA

ESI	NA	NA	NA	NA	NA	NA
Others – please specify	Nil	Nil	Nil	Nil	Nil	Nil

3. Accessibility of workplaces

   Are the premises / offices of the entity accessible to differently abled employees and workers, as per the requirements of the Rights of Persons with Disabilities Act, 2016? If not, whether any steps are being taken by the entity in this regard.

   Reply: Yes, the premises/offices of the entity are accessible to differently-abled employees and workers, as per the requirements of the Rights of Persons with Disabilities Act, 2016.

4. Does the entity have an equal opportunity policy as per the Rights of Persons with Disabilities Act, 2016? If so, provide a web link to the policy.

   Reply: The Company's human resources policies and Code of Conduct do not tolerate any discrimination based on race, colour, religion, disability, gender, national origin, age, etc. The Company believes in creating an equal-opportunity workplace for its employees.

   Currently, the company is in the process of formulating the aforementioned policy.

5. Return to work and Retention rates of Permanent employees and workers that took parental leave.

Gender	Permanent Employees (Shore Staff)		Permanent Employees (Floating Staff)		Permanent Workers (Not Applicable)	
	Return to work rate	Retention rate	Return to work rate	Retention rate	Return to work rate	Retention rate
Male	100%	100%	100%	100%		
Female	100%	100%	100%	100%		
Total	**100%**	**100%**	**100%**	**100%**		

6. Is there a mechanism available to receive and redress grievances for the following categories of employees and workers? If yes, give details of the mechanism in brief.

	Yes/No (If yes, then give details of the mechanism in brief)
Permanent Workers	Not applicable
Other than Permanent Workers	Not applicable
Permanent Employees (Shore Staff)	Yes, In SCI, a Functional Director is appointed as Director of Grievances to address and attend to any complaints & grievances involving issues of Integrity, Fairness and Transparency in dealings with the SCI; Postal and email address of the Director of Grievances, to receive and redress grievances of the community is provided in SCI website. Furthermore, the website link of the Centralised Public Grievance Redress and Monitoring System (CPGRAMS), which is an online platform available to the citizens to lodge their grievances to the public authorities, is provided on SCI website.
Other than Permanent Employees (Shore Staff)	
Permanent Employees (Floating Staff)	Yes, the grievance redressal mechanism is present as per the maritime labour convention for floating staff.
Other than Permanent Employees (Floating Staff)	

7. Membership of employees and worker in association(s) or unions recognized by the listed entity:

Category	FY 2022-23 (Current Financial Year)			FY 2021-22 (Previous Financial Year)		
	Total Employees / workers in respective category (A)	No. of employees/workers in respective categories who are part of association (s) or union (B)	% (B/A)	Total Employees / workers in respective category (C)	No. of employees/workers in respective categories who are part of association (s) or union (D)	% (C/D)
Total Permanent Employees (Shore Staff)	**504**	**504**	100%	551	551	100%
-Male	400	400	100%	438	438	100%
-Female	104	104	100%	113	113	100%
Total Permanent Employees (Floating Staff)	**915**	**915**	100%	1235	1235	100%

Category	FY 2022-23 (Current Financial Year)			FY 2021-22 (Previous Financial Year)		
	Total Employees / workers in respective category (A)	No. of employees/workers in respective categories who are part of association (s) or union (B)	% (B/A)	Total Employees / workers in respective category (C)	No. of employees/workers in respective categories who are part of association (s) or union (D)	% (C/D)
-Male	894	894	100%	1204	1204	100%
-Female	21	21	100%	31	31	100%
Total Permanent Workers	**Not Applicable**					
-Male						
-Female						

8. Details of training given to employees and workers:

Category	FY 2022-23 Current Financial Year					FY 2021-22 Previous Financial Year				
	Total (A)	On Health and Safety Measures		On Skill Upgradation		Total (D)	On Health and Safety Measures		On Skill Upgradation	
		No. (B)	% (B / A)	No. (C)	% (C / A)		No. (E)	% (E / D)	No. (F)	% (F / D)
Employees (Shore Staff)										
Male	448	354	79.02%	354	79.02%	456	353	77.41%	336	73.68%
Female	118	94	79.66%	94	79.66%	122	102	83.61%	85	69.67%
Total	**566**	**448**	**79.15%**	**448**	**79.15%**	**578**	**455**	**78.72%**	**421**	**72.84%**
Employees (Floating Staff)										
Male	2304	2304	100%	2304	100%	2555	2555	100%	2555	100%
Female	23	23	100%	23	100%	36	36	100%	36	100%
Total	**2327**	**2327**	**100%**	**2327**	**100%**	**2591**	**2591**	**100%**	**2591**	**100%**
Workers (Not Applicable)										
Male										
Female										
Total										

9. Details of performance and career development reviews of employees and workers:

Category	FY 2022-23 Current Financial Year			FY 2021-22 Previous Financial Year		
	Total (A)	No. (B)	% (B / A)	Total (C)	No. (D)	% (D / C)
Employees (Shore Staff)						
Male	415*	157#	37.83%	458*	435#	94.98%
Female	121*	29#	25.89%	121*	120#	99.17%
Total	**527***	**186#**	**35.29%**	**579***	**555#**	**95.85%**
Employees (Floating Staff)						
Male	2304	2304	100%	2555	2555	100%
Female	23	23	100%	36	36	100%
Total	**2327**	**2327**	**100%**	2591	2591	100%
Workers (Not Applicable)						
Male						
Female						
Total						

* Total appraisals created. # Total appraisals review completed.

10. Health and safety management system:

a. Whether an occupational health and safety management system has been implemented by the entity? If yes, the coverage of such system?

Reply: Yes. Office: Our workplace is certified by IRQS for adherence to OHSAS norms. The building is manned by security on a 24x7 basis and is supported by surveillance cameras. We have tied up with prominent hospitals and diagnostic centres for annual health check-ups for employees. A doctor visits the premises for everyday consultation with employees. Fire safety drills are conducted once a year to familiarize staff with evacuation protocols. Fire detectors and alarms are placed on all floors of the building and tested regularly.

Ships: Besides meeting the requirements under the (International Safety Management) ISM code and (Maritime Labour Convention) MLC, all ships are certified for ISO 45001:2018 standard, which takes care of the Occupational, Health and Safety aspect on board. All seafarers are provided with good quality food, safe drinking water, hygienic living quarters, a safe working environment, control on work hours, onboard recreational facilities, insurance covers and adequate internet access to stay connected with family and friends. Additionally, seafarers can avail of 24x7 remote medical support for illnesses and injuries and shore doctor consultancy in foreign ports wherever necessary. Ships are fitted with adequate life-saving and fire-fighting appliances, which are maintained at all times, periodically inspected and tested. Seafarers are trained to use them in case of emergencies.

During the difficult times of the COVID-19 pandemic, extraordinary measures were taken to give priority to the health and safety of the employees. Arrangements like work-from-home options for all shore employees, flexible working hours, etc. were provided for the safety of employees.

b. What are the processes used to identify work-related hazards and assess risks on a routine and non-routine basis by the entity?

Reply: Hazard Identification and Risk Assessment (HIRA) and Aspects Impacts Register (AIR) are maintained for all departments to deal with all risks.

c. Whether you have processes for workers to report the work-related hazards and to remove themselves from such risks. (Y/N)

Reply: Not Applicable

d. Do the employees/ worker of the entity have access to non-occupational medical and healthcare services? ***(Yes/ No)***

Reply: Yes

11. Details of safety related incidents, in the following format:

Safety Incident/Number	Category	FY 2022-23 (Current Financial Year)	FY 2021-2022 (Previous Financial Year)
Lost Time Injury Frequency Rate (LTIFR) (per one million-person hours worked)	Employees	0.059	0.70
	Workers	NA	NA
Total recordable work-related injuries	Employees	1.31	1.21
	Workers	NA	NA
No. of fatalities	Employees	1	0
	Workers	NA	NA
High consequences for work-related injury or ill health (excluding fatalities)	Employees	0	0
	Workers	NA	NA

12. Describe the measures taken by the entity to ensure a safe and healthy workplace.

Reply: Office: Our workplace is certified by IRQS for adherence to OHSAS norms. The building is manned by security on a 24x7 basis and is supported by surveillance cameras. We have tied up with prominent hospitals and diagnostic centres for annual health check-ups for employees. A doctor visits the premises for everyday consultation with employees. Fire safety drills are conducted once a year to familiarize staff with evacuation protocols. Fire detectors and alarms are placed on all floors of the building and tested regularly.

Ships: Besides meeting the requirements under the (International Safety Management) ISM code and (Maritime Labour Convention) MLC, all ships are certified for ISO 45001:2018 standard, which takes care of the Occupational, Health and Safety aspect on board. All seafarers are provided with good quality food, safe drinking water, hygienic living quarters, a safe working environment, control on work hours, onboard recreational facilities, insurance covers and adequate internet access to stay connected with family and friends. Additionally, seafarers can avail of 24x7 remote medical support for illnesses and injuries and shore doctor consultancy in foreign ports wherever necessary. Ships are fitted with adequate life-saving and fire-fighting appliances, which are maintained at all times, periodically inspected and tested. Seafarers are trained to use them in case of emergencies.

During the difficult times of the COVID-19 pandemic, extraordinary measures were taken to give priority to the health and safety of the employees. Arrangements like work-from-home options for all shore employees, flexible working hours, etc. were provided for the safety of employees.

13. Number of Complaints on the following made by employees and workers:

Reply: Nil

	FY 2022-23 (Current Financial Year)			FY 2021-22 (Previous Financial Year)		
	Filed during the year	Pending resolution at the end of year	Remarks	Filed during the year	Pending resolution at the end of year	Remarks
Working Conditions						
Health Safety						

14. Assessments for the year:

	% of your plants and offices that were assessed (by entity or statutory authorities or third parties)
Health and safety practices	IRQS conducts annual audit for OHSAS and our offices are certified as per ISO 45001:2018.
Working Conditions	100% of the company's ships are assessed.

15. Provide details of any corrective action taken or underway to address safety-related incidents (if any) and on significant risks / concerns arising from assessments of health & safety practices and working-condition.

Reply: Not Applicable

Leadership Indicators

1. Does the entity extend any life insurance or any compensatory package in the event of death of (A) Employees (Y/N) (B) Workers (Y/N)?

A. a. Employees (Shore Staff) – Yes.

b. Employees (Floating Staff) – Yes.

B. Workers – Not applicable.

2. Provide the measures undertaken by the entity to ensure that statutory dues have been deducted and deposited by the value chain partners.

Reply: Not Applicable

3. Provide the number of employees / workers having suffered high consequence work- related injury / ill-health / fatalities (as reported in Q11 of Essential Indicators above), who have been rehabilitated and placed in suitable employment or whose family members have been placed in suitable employment:

	Total no. of affected employees/ workers		No. of employees/workers that are rehabilitated and placed in suitable employment or whose family members have been placed in suitable employment	
	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
Employees (Shore Staff)	Nil	Nil	Nil	Nil
Employees (Floating Staff)	Nil	Nil	Nil	Nil
Workers (Not Applicable)				

4. Does the entity provide transition assistance programs to facilitate continued employability and the management of career endings resulting from retirement or termination of employment? ***(Yes/ No)***

Reply: No.

5. Details on assessment of value chain partners:

Reply: Not Applicable

	% of value chain partners (by value of business done with such partners) that were assessed
Health and safety practices	
Working Conditions	

6. Provide details of any corrective actions taken or underway to address significant risks / concerns arising from assessments of health and safety practices and working conditions of value chain partners.

Reply: Not Applicable

PRINCIPLE 4: Businesses should respect the interests of and be responsive to all its stakeholders.

Essential Indicators

1. Describe the processes for identifying key stakeholder groups of the entity.

   Reply: Any category of individual body, corporate or organization that adds value to the business of the company has significant interest in or impact on the business or operations of the company is identified as a key stakeholder. Such identification is done by the company based on internal deliberations.

2. List stakeholder groups identified as key for your entity and the frequency of engagement with each stakeholder group.

Stakeholder Group	Whether identified as Vulnerable and Marginalized Group (Yes/No)	Channels of communication (Email, SMS, Newspaper, Pamphlets, Advertisement, Community Meetings, Notice Board, Website), Other	Frequency of Engagement (Annually / Half yearly / Quarterly / others – please, specify)	Purpose and scope of engagement including key topics and concerns raised during such engagement
Employee	No	Email, SMS, Newspaper, Pamphlets, Advertisement, Community Meetings, Notice Board, Company Website	Regularly	Employee Welfare
Shareholders	No	Email, Meetings, Newspaper, Company Website, Stock exchanges, other Statutory Authority	Regularly through Company's website and website of stock exchanges, through Annual General Meeting	Disseminating and sharing of information with the shareholders with a view to update and also to seek their approval, etc. as may be required
Communities	Yes	Meetings, Local NGOs	Case-to-Case Basis	Assessing their problems that lead to their vulnerability and which holds back in attaining better standard of living
Suppliers	No	Email, Advertisement, Vendor meets, Company Website etc.	Regular	To make suppliers aware of: • Public Procurement Policy (Preference to Make in India) • Import substitution • Participating in tenders issued on portal • SCI's quality objectives

Leadership Indicators

1. Provide the processes for consultation between stakeholders and the Board on economic, environmental, and social topics or if consultation is delegated, how is feedback from such consultations provided to the Board.

2. Whether stakeholder consultation is used to support the identification and management of environmental and social topics (Yes / No). If so, provide details of instances as to how the inputs received from stakeholders on these topics were incorporated into policies and activities of the entity.

   Reply: Yes, as part of our CSR activity, representatives from The Shipping Corporation of India (SCI) actively participated in a project to address the issue of female dropouts from a government school. Through consultations with the community and the school authorities, it was identified that the lack of proper sanitation facilities, particularly female toilets, was a significant factor contributing to the dropouts.

   To mitigate this problem, SCI collaborated with the school and installed female toilets to ensure improved sanitation facilities. However, during regular monitoring, another challenge came to light—the safe disposal of sanitary napkins. Recognizing the importance of addressing this issue comprehensively, SCI took further action and installed "Sanitary Incinerators" in the school premises. These incinerators provide a safe and environmentally friendly solution for the disposal of sanitary napkins, promoting better hygiene practices and environmental stewardship.

3. Provide details of instances of engagement with, and actions taken to, address the concerns of vulnerable/ marginalized stakeholder

groups.

PRINCIPLE 5: Businesses should respect and promote human rights

Essential Indicators

1. Employees and workers who have been provided training on human rights issues and policy(ies) of the entity, in the following format:

Category	FY 2022-23 Current Financial Year			FY 2021-22 Previous Financial Year		
	Total (A)	No. of employees / workers covered (D)	% (B / A)	Total (C)	No. employees / workers covered (D)	% (D / C)
Employees (Shore Staff)						
Permanent	504	105	20.83%	551	78	14.16%
Other than Permanent	62	12	19.35%	27	3	11.11%
Total Employees	566	118	20.85%	578	81	14.01%
Employees (Floating Staff)						
Permanent	915	640	69.94%	1235	802	64.94%
Other than Permanent	1412	1412	100%	1356	1356	100%
Total Employees	2327	2052	88.18%	2591	2158	83.29%
Workers (Not Applicable)						
Permanent						
Other than Permanent						
Total Workers						

2. Details of minimum wages paid to employees and workers, in the following format:

Category	FY 2022-23 Current Financial Year					FY 2021-22 Previous Financial Year				
	Total (A)	Equal to Minimum Wage		More than Minimum Wage		Total (D)	Equal to Minimum Wage		More than Minimum Wage	
		No. (B)	% (B/A)	No. (C)	% (C/A)		No. (E)	% (E/D)	No. (F)	% (F/D)
Employees (Shore Staff)										
Permanent	**504**	**NA**	**NA**	**504**	**100%**	**551**	**NA**	**NA**	**551**	**100%**
Male	400	NA	NA	400	100%	438	NA	NA	438	100%
Female	104	NA	NA	104	100%	113	NA	NA	113	100%
Other than Permanent	**62**	**NA**	**NA**	**62**	**100%**	**27**	**NA**	**NA**	**27**	**100%**
Male	48	NA	NA	48	100%	18	NA	NA	18	100%
Female	14	NA	NA	14	100%	9	NA	NA	9	100%
Employees (Floating Staff)										
Permanent	**915**	**NA**	**NA**	**915**	**100%**	**1235**	**NA**	**NA**	**1235**	**100%**
Male	894	NA	NA	894	100%	1204	NA	NA	1204	100%
Female	21	NA	NA	21	100%	31	NA	NA	31	100%
Other than Permanent	**1412**	**NA**	**NA**	**1412**	**100%**	**1356**	**NA**	**NA**	**1356**	**100%**
Male	1410	NA	NA	1410	100%	1351	NA	NA	1351	100%
Female	2	NA	NA	2	100%	5	NA	NA	5	100%
Workers (Not Applicable)										
Permanent										
Male										
Female										
Other than Permanent										

Male										
Female										

3. Details of remuneration/salary/wages, in the following format:

	Male		Female	
	Number	Median remuneration/ salary/ wages of respective category	Number	Median remuneration/ salary/ wages of respective category
Board of Directors (BoD)#				
-Functional Director(s)	4	INR 53,34,371.86*	Nil	Nil
-Independent Director(s)	5@	INR 3,60,000	1	INR 5,20,000
Key Managerial Personnel	1	INR 32,12,531.66	1	INR 30,60,805.72
Employees other than BoD and KMP	2751	INR 6,23,177.15	140	INR 29,47,419.27
Workers (Not applicable)				

The Government Nominee Directors on the Board of the Company do not draw any remuneration from the Company.

@ Includes details pertaining to Shri Pramod Kumar Panda, Independent Director (ID) who ceased to be on the Board w.e.f. 18.10.2022 due to completion of his tenure as an ID.

* The remuneration of functional directors has been considered under the Board of Directors, hence we have not included them under Key Managerial Personnel.

4. Do you have a focal point (Individual/ Committee) responsible for addressing human rights impacts or issues caused or contributed to by the business?

   Reply: Yes

5. Describe the internal mechanisms in place to redress grievances related to human rights issues.

   Reply: SCI has a grievance redressal procedure for all its shore employees (staff and officers). The objective of the grievance redressal procedure is to provide easily accessible machinery for the settlement of any grievance as expeditiously as possible.

   Additionally, in SCI, a Functional Director is appointed as Director of Grievances to address and attend to any complaints & grievances involving issues of Integrity, Fairness and Transparency in dealings with the SCI; Postal and email address of the Director of Grievances, to receive and redress grievances of the community is provided in SCI website. Also, as per the guidelines outlined in the Company Manual, which adheres to the Maritime Labour Convention, there is a dedicated mechanism in place for redressing all grievances raised by the floating staff.

6. Number of Complaints on the following made by employees and workers

	FY 2022-23 (Current Financial Year)			FY 2021-22 (Previous Financial Year)		
	Filed during the year	Pending Resolution at the end of the year	Remarks	Filed during the year	Pending Resolution at the end of the year	Remarks
Sexual Harassment	Nil	Nil	Nil	Nil	Nil	Nil
Discrimination at workplace	Nil	Nil	Nil	Nil	Nil	Nil
Child Labour	Nil	Nil	Nil	Nil	Nil	Nil
Forced Labour / Involuntary Labour	Nil	Nil	Nil	Nil	Nil	Nil
Wages	Nil	Nil	Nil	Nil	Nil	Nil
Other human rights related issues	Nil	Nil	Nil	Nil	Nil	Nil

7. Mechanisms to prevent adverse consequences to the complainant in discrimination and harassment cases.

   Reply: Yes, the company has its own Whistleblower Policy to curb the adverse consequences for the complainant and as mandated by the PoSH Act of 2013, the company has constituted an Internal Complaints Committee to address sexual harassment complaints. As a preventive measure, the identity of the complainant is known only to the Internal Complaints Committee and is protected.

8. Do human rights requirements form part of your business agreements and contracts?

   Reply: Yes

9. Assessments for the year:

	% of your plants and offices that were assessed (by entity or statutory authorities or third parties)
Child labour	100%
Forced/involuntary labour	100%
Sexual harassment	100%
Discrimination at workplace	100%
Wages	100%
Others – please specify	NA

10. Provide details of any corrective actions taken or underway to address significant risks / concerns arising from the assessments at Question 9 above.

    Reply: Nil

Leadership Indicators

1. Details of a business process being modified / introduced as a result of addressing human rights grievances / complaints.

    Reply: Nil

2. Details of the scope and coverage of any Human rights due diligence conducted.
3. Is the premise/office of the entity accessible to differently abled visitors, as per the requirements of the Rights of Persons with Disabilities Act, 2016?

    Reply: Yes

4. Details on assessment of value chain partners:

    Reply: Not Applicable

	% of value chain partners (by value of business done with such partners) that were assessed
Sexual Harassment	
Discrimination at workplace	
Child Labour	
Forced Labour/Involuntary Labour	
Wages	
Others – please specify	

5. Provide details of any corrective actions taken or underway to address significant risks / concerns arising from the assessments at Question 4 above.

    Reply: Not Applicable

PRINCIPLE 6: Businesses should respect and make efforts to protect and restore the environment.

Essential Indicators

1. Details of total energy consumption (in Joules or multiples) and energy intensity, in the following format:

Parameter	FY *2022-23* (Current Financial Year)	FY *2021-22* (Previous Financial Year)
Total electricity consumption (A)	7319.68930 GJ	6824.87640 GJ
Total fuel consumption (B)	12,078,650 GJ	11,872,261 GJ
Energy consumption through other sources (C)	NA	NA
Total energy consumption (A+B+C)	12,085,969.69 GJ	11,879,085.88 GJ
Energy intensity per rupee of turnover (Total energy consumption (Joules) / turnover in rupees)	2,08,596.37	2,32,987.66
Energy intensity (optional) – the relevant metric may be selected by the entity	NA	NA

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N) If yes, name of the external agency. N

2. Does the entity have any sites / facilities identified as designated consumers (DCs) under the Performance, Achieve and Trade (PAT) Scheme of the Government of India? (Y/N) If yes, disclose whether targets set under the PAT scheme have been achieved. In case targets have not been achieved, provide the remedial action taken, if any.

    Reply: Yes, the targets were achieved for FY.

3. Provide details of the following disclosures related to water, in the following format:

Parameter	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
Water withdrawal by source (in kiloliters)		
(i) Surface water	NA	NA
(ii) Groundwater	NA	NA
(iii) Third party water	20,988.74 KL	20,333.15 KL
(iv) Seawater / desalinated water	2,19,000 KL	2,03,000 KL
(v) Others	NA	NA
Total volume of water withdrawal (In kiloliters) (i + ii + iii + iv + v)	2,39,988.74 KL	2,23,333.15 KL
Total volume of water consumption (In kiloliters)	2,39,988.74 KL	2,23,333.15 KL
Water intensity per rupee of turnover (Water consumed/Turnover)	0.0041 (in litres)	0. 0044 (in litres)
Water Intensity (optional)- the relevant metric may be selected by the entity	NA	NA

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N) If yes, name of the external agency. N

4. Has the entity implemented a mechanism for Zero Liquid Discharge? If yes, provide details of its coverage and implementation.

   Reply: Yes, the company is committed to 'Zero' liquid discharge and the same is achieved with effective implementation of statutory 'MARPOL' regulations onboard all its floating assets. All Ships are certified by flag administration/RO and IOPP certificates (International Oil Pollution Prevention) are issued as testimonials.

5. Please provide details of air emissions (other than GHG emissions) by the entity, in the following format:

Parameter	Please specify Unit	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
NOx	MT	22,176	21,781
SOx	MT	2,733	2,680
Particulate Matter (PM)	MT	586	575
Persistent Organic Pollutants (POP)	NA	NA	NA
Volatile Organic Compounds (VOC)	NA	NA	NA
Hazardous air pollutants (HAP)	NA	NA	NA
Others – please specify	NA	NA	NA

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N) If yes, name of the external agency. N

6. Provide details of greenhouse gas emissions (Scope 1 and Scope 2 emissions) & its intensity, in the following format:

Parameter	Unit	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
Total Scope 1 emissions (Break-up of the GHG into CO2, CH4, N2O, HFCs, PFCs, SF6, NF3, if available)	Metric tonnes of CO2 equivalent	9,27,191	9,11,294
Total Scope 2 emissions (Break-up of the GHG into CO2, CH4,N2O, HFCs, PFCs, SF6, NF3, if available)	Metric tonnes of CO2 equivalent	NA	NA
Total Scope 1 and Scope 2 emissions per rupee of turnover	Metric tonnes of CO2 equivalent per rupee of turnover	0.0000160	0.0000179
Total Scope 1 and Scope 2 emission intensity *(optional)* – the relevant metric may be selected by the entity	NA	NA	NA

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N) If yes, name of the external agency. N

7. Does the entity have any project related to reducing Green House Gas emission? If yes, then provide details.

   Reply: Yes. The company shall follow IMO's revised 2023 Green House Gas Emissions strategy towards 2050, which aims to reduce CO2 emissions per transport work, as an average across international shipping, by at least 40% by 2030 compared to 2008 levels; uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030 and to peak GHG emissions from international shipping as soon as possible and to reach net-zero GHG emissions by or around, i.e., close to, 2050.

The following projects are being planned in future on our ships for the reduction of GHG emissions:

- SCI may consider using Energy Saving Devices (ESDs) for certain ships based on EEXI / CII calculations to improve propulsive efficiency and reduce fuel consumption and CO2 emissions.
- SCI is also considering the use of Biofuels, blended fuel to reduce GHG.
- In the long term (beyond 2030), compatible ship engines for cleaner fuels (new engines), adjusting fuel index (in case of the existing engine being de-rated), generators, fuel oil systems, exhaust gas systems, tank capacity/arrangement etc. shall be adopted as the technology is still evolving.
- Installation of Energy saving devices (ESDs), High Performance (low friction) AF Paints, Periodical hull & propeller cleaning. Additionally, the Company has constituted a technical committee which will study all aspects of retrofitting existing vessels with Green Hydrogen or its derived fuels in line with the National Green Hydrogen Mission and advise management suitability.

8. Provide details related to waste management by the entity, in the following format:

   Reply: These are not monitored considering the nature of the business of the company.

Parameter	**FY 2022-23 (Current Financial Year)**	**FY 2021-22 (Previous Financial Year)**
Total Waste generated (in metric tonnes)		
Plastic waste ***(A)***		
E-waste ***(B)***		
Bio-medical waste ***(C)***		
Construction and Demolition Waste ***(D)***		
Battery waste ***(E)***		
Radioactive waste ***(F)***		
Other Hazardous waste. Please specify if any. ***(G)***		
Other Non-hazardous waste generated ***(H)***. Please specify if any. (Break-up by composition i.e., by materials relevant to the sector)		
Total (A+B + C + D + E + F + G + H)		
For each category of waste generated, total waste recovered through recycling, re-using or other recovery operations (in metric tonnes)		
Category of waste		
(i) Recycled		
(ii) Re-used		
(iii) Other recovery operations		
Total		
For each category of waste generated, total waste disposed by nature of disposal method (in metric tonnes)		
Category of waste		
(i) Incineration		
(ii) Land filling		
(iii) Other disposal operations		
Total		

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N) If yes, name of the external agency. N

9. Briefly describe the waste management practices adopted in your establishments. Describe the strategy adopted by your company to reduce usage of hazardous and toxic chemicals in your products and processes and the practices adopted to manage such waste.

   Reply: Not Applicable. The Company is into shipping and logistics and does not manufacture any products for sale. However, waste generated on board during normal operation of the ship is managed as per vessel-specific garbage management plan and landed ashore to approved reception facilities for further processing. Also, the discharge of oil, solid waste & sewage etc. from its ships is prohibited in compliance with MARPOL (International Convention for the Prevention of Pollution from Ships). Most of our vessels comply with Green Passport or equivalent notation which requires a list of hazardous materials to be present onboard, which is useful while recycling/handling hazardous materials. In addition, the Company diligently adheres to the compliance requirements specified in the administration circular concerning the Transport and Handling of hazardous and noxious liquid substances in bulk on Indian flagged offshore support vessels.

10. If the entity has operations / offices in / around ecologically sensitive areas (such as national parks, wildlife sanctuaries, biosphere reserves, wetlands, biodiversity hotspots, forests, coastal regulation zones etc.) where environmental approvals / clearances are required, please specify details in the following format:

Reply: Nil

S. No.	Location of operations/ offices	Type of operations	Whether the conditions of environmental approval / clearance are being complied with? (Y/N) If no, the reasons thereof and corrective action taken, if any.

11. Details of environmental impact assessments of projects undertaken by the entity based on applicable laws, in the current financial year:

Reply: Not Applicable

Name and brief details of project	EIA Notification No.	Date	Whether conducted by independent external agency (Yes / No)	Results communicated in Public Domain (Yes / No)	Relevant Web link

12. Is the entity compliant with the applicable environmental law/regulations/guidelines in India, such as the Water (Prevention and Control of Pollution) Act, Air (Prevention and Control of Pollution) Act, and Environment protection act and rules thereunder (Y/N). If not, provide details of all such non-compliances, in the following format:

Reply: Yes, all the national and international rules as laid down by IMO are being complied with.

S. No.	Specify the law/regulation/guidelines which was not complied with	Provide details of the non-compliance	Any fines / penalties / action taken by regulatory agencies such as pollution control boards or by courts	Corrective action taken if any

Leadership Indicators

1. Provide break-up of the total energy consumed (in Joules or multiples) from renewable and non-renewable sources, in the following format:

Parameter	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
From renewable sources		
Total electricity consumption (A)	NA	NA
Total fuel consumption (B)	NA	NA
Energy consumption through other sources (C)	NA	NA
Total energy consumed from renewable sources (A+B+C)	NA	NA
From non-renewable sources		
Total electricity consumption (D)	7319.68930 GJ	6824.87640 GJ
Total fuel consumption (E)	12,078,650 GJ	11,872,261 GJ
Energy consumption through other sources (F)	NA	NA
Total energy consumed from non-renewable sources (D+E+F)	12,085,969.69 GJ	11,879,085.88 GJ

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N). If yes, name of the external agency. N.

2. Provide the following details related to water discharged:

Parameter	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
Water discharge by destination and level of treatment (in kiloliters)		
(i) To Surface water		
- No treatment	NA	NA
- With treatment – please specify level of treatment	NA	NA
(ii) To Groundwater		
- No treatment	NA	NA

Parameter	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
- With treatment – please specify level of treatment	NA	NA
(iii) To Seawater		
- No treatment	NA	NA
- With treatment – please specify level of treatment	NA	NA
(iv) Sent to third parties		
- No treatment	NA	NA
- With treatment – please specify level of treatment	18,250KL pH-7.2	18,250KL pH-7.2
(v) Others		
- No treatment	NA	NA
- With treatment – please specify level of treatment	NA	NA
Total water discharged (in kiloliters)	**18,250KL**	**18,250KL**

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N). If yes, name of the external agency. N

3. Water withdrawal, consumption, and discharge in areas of water stress (in kiloliters):

   For each facility / plant located in areas of water stress, provide the following information:

   (i) Name of the area: **Not Applicable**

   (ii) Nature of operations: **Not Applicable**

   (iii) Water withdrawal, consumption, and discharge in the following format

Parameter	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
Water withdrawal by source (in kiloliters)		
(i) Surface water	NA	NA
(ii) Groundwater	NA	NA
(iii) Third party water	NA	NA
(iv) Seawater / desalinated water	NA	NA
(v) Others	NA	NA
Total volume of water withdrawal (In kiloliters)	NA	NA
Total volume of water consumption (In kiloliters)	NA	NA
Water intensity per rupee of turnover *(Water consumed / turnover)*	NA	NA
Water intensity *(optional)* – the relevant metric may be selected by the entity	NA	NA
Water discharge by destination and level of treatment (in kiloliters)		
(i) Into Surface water		
- No treatment	NA	NA
- With treatment – please specify level of treatment	NA	NA
(ii) Into Groundwater		
- No treatment	NA	NA
- With treatment – please specify level of treatment	NA	NA
(iii) Into Seawater		
- No treatment	NA	NA
- With treatment – please specify level of treatment	NA	NA
(iv) Sent to third parties		
- No treatment	NA	NA
- With treatment – please specify level of treatment	NA	NA
(v) Others		
- No treatment	NA	NA
- With treatment – please specify level of treatment	NA	NA
Total water discharged (in kiloliters)	NA	NA

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N). If yes, name of the external agency. N.

4. Please provide details of total Scope 3 emissions & their intensity, in the following format:

Parameter	Unit	FY 2022-23 (Current Financial Year)	FY 2021-22 (Previous Financial Year)
Total Scope 3 emissions (Break-up of the GHG into CO2, CH4, N2O, HFCs, PFCs, SF6, NF3, if available)	*Metric tonnes of CO2 equivalent*		
Total Scope 3 emissions per rupee of turnover	*Metric tonnes of CO2 equivalent*		
Total Scope 3 emission intensity (optional) – the relevant metric may be selected by the entity			

Note: Indicate if any independent assessment/evaluation/assurance has been carried out by an external agency? (Y/N). If yes, name of the external agency.

5. With respect to the ecologically sensitive areas reported at Question 10 of Essential Indicators above, provide details of significant direct & indirect impact of the entity on biodiversity in such areas along-with prevention and remediation activities.

6. If the entity has undertaken any specific initiatives or used innovative technology or solutions to improve resource efficiency, or reduce impact due to emissions / effluent discharge / waste generated, please provide details of the same as well as outcome of such initiatives, as per the following format:

Sr. No	Initiative undertaken	Details of the initiative (Web-link, if any, may be provided along-with summary)	Outcome of the initiative
1	Ballast Water Management	Company has got some of its Ships fitted with 'Ballast Water Treatment System (BWTS).	Less impact to Sea and Ocean
2	Reduction in GHG emissions	Ships are being fitted with EPL (Engine Power limiter)	This initiative will reduce the carbon intensity through controlled emission from Ship's main propulsion and power Plant.

7. Does the entity have a business continuity and disaster management plan? Give details in 100 words / web link.

   Reply: Yes, the Company has implemented 'Emergency Response Plan' to handle Shipboard crisis and has dedicated Contingency room with infrastructure to handle eventualities on Ships and also for office premises.

8. Disclose any significant adverse impact to the environment, arising from the value chain of the entity. What mitigation or adaptation measures have been taken by the entity in this regard?

   Reply: Not Applicable

9. Percentage of value chain partners (by value of business done with such partners) that were assessed for environmental impacts.

PRINCIPLE 7: Businesses, when engaging in influencing public and regulatory policy, should do so in a manner that is responsible and transparent.

Essential Indicators

1. a. Number of affiliations with trade and industry chambers/associations.

   Reply: 10

   b. List the top 10 trade and industry chambers/associations (determined based on the total members of such body) the entity is a member of/affiliated to.

S. No.	Name of the trade and industry chambers/associations	Reach of trade and industry chambers/ associations (State/National)
1	Federation of Indian Chambers of Commerce and Industry (FICCI)	National
2	Maritime Union of India	National
3	National Union of Sea Farers of India	National
4	Forward Seamen's union of India	National
5	Baltic and International Maritime Council (BIMCO)	International

S. No.	Name of the trade and industry chambers/associations	Reach of trade and industry chambers/ associations (State/National)
6	Indian Coastal Conference Shipping Association (ICCSA)	National
7	Association Of Multimodal Transport Operators Of India (AMTOI)	National
8	Indian National Shipowners' Association (INSA)	National
9	National Maritime Board	National
10	Worldscale Association London	International

2. Provide details of corrective action taken or underway on any issues related to anti- competitive conduct by the entity, based on adverse orders from regulatory authorities.

   Reply: Not Applicable

Name of authority	Brief of the case	Corrective action taken

Leadership Indicators

1. **Details of public policy positions advocated by the entity:**

S. No.	Public policy advocated	Method Resorted for such advocacy	Whether Information available in public domain? (Yes/No)	Frequency of Review by Board (Annually/Half yearly/Quarterly/ Others – please specify)	Web Link, if available

PRINCIPLE 8: Businesses should promote inclusive growth and equitable development

Essential Indicators

1. Details of Social Impact Assessments (SIA) of projects undertaken by the entity based on applicable laws, in the current financial year.

   Reply: Nil

Name and brief details of project	SIA Notification No.	Date of notification	Whether conducted by independent External agency (Yes / No)	Results communicated in public domain (Yes / No)	Relevant Web link

2. Provide information on project(s) for which ongoing Rehabilitation and Resettlement (R&R) is being undertaken by your entity, in the following format:

S. No.	Name of Project for which R&R is ongoing	State	District	No. of Project Affected Families (PAFs)	% of PAFs covered by R&R	Amounts paid to PAFs. in the FY (In INR)
1	Assam Floods Relief	Assam	NA	2083	100%	₹ 24,99,600/-

3. Describe the mechanisms to receive and redress grievances of the community.

   Reply: In SCI, a Functional Director is appointed as Director of Grievances to address and attend to any of complaints & grievances involving issues of Integrity, Fairness and Transparency in dealings with the SCI; Postal and email address of Director of Grievances, to receive and redress grievances of the community is provided in SCI website. Furthermore, the website link of Centralized Public Grievance Redress and Monitoring System (CPGRAMS), which is an online platform available to the citizens to lodge their grievances to the public authorities, is provided on SCI website.

4. Percentage of input material (inputs to total inputs by value) sourced from suppliers:

	FY 2022-23 Current Financial Year	FY 2021-22 Previous Financial Year
Directly sourced from MSMEs/ small producers	51.3%	48%
Sourced directly from within the district and neighbouring districts	Not Applicable	Not Applicable

Leadership Indicators

1. Provide details of actions taken to mitigate any negative social impacts identified in the Social Impact Assessments (reference: Question 1 of Essential Indicators above):

Details of negative social impact identified	Corrective action taken

2. Provide the following information on CSR projects undertaken by your entity indesignated aspirational districts as identified by government bodies

S. No.	State	Aspirational District	Amount spent (in INR)
1	Jharkhand, Bihar	East Singhbhum, Katihar	16,65,000
2	Uttarakhand	Haridwar	49,08,012
3	Andhra Pradesh	Visakhapatnam	59,40,000*
4	Maharashtra	Nandurbar	59,18,408*
5	Jharkhand	East Singhbhum, Khunti	55,58,640*
6	Rajasthan	Sirohi	21,00,000*
7	Rajasthan	Karauli, Sirohi, Jaisalmer, Baran & Dholpur	51,75,000*
8	Maharashtra	Osmanabad	54,60,000*
9	Maharashtra	Osmanabad & Nandurbar	27,15,000*

*Amount Allocated towards multi-year projects & will be spent in a phased manner.

3. (a) Do you have a preferential procurement policy where you give preference to purchase from suppliers comprising marginalized / vulnerable groups? (Yes/No)

   Reply: Yes.

   (b) From which marginalized /vulnerable groups do you procure?

   Reply: From SC/ST Micro & Small Enterprises (MSEs) and from Women MSEs.

   (c) What percentage of total procurement (by value) does it constitute?

   Reply: Target percentage is 3% from Women MSEs & 4% from SC/ST MSEs.

4. Details of the benefits derived and shared from the intellectual properties owned or acquired by your entity (in the current financial year), based on traditional knowledge:

   Reply: Nil

S. No.	Intellectual Property Based on traditional knowledge	Owned / Acquired (Yes/No)	Benefit shared (Yes/No)	Basis of calculating benefit share

5. Details of corrective actions taken or underway based on any adverse order in intellectual property related disputes wherein usage of traditional knowledge is involved.

   Reply: Not Applicable

Name of authority	Brief of the Case	Corrective action taken

6. Details of beneficiaries of CSR Projects:

S. No.	CSR Project	No. of persons benefitted from CSR Projects	% of Beneficiaries from vulnerable and marginalized groups
1	Holistic Development of Underprivileged children (GAP Gadadhar Abhyudaya Prakalpa Project)	250	100%
2	Support for providing Sustainable Menstrual Health & Hygiene for schoolgirls	15,656	100%
3	Empowerment of Adolescent Girls & Women through Menstrual Health & Hygiene Awareness Workshops	6000	100%
4	Sickle Cell Anemia detection program	10,000	100%
5	Mid-Day meal to students at tribal schools	2,428	100%
6	Camps towards Health & Women Hygiene	10,000	100%
7	Health & Hygiene Camps	5,000	100%
8	Apparel Skill Training program	250	100%
9	Skill Development training program for 240 unprivileged women	240	100%

PRINCIPLE 9: Businesses should engage with and provide value to their consumers in a responsible manner.

Essential Indicators

1. Describe the mechanisms in place to receive and respond to consumer complaints and feedback.

   Reply: Feedback received from clients for services rendered during the period are noted for implementation for further improving the services. Also, every department has a specific procedure manual wherein the approved process of grievance redressal is provided.

2. Turnover of products and/ services as a percentage of turnover from all products/service that carry information about:

   Reply: Not Applicable

	As a percentage to total turnover
Environmental and social parameters relevant to the product	
Safe and responsible usage	
Recycling and/or safe disposal	

3. Number of consumer complaints in respect of the following:

	FY 2022-23 (Current Financial Year)			FY 2021- 22 (Previous Financial Year)		
	Received during the year	Pending resolution at end of year	Remarks	Received during the year	Pending resolution at end of year	Remarks
Data privacy	Nil	Nil	NA	Nil	Nil	NA
Advertising	Nil	Nil	NA	Nil	Nil	NA
Cyber-security	Nil	Nil	NA	Nil	Nil	NA
Delivery of essential services	Nil	Nil	NA	Nil	Nil	NA
Restrictive Trade Practices	Nil	Nil	NA	Nil	Nil	NA
Unfair Trade Practices	Nil	Nil	NA	Nil	Nil	NA
Others	Nil	Nil	NA	Nil	Nil	NA

4. Details of instances of product recalls on account of safety issues:

   Reply: Not Applicable

	Number	Reasons for recall
Voluntary recalls		
Forced recalls		

5. Does the entity have a framework/policy on cyber security and risks related to data privacy? (Yes/No) If available, provide a web-link of the policy

   Reply: Yes, the Company has formulated and implemented **'Cyber Security Policy'**, **www.sciportal.co.in** → **E-Content Management** → **All-purpose** → **IT** → **IT Policies**

6. Provide details of any corrective actions taken or underway on issues relating to advertising, and delivery of essential services; cyber security and data privacy of customers; re-occurrence of instances of product recalls; penalty / action taken by regulatory authorities on safety of products / services.

   Reply: Nil

Leadership Indicators

1. Channels / platforms where information on products and services of the entity can be accessed (provide web link, if available).

   Reply:
   - SCI Website
   - Trade News Publications
   - SCI Agents' Websites

2. Steps taken to inform and educate consumers about safe and responsible usage of products and/or services.

   Reply: Not Applicable

3. Mechanisms in place to inform consumers of any risk of disruption/discontinuation of essential services.

   Reply: Not Applicable

4. Does the entity display product information on the product over and above what is mandated as per local laws? (Yes/No/Not Applicable) If yes, provide details in brief. Did your entity carry out any survey with regard to consumer satisfaction relating to the major products / services of the entity, significant locations of operation of the entity or the entity as a whole? (Yes/No)

5. Provide the following information relating to data breaches:

   a. Number of instances of data breaches along-with impact

      Reply: Nil.

   b. Percentage of data breaches involving personally identifiable information of customers

      Reply: Not Applicable

FORM AOC-1

(Pursuant to first proviso to sub-section (3) of section 129 read with rule 5 of Companies (Accounts) Rules, 2014)

Statement containing salient features of the financial statement of subsidiaries/associate companies/joint ventures

Part "A": Subsidiaries (₹ in lakhs)

Sl. No.	Particulars	Details
1.	**Name of the subsidiary**	Inland & Coastal Shipping Limited*
2.	**Financial Year ending on**	31.03.2023
3.	**Reporting Currency**	INR
4.	**Share capital**	105
5.	**Reserves & surplus**	(192)
6.	**Total assets**	90
7.	**Total Liabilities**	176
8.	**Investments**	0
9.	**Turnover**	6
10.	**Profit before taxation**	(68)
11.	**Provision for taxation**	0
12.	**Profit after taxation**	(68)
13.	**Proposed Dividend**	0
14.	**% of shareholding**	100

*"Inland & Coastal Shipping Limited" (ICSL) is wholly owned subsidiary company incorporated in India on 29th September 2016. For the purpose of consolidation profit/loss for ICSL has been taken from the audited financial statements for the year ending 31st March 2023. The above subsidiary accounts are audited by the auditors other than statutory auditors of the Company.

PART "B": Associate Companies and Joint Ventures

(Pursuant to first proviso to sub-section (3) of section 129 read with rule 5 of Companies (Accounts) Rules, 2014)

Name of Associates/Joint Venture	India LNG Transport Co. (No. 1) Ltd.	India LNG Transport Co. (No. 2) Ltd.	India LNG Transport Co. (No. 3) Ltd.	India LNG Transport Co. (No. 4) Pvt. Ltd.
1. Latest audited Balance Sheet Date	31.03.2023	31.03.2023	31.03.2023	31.12.2022
2. Date on which the Associate or Joint Venture was associated or acquired	21.05.2001	21.05.2001	05.12.2006	13.11.2013
3. Shares of Associate/Joint Ventures held by the company at year end				
No. of Shares	2908	2908	2600	11036558
Amount of Investment in Associates/Joint Venture (in lakhs)	3	3	1	7352
Extent of Holding	29.08%	29.08%	26%	26%
4. Description of how there is significant influence	shareholding	shareholding	shareholding	shareholding
5.Reason why associate/ joint venture is not consolidated	NA	NA	NA	NA
6. Networth attributable to shareholding as per latest audited Balance sheet (in lakhs)	22,740	22,021	3,403	12,735

FORM AOC-1

Name of Associates/Joint Venture	India LNG Transport Co. (No. 1) Ltd.	India LNG Transport Co. (No. 2) Ltd.	India LNG Transport Co. (No. 3) Ltd.	India LNG Transport Co. (No. 4) Pvt. Ltd.
7. Profit / Loss for the year (in lakhs)*				
i. Considered in consolidation	3,209	1,752	537	1,574
ii.Not considered in consolidation	NA	NA	NA	NA

*Profit/loss for the year does not include other comprehensive income.

The above joint venture accounts are audited by the auditors other than statutory auditors of the Company.

As per our report of even date attached hereto.

For and on behalf of the Board of Directors,

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

For Chokshi & Chokshi LLP,
Chartered Accountants
FR. No. 101872W/W100045

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

CA S Nagabushanam
Partner
Membership No. 107022

CA Kiran Bhoir
Partner
Membership No. 159960

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Mumbai, Dated the 9th May, 2023

FORM NO. AOC-2

(Pursuant to clause (h) of sub-section (3)of section 134 of the Act and Rule 8(2) of the Companies (Accounts) Rules, 2014)

Form for disclosure of particulars of contracts/arrangements entered into by the company with related parties referred to in sub-section (1) of section 188 of the Companies Act, 2013 including certain arm's length transactions under third proviso thereto

1. **Details of contracts or arrangements or transactions not at arm's length basis.**

   There were no contracts or arrangements or transactions entered into during the year ended 31st March, 2023 which were not at arm's length basis.

2. **Details of material contracts or arrangement or transactions at arm's length basis.**

   The details of material contracts or arrangement or transaction at arm's length basis for the year ended 31st March, 2023 are as follows:

Name of the related party	Nature of relationship	Duration of contracts/ arrangements/ transactions (yr)	Salient terms of the contract or arrangements	Nature of Transactions	Material Trnasactions (in INR lakhs)	Date (s) of approval by the Board, if any	Amount paid as advances, if any
ILT No. 1 Ltd.	Joint Venture Company	till 2028	Based on transfer pricing guidelines	Management & Accounting fee	628	12.12.2008	No advances
				Interest on SHL*	-	06.05.2001	
				(SHL provided) / repaid by JV	-		
				TOTAL	**628**		
ILT No. 2 Ltd.	Joint Venture Company	till 2028	Based on transfer pricing guidelines	Management & Accounting fee	628	12.12.2008	No advances
				Interest on SHL*	-	06.05.2001	
				(SHL provided) / repaid by JV	-		
				TOTAL	**628**		
ILT No. 3 Ltd.	Joint Venture Company	till 2034	Based on transfer pricing guidelines	Management & Accounting fee	672	24.09.2012	No advances
				Interest on SHL*	1,162	24.09.2012	
				(SHL provided) / repaid by JV	17		
				TOTAL	**1,851**		
ILT No. 4 Pvt. Ltd.	Joint Venture Company	till 2035	Based on transfer pricing guidelines	Management & Accounting fee	481	28.03.2014	No advances
				Interest on SHL*	-	13.11.2013	
				(SHL provided) / repaid by JV	-		
				TOTAL	**481**		

* SHL- Shareholders' Loan provided by SCI to Joint Ventures

For and on behalf of the Board of Directors
Capt. B K.Tyagi
Chairman & Managing Director

Mumbai
Date: 09.05.2023

SCI'S PHILOSOPHY ON CORPORATE GOVERNANCE

SCI constantly keeps the Corporate Governance issues in focus. It is SCI's policy to provide adequate and timely information to all stakeholders. SCI's endeavor in this respect has been acknowledged and appreciated year after year. This year too, SCI will strive to meet the expectations of various stakeholders. SCI apart from complying with the Companies Act, 2013 and the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 {hereinafter referred as SEBI (LODR) Regulations, 2015 or SEBI Listing Regulations} has also adopted the guidelines issued by the DPE in 2010 on Corporate Governance.

SCI'S CODE OF CONDUCT

The Board of Directors of the Company adopted the "Code of Business Conduct & Ethics for Board Members and Senior Management Personnel" in terms of Regulation 17(5) and Regulation 26 of SEBI Listing Regulations. This Code of Conduct is bifurcated into the "Code of Business Conduct and Ethics for Board Members" and "Code of Business Conduct for Senior Management Personnel". The Code is in alignment with the Company's vision and values to achieve the Mission and Objectives and aims at enhancing ethical and transparent process in managing the affairs of the Company. The Code was last reviewed and amended by the Board at its meeting held on 09.05.2023. The Code is posted on the Company's Website- **"www.shipindia.com → About SCI → Policies"**

The Board Members and Senior Management Personnel have affirmed compliance to this Code and a declaration to this effect signed by Chairman and Managing Director is provided at the end of this Report.

BOARD OF DIRECTORS

COMPOSITION OF THE BOARD OF DIRECTORS

As on date, the Board of Directors of your Company comprises of twelve (12) Directors viz. five (5) Functional / Executive Directors including Chairman and Managing Director, two (2) Non-Executive Directors (Government Nominee Directors who represent the promoter i.e., Government of India) and five (5) Non-Official Part-Time Directors (Independent Directors). As the composition of Board of Directors is not compliant with the requirements of Regulation 17(1) of SEBI (LODR) Regulations, 2015, the Company is coordinating with the Competent Authority for filling up the vacant position(s). To this extent, the Company is non-compliant with the relevant provisions of DPE Guidelines on Corporate Governance, 2010.

None of the Directors on the Board of the SCI are related inter-se.

The changes in the position of Directors during the year is summarized below:

Chairman and Managing Director

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2021-SU, Office Order no. 05/2022 dated 03.09.2022 informed the Company that Capt. B.K. Tyagi, Director (Liner & Passenger Services), SCI is hereby appointed as the Chairman and Managing Director, SCI for a period of five years with effect from the date of his assumption of charge of the post, or till the date of his superannuation or until further orders, whichever is the earliest. The effective date of appointment of Capt. B.K. Tyagi as Chairman and Managing Director, SCI is 03.09.2022 i.e., assumption of his charge to the post of CMD, SCI.

Smt H.K Joshi had completed her tenure as the Chairperson and Managing Director of SCI consequent upon her superannuation with effect from the closing hours of 31.05.2022.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2021-SU, Office Order no. 03/2022 dated 27.05.2022 informed the Company that with the approval of Competent Authority, Shri Atul Ubale, Director (Bulk Carrier and Tanker), Shipping Corporation of India Limited (SCI) will also hold the additional charge for the post of Chairman and Managing Director (CMD), SCI and additional charge for the Post of Director (Finance), SCI for a period of 3 Months w.e.f. 01.06.2022 to 31.08.2022 or till the appointment of a full time CMD/ Director (Finance), or until further orders, whichever is earlier.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2021-SU, Office Order no. 07/2022 dated 13.09.2022 informed the Company that with the approval of the Competent Authority, Shri Atul Ubale, Director (B&T) will continue to hold the additional charge assignment of CMD, SCI w.e.f. 01.09.2022 till the date of appointment of regular incumbent to the post. Consequently, Shri Atul Ubale, Director (B&T), ceased to be the CMD of the Company w.e.f 03.09.2022.

Director (Technical & Offshore Services)

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2020-SU, Office Order no. 01/2022 dated 18.05.2022 informed the Company that with the approval of Competent Authority, Shri Vikram Dingley, General Manager, Shipping Corporation of India Limited (SCI) is hereby appointed to the post of Director (Technical & Offshore Services), SCI with effect from the date of his assumption of charge of the post till the date of superannuation i.e. 31.05.2026, or until further orders, whichever is earlier. His date of appointment is effective from 19.05.2022 i.e. date of assumption of charge of the post of Director (Technical & Offshore Services).

Capt. Binesh Kumar Tyagi along with the post of Director (Liner & Passenger Services) was also holding the additional charge for post of Director (Technical & Offshore Services), SCI w.e.f 01.05.2021 up to 18.05.2022.

Director (Finance)

Smt H.K. Joshi ceased to hold an additional charge of Director (Finance) consequent upon her superannuation with effect from the closing hours of 31.05.2022.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2021-SU, Office Order no. 03/2022 dated 27.05.2022 informed the Company that with the approval of Competent Authority, Shri Atul Ubale, Director (Bulk Carrier & Tanker), Shipping Corporation of India Limited (SCI) will also hold the additional charge for the post of Chairperson and Managing Director (CMD), SCI and additional charge for the Post of Director (Finance), SCI for a period of 3 Months w.e.f. 01.06.2022 to 31.08.2022 or till the appointment of a full time CMD/ Director (Finance), or until further orders, whichever is earlier. The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/4/2019-SU, Office Order no. 04/2022 dated 09.06.2022 informed the Company that, Shri C.I. Acharya, Chief General Manager, Mangalore Refineries & Petrochemicals Limited (MRPL) is hereby appointed to the post of Director (Finance), Shipping Corporation of India Limited (SCI) with effect from the date of assumption of charge of the post till the date of his superannuation, i.e. 31.03.2026, or until further orders, whichever is earlier. The effective date of appointment of Shri C.I. Acharya as Director (Finance) on the Board of SCI is 13.06.2022 i.e. assumption of his charge to the post of Director (Finance). Consequently, Shri Atul Ubale, Director (B&T) ceased to hold the additional charge of Director (Finance) of the Company w.e.f 13.06.2022.

Director (Liner & Passenger Services)

Prior to Capt. B.K. Tyagi's appointment as CMD of the Company w.e.f. 03.09.2022, he was holding the full time charge of Director (L&PS). The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2022, Office Order no. 06/2022 dated 09.09.2022 informed the Company that with the approval of the Competent Authority, Capt. B.K. Tyagi, CMD, SCI will also hold the additional charge of the post of Director (L&PS), SCI for a period of 3 months w.e.f. 03.09.2022 or until further orders, whichever is earlier. Hence, Capt. B.K. Tyagi, CMD, SCI also holds the additional charge for the post of Director (L&PS) w.e.f. 03.09.2022.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2022-SU, Office Order no. 09/2022 dated 06.12.2022 informed the Company that with the approval of the Competent Authority, Capt. B.K. Tyagi, CMD, SCI will also hold the additional charge of the post of Director (L&PS), SCI for a period of 3 months w.e.f. 03.12.2022, or till the appointment of a regular incumbent to the post, or until further orders whichever is the earliest. The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2022-SU, Office Order no. 02/2023 dated 10.05.2023 informed the Company that Capt. B.K. Tyagi, CMD, SCI will also hold the additional charge of the post of Director (L&PS), SCI for a period of six months w.e.f. 03.03.2023 to 02.09.2023 or till the appointment of a regular incumbent to the post or until further orders whichever is the earliest. Capt. B.K. Tyagi, CMD, SCI continues to hold the additional charge of Director (L&PS), SCI.

The Public Enterprises Selection Board (PESB) conducted interviews for the post of Director (L&PS) on 03.03.2023 and recommended Rear Admiral Jaswinder Singh for the post of Director (L&PS) in SCI. Further communication in this regard is awaited from the Administrative Ministry.

Director (Personnel & Administration)

Shri P.K. Gangopadhyay completed his tenure as Director (P&A), SCI consequent upon his superannuation w.e.f. 01.12.2022. The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/5/2019-SU, Office Order no. 08/2022 dated 17.11.2022 informed the Company that consequent upon the superannuation of Shri. P. K. Gangopadhyay, Director (P&A), SCI on 30.11.2022, with the approval of Competent Authority, Capt. B.K. Tyagi, CMD, SCI will also hold the additional charge of the post of Director (P&A), SCI for a period of 3 (three) months w.e.f. 01.12.2022 or until further orders whichever is earlier. Accordingly, Capt. B.K. Tyagi, CMD, holding additional charge of Director (L&PS) also held additional charge of Director (P&A) w.e.f 01.12.2022.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/5/2019-SU, Office Order no. 01/2023 dated 07.02.2023 informed the Company that with the approval of Competent Authority, Shri. Atul Ubale, Director (B&T), SCI will also hold the additional charge of the post of Director (P&A), SCI for a period of 3 (three) months w.e.f. 01.03.2023 or till the appointment of full time Director (P&A), whichever is earlier. Accordingly, Shri Atul Ubale, Director (B&T) held the additional charge of the post of Director (P&A) w.e.f. 01.03.2023. Consequently, Capt. B.K. Tyagi, CMD, SCI ceased to hold the additional charge for the post of Director (P&A) w.e.f. 01.03.2023.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/5/2019-SU, Office Order no. 04/2023 dated 05.07.2023 have conveyed the appointment of Shri Manjit Singh Saini, General Manager, SCI as Director (P&A), SCI with immediate effect for a period of 5 years or till the date of his superannuation, whichever is earlier. Shri Manjit Singh Saini has assumed the charge of post of Director (P&A) from 05.07.2023. Hence, his appointment is effective from 05.07.2023.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/5/2019-SU, Office Order no. 03/2023 dated 05.07.2023 informed the Company that with the approval of Competent Authority, Shri. Atul Ubale, Director (B&T), SCI will also hold the additional charge of the post of Director (P&A), SCI for a period of 6 (six) months w.e.f. 01.06.2023, or till the appointment of a regular incumbent to the post or until further orders, whichever is earlier. Upon appointment of Shri Manjit Singh Saini as Director (P&A) w.e.f 05.07.2023, Shri Atul Ubale, Director (B&T) has ceased to hold the additional charge of Director (P&A).

Government Nominee Directors

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2017-SU dated 10.11.2022 informed that Shri Vikram Singh consequent to being relieved from the MoPSW, ceased to be on the Board of the Company w.e.f. 03.11.2022. Further, MoPSW vide the said letter conveyed the approval of the Competent Authority for appointment of Shri Rajesh Kumar Sinha, Additional Secretary, MoPSW as Official (Government) Director on the Board of SCI. Accordingly, Shri Rajesh Kumar Sinha was appointed on the Board of the Company w.e.f 10.11.2022.

Independent Director

Shri Pramod Kumar Panda completed his tenure as an Independent Director on the Board of the Company w.e.f 18.10.2022.

THE DIRECTORSHIPS HELD IN OTHER PUBLIC LIMITED COMPANIES AND MEMBERSHIP / CHAIRPERSONSHIP HELD IN THE COMMITTEES OF SUCH BOARDS BY THE MEMBERS OF THE BOARD OF YOUR COMPANY AS ON 31ST MARCH, 2023 ARE SET OUT BELOW:

Name of the Director	Designation	Number of Directorships in other Companies*	Details of Directorships in other Listed Entities [Regulation 17A** of SEBI (LODR) Regulations, 2015]	Details of Membership/ Chairmanship held in Committees of other Companies [Regulation 26 of SEBI (LODR) Regulations, 2015*]
FUNCTIONAL DIRECTORS				
Capt. B.K. Tyagi	Chairman and Managing Director and holding additional charge of Director (Liner and Passenger Services)	• Inland and Coastal Shipping Limited ^ • Shipping Corporation of India Land and Assets Limited • India LNG Transport Company No. 1 Ltd. • India LNG Transport Company No. 2 Ltd. • India LNG Transport Company No. 3 Ltd. • India LNG Transport Company No. 4 Pvt Ltd.	NIL	NIL
Shri Atul Ubale	Director (Bulk Carrier and Tanker) holding charge of Director (Personnel & Administration)	• India LNG Transport Company No. 1 Ltd. • India LNG Transport Company No. 2 Ltd. • India LNG Transport Company No. 3 Ltd. • India LNG Transport Company No. 4 Pvt Ltd.	NIL	NIL
Shri Vikram Dingley	Director (Technical and Offshore Services)	• Inland and Coastal Shipping Limited ^	NIL	NIL
Shri C.I. Acharya	Director (Finance)	NIL	NIL	NIL
GOVERNMENT NOMINEE DIRECTORS				
Shri Sanjay Kumar	Government Nominee Director	• Shipping Corporation of India Land and Assets Limited • India LNG Transport Company No. 1 Ltd. • India LNG Transport Company No. 2 Ltd. • India LNG Transport Company No. 3 Ltd. • India LNG Transport Company No. 4 Pvt Ltd.	NIL	NIL
Shri Rajesh Kumar Sinha	Government Nominee Director	• Shipping Corporation of India Land and Assets Limited • Cochin Shipyard Limited	• Cochin Shipyard Limited, Non-Executive - Nominee Director	NIL
INDEPENDENT DIRECTORS				
Shri Gulabbhai Rohit	Independent Director	NIL	NIL	NIL

Name of the Director	Designation	Number of Directorships in other Companies*	Details of Directorships in other Listed Entities [Regulation 17A** of SEBI (LODR) Regulations, 2015]	Details of Membership/ Chairmanship held in Committees of other Companies [Regulation 26 of SEBI (LODR) Regulations, 2015*]
Ms. Arunima Dwivedi	Independent Director	NIL	NIL	NIL
Dr. Anil Kumar Misra	Independent Director	NIL	NIL	NIL
Shri Shreekant Pattar	Independent Director	NIL	NIL	NIL
Shri KNP Chakravarthy	Independent Director	NIL	NIL	NIL

*In accordance with Regulation 26(1) of the SEBI (LODR) Regulations, 2015 only directorships held in public limited companies have been considered and the directorships held in private limited companies, foreign companies, high value debt listed entities and companies under Section 8 of the Companies Act, 2013 have been excluded. Similarly, in terms of the above regulation membership/chairpersonship of the Audit Committee and Stakeholders' Relationship Committee of all Public Limited Companies have been considered.

^ Deemed Public Company

**In accordance with Regulation 17A of the SEBI (LODR) Regulations, 2015 the Directors of Listed entities shall comply with the following conditions with respect to the maximum number of Directorships that can be held by them at any point of time:

A person shall not be a director in more than seven listed entities with effect from April 1, 2020.

Notwithstanding the above, any person who is serving as a whole time Director / Managing Director in any listed entity shall serve as an independent director in not more than three listed entities.

BOARD MEETINGS / ANNUAL GENERAL MEETING

During the financial year 2022-2023, six (6) Board Meetings were held, the dates being 06.05.2022, 05.08.2022, 04.11.2022, 11.01.2023, 03.02.2023 and 20.03.2023. The details about attendance of the Directors at the Board Meetings and at the 72nd Annual General Meeting (AGM) held on 28.09.2022 are given below:

Name of the Director	No. of Board Meetings during FY 2022-23		Attendance at the last AGM held on 28.09.2022
	Held during the tenure of Directors	Attended	
Smt. H.K. Joshi*	1	1	NA
Shri Atul Ubale	6	6	Yes
Capt. B.K. Tyagi	6	6	Yes
Shri P.K. Gangopadhyay**	3	3	Yes
Shri Vikram Dingley***	5	5	Yes
Shri C.I. Acharya****	5	5	Yes
Shri Sanjay Kumar	6	5	No
Shri Vikram Singh@	2	1	No
Shri Rajesh Kumar Sinha@@	3	2	NA
Shri Pramod Kumar Panda#	2	2	No
Shri Gulabbhai Lakhubhai Rohit	6	6	Yes
Ms. Arunima Dwivedi	6	6	No
Dr. Anil Kumar Misra	6	6	Yes
Shri Shreekant Pattar	6	6	No
Shri KNP Chakravarthy	6	6	Yes

*Consequent to her superannuation w.e.f. closing hours of 31.05.2022, Smt. H.K. Joshi ceased to be on the Board of the Company as CMD, SCI w.e.f. 01.06.2022.

**Shri P.K. Gangopadhyay ceased to be on the Board of the Company as Director (P&A) w.e.f. 01.12.2022, consequent to his superannuation on 30.11.2022.

*** Shri Vikram Dingley was appointed as Director (T&OS) on the Board of SCI w.e.f. 19.05.2022 by the Ministry of Ports, Shipping and Waterways.

**** Shri C.I. Acharya was appointed on the Board of SCI as Director (Finance) w.e.f. 13.06.2022 by the Ministry of Ports, Shipping and Waterways.

@Shri Vikram Singh consequent to being relieved from the MoPSW, ceased to be on the Board of the Company as Official (Government) Nominee Director w.e.f. 03.11.2022.

@@ Shri Rajesh Kumar Sinha was appointed by MoPSW on the Board of SCI w.e.f. 10.11.2022 as a Official (Government) Nominee Director.

Shri Pramod Kumar Panda ceased to be on the Board w.e.f. 18.10.2022 on completion of his tenure as Independent Director.

The changes taken place in the constitution of the Board of Directors of SCI during the FY 2022-2023 are as follows:

Name of the Director	Date of Appointment	Date of Cessation	Nature of Appointment/ Reason for cessation
Capt. B.K. Tyagi	01.05.2021	19.05.2022	Additional charge of Director (T&OS).
Shri Vikram Dingley	19.05.2022	-	Appointment as Director (T&OS).
Smt H.K. Joshi	19.12.2019	01.06.2022	Ceased to be the CMD of the Company consequent upon her Superannuation.
Smt H.K. Joshi	05.02.2015	01.06.2022	Ceased to be Director (Finance) of the Company consequent upon her Superannuation.
Shri Atul Ubale	01.06.2022	03.09.2022	Additional charge for the post of Chairman & Managing Director.
Shri Atul Ubale	01.06.2022	13.06.2022	Additional charge as Director (Finance).
Shri C.I. Acharya	13.06.2022	-	Appointment as Director (Finance).
Capt. B.K. Tyagi	03.09.2022	-	Appointment as Chairman & Managing Director, SCI.
Capt. B.K. Tyagi	07.01.2021	-	Appointment as Director (L&PS), SCI. Consequent to appointment as CMD, SCI w.e.f 03.09.2022, he is also holding an additional charge of Director (L&PS), SCI.
Shri P.K. Gangopadhyay	07.09.2021	01.12.2022	Ceased to be Director (P&A) consequent to his superannuation.
Capt. B.K. Tyagi	01.12.2022	01.03.2023	Additional charge for the post of Director (P&A).
Shri Vikram Singh	02.06.2021	03.11.2022	Ceased to be a Government Nominee Director on the Board on being relieved from MoPSW.
Shri Rajesh Kumar Sinha	10.11.2022	-	Appointment as Government Nominee Director on the Board of the Company as per order of the Ministry of Ports, Shipping and Waterways.
Shri Pramod Kumar Panda	18.10.2019	18.10.2022	Completion of Tenure as an Independent Director.
Shri Atul Ubale	01.03.2023	05.07.2023	Additional charge for the post of Director (P&A).

INDEPENDENT DIRECTORS:

In accordance with Schedule IV to the Companies Act, 2013 and Regulation 25 (3) of the SEBI (LODR) Regulations, 2015, a separate meeting of Independent Directors was held on 3rd February 2023 during the financial year 2022-23 and all the Independent Directors of the Company attended the said meeting.

All Independent Directors of the Company are registered in the Independent Directors' Databank maintained with the Ministry of Corporate Affairs, Govt. of India and have also provided disclosures to confirm them meeting the criteria of independence as per requirements of the Companies Act, 2013 and SEBI Listing Regulations, 2015.

Based on the declarations received from the Independent Directors, the Board confirms that in its opinion, all the Independent Directors of the Company fulfill the conditions specified in the SEBI (LODR) Regulations, 2015 and are independent of the Management. SCI being a Government Company, all the Directors on the Board of Company are appointed by Ministry of Ports, Shipping and Waterways, Government of India. No Independent Director has resigned before the expiry of term during the FY 2022-23.

DETAILS OF FAMILIARIZATION PROGRAMME:

In accordance with the provisions of Regulation 25(7) of the SEBI (LODR) Regulations, 2015 and the SCI's Training Policy for Board of Directors, the Company has been conducting various familiarisation programmes. The details of familiarisation programme imparted to Independent Directors are disclosed on SCI website at the following path - **www.shipindia.com → Investors → Disclosure under Regulation 46.**

LIST OF DIRECTORS' CORE SKILLS / EXPERIENCE / COMPETENCIES IDENTIFIED BY THE BOARD – PARA C (2)(h) OF SCHEDULE V TO THE SEBI (LISTING OBLIGATIONS AND DISCLOSURE REQUIREMENTS) REGULATIONS, 2015 AS ON 31.03.2023.

SCI being a 'Navratna' PSU, comes under the Administrative Ministry of Ports, Shipping and Waterways. The power to appoint Directors on the Board of SCI (including Independent Directors) vests with the Government of India. The Functional and Nominee Directors having specified skills/ expertise and competencies in the context of Company's business to function efficiently and effectively are selected by Public Enterprises Selection Board (PESB) whereas Independent Directors are selected from a mix of eminent personalities having requisite experience in the diversified fields. Therefore, all the Directors have requisite skills, expertise and competence in the areas of general administration, finance, corporate governance, strategic planning, analytical thinking etc. that enable them to effectively contribute to the Board and Committees, thereof. The Board comprises of Directors from diverse fields, experience, skills, qualifications and competence which are aligned with Company's business, overall strategy, values, corporate ethics and culture.

SR.	NAME	SKILLS/ EXPERTISE/ COMPETENCE
1	**Capt. Binesh Kumar Tyagi (DIN: 08966904)**	Capt. Binesh Kumar Tyagi has taken over as Chairman and Managing Director of Shipping Corporation of India Ltd. with effect from 03.09.2022. Capt. Binesh Kumar Tyagi also hold the charge of Chairman and Managing Director of Shipping Corporation of India Land and Assets Ltd. (SCILAL) w.e.f. 03.09.2022 and was erstwhile heading the Liner and Passenger Services Division as Director (L&PS), since 7th January 2021. Capt. Tyagi earlier held additional charge of Director (T&OS) and Director (P&A) at SCI, and continues to hold additional charge of Director (L&PS) since 03.09.2022. He is also appointed as CMD, ICSL w.e.f. 03.09.2022 and presently on Board of North of England Protecting & Indemnity Association Ltd (now NorthStandard Limited) and India LNG Transport (ILT) Company No. 1, 2, 3 & 4. He is also serving as Director on board of Indian Register of Shipping (IRS). Capt. Tyagi is an IIMA alumni and also a member of various professional bodies like ICS (London), CILT, NMIS, Nautical Institute London, Institute of Directors and a fellow member of CMMI. Capt. Tyagi is also appointed as Chairman and Member of ABS India National Committee, Member of the South Asia Committee of DNV GL, Lloyd's Register South Asia Advisory Committee and Indian Committee of ClassNK. In his distinguished Shipping career spanning over 33 years in SCI, he has held many responsible appointments, both Afloat and Ashore. After graduation, Capt Tyagi joined SCI in 1990, as Trainee Nautical Officer (TNOC). He served on board various ships, in different ranks, including as Master. In 2004, he was absorbed ashore, wherein he served at various Management level positions and performed Technical, Vetting, Chartering, Training, Marine HR, Liner, Passenger, Inland Waterways, offshore and S&P functions. He is a well-rounded shipping professional with qualification & experience in Ship operation, Navigation, Chartering, General Shipping Management, Port Development & Management and Law. Capt. Tyagi has also been felicitated by various National and International Institutions in the industry, in which latest addition is the 'Life Time Achievement' Award bestowed to him at the 18th edition of ShipTek Awards, Kochi in the month of May, 2023.
2	**Shri Atul Ubale (DIN: 08630613)**	Shri Atul Laxman Ubale joined SCI on 15th May, 1989. He took charge as Director (Bulk Carrier & Tanker Division) from 11th November, 2019. Shri Ubale is an alumnus of Mumbai University holding Bachelor of Commerce Degree and Post Graduate Master's Degree in Management Studies. In a career spanning over 3 decades endowed with rich and vast experience in various facets of core shipping activities, he has served and held vital positions in Technical & Offshore Services Division handling O&M Offshore Contracts, indigenising Indian offshore industry, ship acquisitions/shipbuilding contracts for augmenting Indian tonnage; and in Bulk carrier and Tanker Division-overseeing chartering and commercial operations of bulk carriers and tankers meeting the ever growing and diverse needs of the Indian Oil Industry.

SR.	NAME	SKILLS/ EXPERTISE/ COMPETENCE
		Shri Ubale with his hands on experience, commercial acumen, intimate knowledge of all types of chartering in various market segments including Bulk Carriers, Tankers, Gas Carriers, Container Ships, Passenger Vessels, Tugs etc. is a highly regarded and well-known personality in domestic as well as international chartering market. He has been instrumental in evolving innovative and sustainable strategies for gainfully employing SCI's vast fleet featuring, inchartering / out-chartering fixtures, various types of Contract of Affreightments (COAs) & pool arrangements and also has been at the forefront of conceptualizing and securing highly remunerative and innovative long term charters for SCI's fleet. Owing to his engagement in SCI's overseas office in UK and SCI's Joint Venture Company in Tehran, Shri Ubale carries with himself substantial international exposure and experience, helping make SCI's Chartering & Commercial Operations a name to be reckoned with in the domestic as well as international shipping markets. Shri Ubale is also Director in SCI's Joint Venture companies - India LNG Transport Company 1,2,3 & 4. These companies are prestigious JVCs of SCI, which have not only earned revenues but also enhanced SCI's credibility as the only LNG vessels operating company in India. Shri Ubale also held additional charge of CMD, SCI from 01.06.2022 till 02.09.2022. Also, Shri Ubale held additional charge of D(P&A),SCI from 01.12.2020 to 05.09.2021 and recently from 01.03.2023 to 04.07.2023. In a difficult year that saw unforeseen challenges due to COVID, his emphasis on safety and deft handling of human resource ensured that the business continuity remained unhindered. Under his charge, multiple COVID-19 vaccination drives were conducted in SCI, thereby benefitting thousands of stakeholders and citizens at large. Shri Ubale is also Chairman of the Governing Council of Narottam Morarjee Institute of Shipping, an institute set up under joint auspices of MoPSW & Indian Shipping Industry, imparting training & advance diploma courses in the field of shipping & logistics.
3	**Shri Vikram Dingley** **(DIN: 09515547)**	Shri Vikram Dingley assumed charge as Director (T&OS) on 19th May 2022. He holds a first class Bachelor degree in Mechanical Engineering from Regional Engineering College Srinagar and a First Class Marine Engineer license. He has more than 34 years of professional experience and has extensive experience in new building projects from conceptualization to ship delivery, technical operations and management of in service vessels, dry dockings and safety management.
4	**Shri Chirayu Indradeo Acharya** **(DIN: 09611434)**	Shri C.I. Acharya is a Commerce Graduate from Mumbai University, a Chartered Accountant, a Cost Accountant & a Chartered Financial Analyst (CFA). Shri Acharya has cross functional experience of over three decades in the fields of Finance, Taxation, Audit, International Trade, Enterprise Risk Management, Corporate Strategy & Commercial. He carries over two decades of rich diversified experience at Mangalore Refinery and Petrochemical Limited (MRPL), a part of mammoth ONGC group.
5	**Shri Sanjay Kumar** **(DIN: 08683335)**	Shri Sanjay Kumar IAS, 1992 Batch. Prior to this he was working as Joint Secretary (Institutions), Department of School Education & Literacy, Ministry of Human Resource Development, Government of India, New Delhi. Looking after all Government of India Institutions like KVS, NVS, CBSE, NIOS, CTSA, NCERT and NCTE. He has wide experience and handled senior positions in both Central Government and State Government in diverse fields like Finance, Industries and Commerce, conduct of elections, district administration, economic policies and school education. His qualification includes Master's in Business Administration (MBA) and ICWA.
6	**Shri Rajesh Kumar Sinha** **(DIN: 05351383)**	Shri Rajesh Kumar Sinha, IAS-1994-Kerala Cadre, Additional Secretary, Ministry of Ports, Shipping & Waterways, Government of India looks after the portfolio of Shipping matters in the MoPSW. He has been assigned the additional charge of Chief Vigilance Officer of the Ministry. He has performed as District Collector; Secretary, Finance Department & Principal Secretary in Power, Forest/Wildlife in the Government of Kerala. He has worked in Urban Development, HRD and Energy Sector in Government of India. He is presently official (Government) Director on Board of Shipping Corporation of India Limited and Shipping Corporation of India Land & Assets Limited, part-time official Director on the Board of Directors of Cochin Shipyard Limited and he was an Ex-officio Member of the Board of Chennai Port Authority.

SR.	NAME	SKILLS/ EXPERTISE/ COMPETENCE
7	**Shri Gulabbhai Lakhubhai Rohit (DIN: 08916645)**	Shri Gulabbhai Rohit has completed B.Com. M.Com. M.B.A. C.A. (Inter), AMFI, Certificate courses in Corporate Finance, Corporate Governance, EXIM (Export Import Management), Financial Accounts, IPR Advanced, Six Sigma Yellow Belt, Administrative Laws. He has attended various on-line and off-line Training on the Corporate Governance, MSME, HR Managements. He started his Consulting Firm on 05th September 1997 as an Income Tax Practitioner (Approved by Income Tax Department, Govt.of India). He is working in the field of Accounting, Taxation (Direct and Indirect Taxation Pleading and Practices), Auditing, Port Folio Management, Industrial Consultancy. He has indepth knowledge in the maintaining Books of Accounts and Documentation procedures of Lok Sabha Elections contesting candidates. He has overall 25 years vast experience in Accounting, Auditing, Taxation Pleading and Practices, Port Folio Managements, Industrial Consultancies. He is also running various social activities under his own Foundation as Founder Director of Muktishrey Foundation (Reg.No.U85300DN2020NPL005630). Plantation at various places in the Dadra and Nagar Haveli, Religious Activities. He is also raising public issues and put before concern authorities for solution.
8	**Ms. Arunima Dwivedi (DIN: 09427417)**	Ms. Arunima Dwivedi, Advocate, Post Graduated [M.Sc. (Physics)] from Utkal University and did law from Gujarat University. She started practicing law from 1999, putting in almost 24 years of vast experience in Civil law, Criminal law, Banking law, Property law, Administrative law, and Labour law and with specialization in Commercial law, Corporate law. Ms. Arunima Dwivedi is Advocate-on-Record in Supreme Court of India and also representing Govt. of India before Supreme Court of India and Delhi High Court. She also has experience in Mediation and Arbitration and is a full time Mediator with Delhi High Court Mediation Centre. She also worked with number of NGOs and does free legal Aid camps. She is working relentlessly towards enabling women to become capable of making her own decisions and fight for their rights. Her work aims at safer and better lives for women and children.
9	**Dr. Anil Kumar Misra (DIN: 09427416)**	Dr. Anil Kumar Misra is currently serving as H.O.D. at Department of History, V.S.S.D. College, Kanpur, and Uttar Pradesh. A post-graduate in history, he also holds an LL.B. and Ph.D. degree, all from C.S.J.M. University, Kanpur. He has a teaching experience at postgraduate level of 33 years and counting. He has been serving as the president of Itihaas Sankalan Samiti, Kanpur Prant. Dr. Misra has contributed in varied administrative capacities at CSJM University. Over the years, he has conducted several national seminars and published over two dozen outstanding research papers in reputed national journals. His understanding for the value of quality education has brought him into management body of numerous academic institutions. Understanding his social obligations, Dr. Misra proactively and consistently contributes at various cultural, social and charitable platforms. His efforts towards social and educational upliftment of society have been thoroughly acknowledged.
10	**Shri Shreekant Tejappa Pattar (DIN: 09427418)**	Shri Shreekant Pattar has done his M.A., B.Ed., and is actively working in education sector since two decades. He mastered in Kannada Literature, Indian History and Indian Constitution. He is involved in co-operative sector from 12 years and serving as a founder Director of a Co-Operative Society. He has expertise and wide experience of around 15 years as Trainer for Competitive Exams and as a lecturer. He is a Founder Director of 'Pratibhaloka Career Academy', Competitive Examination Study Centre for Teacher Recruitment, Police, PSI, FDA, SDA, RRB, K.A.S. and Pre-competitive exams such as banking (CET, CAT). Several aspirants got selected for State Government Services as well as Indian Railways and Banking sector. He is also serving as the Secretary of JSG Foundation's Science P U College, Talikoti, Vijayapur district, Karnataka which targets rural talented youth to pursue higher education. Being Motivational Speaker, he delivered Special lectures on Personality Development and 'Vachana' Literature in various schools, colleges and seminars across the state. He is regular speaker at various literary and cultural forums. He has penned many articles which are published in various magazines and periodicals on the topics related to social reforms. With an authoritative voice and calm demeanor, he is a popular Narrator. With his orative skills, he influences audiences. He participated as a guest in several live Programmes in different TV Channels.

SR.	NAME	SKILLS/ EXPERTISE/ COMPETENCE
		He served as co-editor of the conference's commemorative titled "Kote dhwani", during the first taluk Kannada Sahitya Sammelana event, and titled "Bili Jwala Jeeva Jeevala" during District Kannada Sahitya Sammelana held in 2019, at Talikoti. He is the Founder President of Srujanasheela Chintana Balaga– a forum of intellectuals. He served as Honorary Secretary of Kannada Sahitya Parishat, Talikoti Taluk Unit. He is serving as President, Alumni Association, S.K. College of Arts, Commerce & Science, Talikoti.
11	**Shri Nageswara Pramod Chakravarthy Kalla** **(DIN: 09427415)**	Shri KNP Chakravarthy holds a Masters' Degree in Business Administration from Vinayaka Missions University, Salem; he studied in GITAM College, graduated with Bachelor of Science from JRNRV University, also holds a Graduate Diploma in Physical Education from Sri Venkateswara University, Tirupati. He has done his Schooling at Sainik School, Korukonda, Vizianagaram which is one of the best schools in India working under Ministry of Defense. Shri Chakravarthy started his career as a Medical Representative with Madras Medical Company (MMC) and rose up to the position of Area Manager (Regional) in reputed pharmaceutical companies with an overall experience of 8 years in Pharma Industry. He later worked with Max Newyork Life, a Multi-National Company as an Associate Sales Manager and rose up to the position of Senior Sales Manager in a period of 4 years. Shri Chakravarthy organized many social activities like distributing essential commodities to the needy in remote areas; organized medical camps by distributing anti-malarial kits, anti-filarial kits to the downtrodden tribes living at hill stations on behalf of SERVE-an NGO. He extended help to the poor and effected people in and around Visakhapatnam during Hudhud (a National cyclonic disaster). He has organized nearly 32 blood donation camps in a span of 8 years with various NGOs. Shri Chakravarthy established ALL INDIA CORPORATE EMPLOYEES WELFARE ASSOCIATION and being Founder President, resolved hundreds of cases across India regarding job insecurity for the employees working with Corporate Companies.

DIRECTORS SHAREHOLDING

Capt. B.K. Tyagi, CMD and Shri Vikram Dingley, Director (T&OS) holds 300 Shares and 1620 shares in SCI respectively as on 31.03.2023. These shares were acquired by Capt. B.K. Tyagi and Shri Vikram Dingley prior to appointment as Director (L&PS) and as Director (T&OS), respectively.

None of the other Directors are holding shares in SCI.

COMMITTEES OF THE BOARD AS ON 31st MARCH, 2023

To enable better and more focused attention on the affairs of the Company, the Board of Directors have constituted the following Committees of the Board as required under Companies Act, 2013 and the SEBI (LODR) Regulations, 2015.

AUDIT COMMITTEE

Name of the committee	Terms of reference	Category and composition		Other Details
		Name	Category	
Audit Committee	Committee is constituted in and is functioning in line with the provisions of Regulation 18 of SEBI Listing Regulations read with Para C of Schedule II and Section 177 of the Companies Act, 2013 and the DPE Guidelines on Corporate Governance for CPSE's, 2010.	Shri Gulabbhai Rohit, Chairperson	Independent Director	• All members of the Audit Committee are financially literate. • Director (Finance), Chief Financial Officer and the Director in charge of operations attend the meeting as invitees whenever required. • The Statutory Auditors and Internal Auditors also attend Meetings at which the Audit Reports / Company's Financial Statements are reviewed by the Committee. • Smt. Swapnita Vikas Yadav, the Company Secretary of the Company acts as the Secretary to the Committee.
		Shri Atul Ubale, Member	Director (B&T), Whole-Time Director	
		Ms. Arunima Dwivedi, Member	Independent Director	
		Dr. Anil Kumar Misra, Member	Independent Director	

			• 7 Meetings were held during the Financial Year 2022-2023 and the gap between the two meetings did not exceed one hundred and twenty days.

During the Financial Year 2022-2023, the seven (7) Meetings of the Audit Committee were held on 06.05.2022, 04.08.2022, 05.08.2022, 03.11.2022, 04.11.2022, 02.02.2023, 03.02.2023.

Name of the Director	No. of Meetings	
	Held during the tenure of Directors	Attended
Shri Gulabbhai Rohit	7	7
Shri Atul Ubale	7	7
Shri Pramod Kumar Panda*	3	3
Ms. Arunima Dwivedi	7	7
Dr. Anil Kumar Misra**	4	4

* Shri Pramod Kumar Panda completed his tenure as an Independent Director w.e.f. 18.10.2022 and also ceased to be a member of the Audit Committee from the said date.

** Dr. Anil Kumar Misra was appointed as a member of the Audit Committee w.e.f. 21.10.2022 and four meetings of the Committee were held post his appointment as a member of the said Committee.

NOMINATION AND REMUNERATION COMMITTEE

Name of the committee	Terms of reference	Category and composition		Other Details
		Name	Category	
Nomination and Remuneration Committee	• The terms of reference of Nomination and Remuneration committee are to take care of Compliances under section 178 of the Companies Act, 2013 and clause 5.1 of the DPE Guidelines on Corporate Governance for CPSE's 2010 and Regulation 19 read with part D of Schedule II of SEBI (LODR) Regulations 2015. • The remuneration of Whole-Time Functional Directors and other officers is fixed by the Ministry of Ports, Shipping and Waterways, Government of India in view of the fact that SCI is a Government Company as per section 2(45) of the Companies Act, 2013.	Dr. Anil Kumar Misra, Chairperson	Independent Director	• Smt. Swapnita Vikas Yadav, the Company Secretary acts as the Secretary of the Committee. • The Chairperson of the Nomination and Remuneration Committee is an Independent Director pursuant to Regulation 19(2) of the SEBI (LODR) Regulations, 2015
		Shri Sanjay Kumar, Member	Non-Executive Director	
		Shri Shreekant Pattar, Member	Independent Director	
		Ms. Arunima Dwivedi, Member	Independent Director	
		Shri KNP Chakravarthy, Member	Independent Director	

During the Financial Year 2022-2023, the three (3) Meetings of the Nomination and Remuneration Committee were held on 06.05.2022, 05.08.2022 and 03.02.2023.

Name of the Director	No. of Meetings	
	Held during the tenure of Directors	Attended
Dr. Anil Kumar Misra	3	3
Shri Sanjay Kumar	3	1
Shri Vikram Singh*	2	1
Shri Shreekant Pattar	3	3
Ms. Arunima Dwivedi	3	3

* Shri Vikram Singh ceased to be on the Board of the Company w.e.f. 03.11.2022 and hence ceased to be a member of the NRC Committee from the said date.

CORPORATE SOCIAL RESPONSIBILITY COMMITTEE

Name of the committee	Terms of reference	Category and composition	
		Name	Category
Corporate Social Responsibility Committee	• The Committee is constituted in line with section 135 and Schedule VII to the Companies Act, 2013 and DPE Guidelines, comprising of Independent Directors and Whole-Time Directors to carry out the following functions: 1) Formulate and recommend to the Board, a CSR policy indicating the activities to be undertaken by the Company as specified in the CSR policy. 2) Recommend the amount of expenditure to be incurred on the activities mentioned in the CSR policy. 3) Monitor the CSR Policy.	Capt. B.K. Tyagi, Chairperson	Chairman and Managing Director, Whole-Time Director
		Shri Atul Ubale, Member	Director (B&T) and Addl. Charge D(P&A), Whole-Time Director
		Shri KNP Chakravarthy, Member	Independent Director
		Dr. Anil Kumar Misra, Member	Independent Director
		Shri Vikram Dingley, Member	Director (T&OS), Whole-Time Director

During the Financial Year 2022-2023, three Meetings of the Corporate Social Responsibility Committee were held on 04.08.2022, 03.11.2022 and 02.02.2023.

Name of the Director	No. of Meetings	
	Held during the tenure of Directors	Attended
Capt B.K. Tyagi*	2	2
Shri Atul Ubale**	1	1
Shri P.K. Gangopadhyay@	2	2
Shri KNP Chakravarthy	3	3
Dr. Anil Kumar Misra	3	3
Shri Vikram Dingley#	2	2

Consequent to her superannuation w.e.f. closing hours of 31.05.2022, Smt. H.K. Joshi ceased to be Member of CSR as CMD, SCI w.e.f. 01.06.2022.

*Capt. B.K. Tyagi, became a member of the CSR Committee w.e.f. 03.09.2022 consequent to his appointment as CMD, SCI. During the period 01.12.2022 to 28.02.2023, Capt. B.K. Tyagi was a member of the CSR Committee as CMD, SCI holding additional charge of Director (P&A).

**Shri Atul Ubale ceased to hold the Addl. Charge of CMD w.e.f. 03.09.2022 consequently he also ceased to be a member of the CSR Committee from the said date. Shri Atul Ubale was holding an additional charge of the post of Director (P&A) w.e.f. 01.03.2023 to 04.07.2023 and hence was member of the CSR Committee during that period.

@ Shri P.K. Gangopadhyay ceased to be Director (P&A), SCI w.e.f. 01.12.2022 consequent to his superannuation and also ceased to be a member of the CSR Committee from the said date.

Shri Vikram Dingley, Director (T&OS) was appointed as a member of the CSR Committee from 05.08.2022.

SHARE TRANSFER COMMITTEE

This Committee of the Board comprising of Chairman & Managing Director as Chairperson of the Committee and any Two Executive Director (Whole Time) as members of the Committee, approves the transfer and transmission of shares and other related matters, if any. There was no Share Transfer Committee Meeting of the Board held during the Financial Year 2022-23.

STAKEHOLDERS' RELATIONSHIP COMMITTEE

Name of the committee	Terms of reference	Category and composition		Other Details
		Name	Category	
Stakeholders' Relationship Committee	The term of references of Stakeholder Relationship Committee is to take care of the Compliances under section 178 of Companies Act, 2013 and Regulation 20 of SEBI (LODR) read with Part D of Schedule II of SEBI (LODR) Regulation 2015.	Shri KNP Chakravarthy, Chairperson	Independent Director	• The Chairperson of the Stakeholders' Relationship Committee is a Non-Executive Independent Director pursuant to Regulation 20(2) of SEBI (LODR) Regulations, 2015. • Smt. Swapnita Vikas Yadav, Company Secretary & Compliance Officer acts as the Secretary to the Committee.
		Capt. B.K. Tyagi, Member	Chairman and Managing Director and Addl Charge Director (L&PS), Whole-time Director	
		Shri Shreekant Pattar, Member	Independent Director	
		Shri Vikram Dingley, Member	Director (T&OS), Whole-time Director	

During the Financial Year 2022-2023, the one (1) Meeting of the Shareholders' Relationship Committee was held on 04.08.2022.

Name of the Director	No. of Meetings	
	Held during the tenure of Directors	Attended
Shri KNP Chakravarthy	1	1
Capt B.K Tyagi	1	1
Shri Shreekant Pattar	1	1
Shri Vikram Dingley	1	1

GRIEVANCES & THEIR REDRESSALS

During the year under review, the Company has received five complaints from the shareholders and all the complaints have been timely resolved to the satisfaction of the shareholders. Further, the complaints of the Stakeholders have been addressed within stipulated time as per SEBI Regulations. No share transfers were pending at the end of the financial year. The sources of complaints received and other details are given below.

Source(s) of Complaints	Pending as on 01.04.2022	Received during the year	Redressed during the year	Pending as on 31.03.2023
SEBI	NIL	00	00	NIL
Stock Exchanges	NIL	04	04	NIL
Other	NIL	01	01	NIL
Total	NIL	05	05	NIL

COMPLIANCE OFFICER: The Compliance Officer for monitoring the Share Transfer process and for carrying out other related functions as per SEBI Listing Regulations is Smt. Swapnita Vikas Yadav, Company Secretary and Compliance Officer, and can be contacted at:

Correspondence Address: "Shipping House" 245, Madame Cama Road Mumbai – 400 021.

Contact Details: **Tel:** 022- 2277 2213 **E-mail:** **swapnita.rane@sci.co.in**

Investors can lodge their complaints, if any, on **investor@bigshareonline.com** by providing their Folio number/ DP ID-Client ID, contact number, e-mail ID and the address for correspondence which would enable us to respond to them promptly.

RISK MANAGEMENT COMMITTEE

Name of the committee	Terms of reference	Category and composition		Other Details
		Name	Category	
Risk Management Committee	Regulation 21 read with Part D of Schedule II of SEBI (LODR) Regulation 2015.	Ms. Arunima Dwivedi, Chairperson	Independent Director	• The Chairperson of the Risk Management Committee being an Independent Director is a member of the Board pursuant to Regulation 21(3) of SEBI (LODR) Regulations 2015.
		Capt. B.K Tyagi, Member	Chairman and Managing Director, Addl. Charge Director (L&PS), Whole-time Director	
		Shri Atul Ubale, Member	Director (B&T), Addl. Charge Director (P&A), Whole-time Director	
		Shri C.I. Acharya, Member	Director (Finance), Whole-time Director	
		Shri Vikram Dingley, Member	Director (T&OS), Whole-time Director	
		Shri J Murugadas, Member	HOD (IT)	

During the Financial Year 2022-2023, the three (3) Meetings of the Risk Management Committee were held on 06.05.2022, 03.11.2022 and 02.02.2023.

Name of the Director	No. of Meetings	
	Held during the tenure of Directors	Attended
Ms. Arunima Dwivedi	3	3
Capt. B.K Tyagi*	3	3
Shri Atul Ubale**	3	3
Shri Vikram Dingley***	2	2
Shri C.I. Acharya ****	2	2
Shri Pramod Kumar Panda#	1	1
Shri J Murugadas	3	2
Late Shri L C Serrao***	1	0
Shri P K Gangopadhyay@	2	2

*Capt. B.K. Tyagi, was whole-time Director (L&PS) till 02.09.2022 and was holding additional charge of Director (T&OS) till 18.05.2022 on the Board of the Company. Thereafter, he was appointed as CMD w.e.f. 03.09.2022 and Capt. B.K. Tyagi was also given additional charge of Director (L&PS) w.e.f 03.09.2022. During the period 01.12.2022 to 28.02.2023, Capt. B.K. Tyagi also held additional charge of Director (P&A).

**During the period 01.03.2023 to 04.07.2023, Shri Atul Ubale, Director (B&T) also held additional charge for the post of Director (P&A).

***Shri Vikram Dingley, Director (T&OS) became a member of the RMC w.e.f. 19.05.2022 consequent to his appointment on the Board of the Company from the said date.

****Pursuant to the appointment of Shri C.I. Acharya as Director (Finance) w.e.f. 13.06.2022 on the Board of SCI, Late Shri Lawrence Serrao, Chief Financial Officer ceased to be the member of the Risk Management Committee. The Committee is reconstituted with Shri C.I. Acharya as the member of Risk Management Committee w.e.f. 13.06.2022.

#Shri Pramod Kumar Panda ceased to be a member of the RMC w.e.f 18.10.2022 post completion of his tenure as an Independent Director from the said date.

@Shri P.K. Gangopadhyay ceased to be a member of the said Risk Management Committee consequent to his cessation from the Board of the Company w.e.f 01.12.2022.

PARTICULARS OF SENIOR MANAGEMENT

List of Senior Management as on 31.03.2023

SL. NO.	Title	Name	SL. NO.	Title	Name
1	Mr.	MISRA SANDEEP	31	Mr.	KUTTY DINESH NARAYANAN
2	Mr.	BANDEKAR S. R.	32	Mr.	KAJROLKAR SUHAS PRABHAKAR
3	Mr.	MURUGADAS J.	33	Mr.	MAHESH KUMAR B.
4	Mr.	PURUSHOTHAM JAYARAMAN	34	Mr.	MAHAVIR NARDEKAR
5	Mr.	N. SUBRAMANYA PRAKASH	35	Ms.	ARCHANA BHARTI
6	Mr.	VINOD G.	36	Mr.	SHARMA MANOJ KUMAR
7	Mr.	SAINI MANJIT SINGH	37	Mr.	NAVNEET KUMAR
8	Mr.	SHYAMALENDU DAS	38	Mr.	DAS RAJESH KUMAR
9	Mr.	UTTAM GHARDE	39	Mr.	PULAMTE K. REMSANG
10	Capt.	DANIEL CHANDRAN DURAI	40	Capt.	SANJAY KUMAR
11	Capt.	SINGH OM VEER	41	Mr.	MADAN PAL SINGH
12	Mr.	DANGLE ASHISH VINAYAK	42	Capt.	KUMAR RANJAN
13	Mr.	RANE PRAVEEN KRISHNA	43	Mr.	ABHISHEK KUMAR
14	Mr.	CHATTOPADHYAY SANJIB	44	Ms.	RAMASITAPATHY SUMATHI
15	Ms.	GOLAPALLI CHARUSHEELA L	45	Ms.	SINGH G.G.
16	Mr.	ASHOK V.	46	Mr.	PANDURANG VITTHAL

17	Mr.	CHAKRAVARTY BISHWAJIT	47	Mr.	CHAKRAVORTY TARASANKAR
18	Mr.	SALWANKAR GAUTTAM S	48	Mr.	GOLDAR KALLOL KUMAR
19	Mr.	NIKHIL RAJ	49	Mr.	KUJUR P. BIPIN
20	Mr.	NAVEEN KUMAR	50	Mr.	SUBASHISH NASKAR
21	Mr.	MALLIKARJUN PARGI	51	Mr.	VINOD PADALE
22	Mr.	DEBANJAN NANDI	52	Ms.	MOUSAMI ZODE
23	Mr.	LAGISETTI SREENIVASA PRASAD	53	Mr.	D. KARTIKEYAN
24	Capt.	ASHWINI	54	Mr.	ASHOK KUMAR
25	Mr.	BAUG SUJOY	55	Mr.	BRAJESWAR SINGH
26	Mr.	AZHAGUVEL V.	56	Ms.	YADAV SWAPNITA VIKAS
27	Capt.	SOM RAJ	57	Mr.	JAGANNATH MALLICK
28	Ms.	SHETTY MALLIKA S.	58	Mr.	SOUMYA K. BASU
29	CDR (Ret.)	PHANINDRA YELLAPRAGADA	59	Mr.	MODASSIR JAWAID
30	Capt.	PRASANT KUMAR SAHOO	60	Mr.	N. RAMAKRISHNAN
			61	Mr.	PARTHIBAN SHANMUGAM

List of Senior Management as on 24.07.2023

SL. NO.	Title	Name	SL. NO.	Title	Name
1	Mr.	SANDEEP MISRA	21	Ms.	MEENA KARAYI
2	Mr.	G. VINOD	22	Mr.	NIKHIL RAJ
3	Mr.	SANJAY BANDEKAR	23	Mr.	SUHAS KAJROLKAR
4	Mr.	N. SUBRAMANYA PRAKASH	24	Capt.	ASHWINI
5	Mr.	J PURUSHOTHAM	25	Mr.	SHYAMLENDU DAS
6	Mr.	P.K.RANE	26	Mr.	V AZHAGUVEL
7	Capt.	D.D. CHANDRAN	27	Mr.	NAVEEN KUMAR
8	Mr.	MAHESH KUMAR BALARAM	28	Ms.	MALLIKA SHETTY
9	Mr.	VASANT UGAR	29	Mr.	ASHISH DANGLE
10	Mr.	UDAYNATH MALIK	30	CDR (Ret.)	PHANINDRA YELLAPRAGADA
11	Mr.	B. CHAKRAVARTY	31	Capt.	PRASANT KUMAR SAHOO
12	Capt.	OM VEER SINGH	32	Ms.	ARCHANA BHARATI
13	Mr.	SANJIB CHATTOPADHYAY	33	Mr.	MANOJ KUMAR SHARMA
14	Mr.	G.S. SALWANKAR	34	Mr.	INDERJEET NAGAR
15	Ms.	C.L.GOLAPALLI	35	Mr.	MAHAVEER NARDEKAR
16	Mr.	S M BAUG	36	Ms.	M. GOMATHI
17	Mr.	L.S. PRASAD	37	Mr.	PAMIDIMOKKALA PANDU RANGA VITTAL
18	Mr.	DEBANJAN NANDI	38	Mr.	ASHOK KUMAR
19	Capt.	SOM RAJ	39	Ms.	SWAPNITA YADAV
20	Mr.	KUTTY DINESH NARAYANAN			

UNPAID/ UNCLAIMED DIVIDEND DETAILS

Pursuant to Sections 124 and 125 of the Companies Act, 2013 read with the Investor Education and Protection Fund Authority (Accounting, Audit, Transfer and Refund) Rules, 2016, dividend, if not claimed for a period of 7 years from the date of transfer to Unpaid Dividend Account of the Company, is liable to be transferred to the Investor Education and Protection Fund ("IEPF"). Further, all the shares in respect of which dividend has remained unclaimed for seven consecutive years or more from the date of transfer to Unpaid Dividend Account shall also be transferred to IEPF Authority.

In view of the aforesaid provisions, the Company has transferred unclaimed/unpaid amount of Interim and Final dividend for the FY 2010-11 to the IEPF Authority on 12.04.2018 and 21.11.2018, respectively. The shares relating to the aforesaid dividend amounts have also been transferred to IEPF Authority. Details of such shares are posted on the SCI website **www.shipindia.com→Interface→Investor→Unclaimed Shares/ Dividend.** The Company has made all the transfers required to be made as per Act in the FY 2018-19.

Pursuant to Section 124(2) of the Companies Act, 2013, the Unpaid Amount of Dividend for the FY 2019-20, 2020-21 and 2021-22 have been uploaded on the website of the Company and the same can be accessed by all the Stakeholders by:

For Financial Year	Path on website of the Company
FY 2019-2020	**www.shipindia.com** →Interface→Investor→Unclaimed Shares/ Dividend→Unpaid/ unclaimed amount of Dividend for the FY 2019-20 as on 23.10.2020;
FY 2020-2021	**www.shipindia.com** →Interface→Investor→Unclaimed Shares/Dividend→Unpaid Dividend of FY 2020-21 as on 27.09.2021
FY 2021-2022	**www.shipindia.com** →Interface→Investor→Unclaimed Shares/ Dividend→Unpaid Dividend of FY 2021-22 as on 28.10.2022.

For further details on unpaid/ unclaimed dividend, investor(s) may also visit the below mentioned link:

https://www.shipindia.com/investors/unclaimed_sharesdividend

GENERAL BODY MEETINGS

The date, time and venue of the last three Annual General Meetings of the Company and the details of special resolution passed thereat, are given below:

General Meetings	Date & Time	Venue	Special Resolutions passed thereat
ANNUAL GENERAL MEETING			
70th AGM (FY 2019-20)	18.09.2020, 1530 hrs	Registered Office of the Company, Mumbai and also through Video Conferencing/ other Audio-Visual Means	No
71st AGM (FY 2020-21)	26.08.2021, 1530 hrs	Registered Office of the Company, Mumbai and also through Video Conferencing/ other Audio-Visual Means	No
72nd AGM (FY 2021-22)	28.09.2022, 1200 hrs	Registered Office of the Company, Mumbai and also through Video Conferencing/ other Audio-Visual Means	Yes*
EXTRAORDINARY GENERAL MEETING (MCA Convened Meeting)			
EGM / MCA Convened Meeting	11.10.2022, 1042 hrs	Registered Office of the Company, Mumbai and also through Video Conferencing/ other Audio-Visual Means	Yes**

*At the 72nd Annual General Meeting which was held on September 28, 2022 total six Special Resolutions (SR) were passed out of which 5 SRs were for appointment of Independent Directors on the Board of the Company i.e, one SR each was passed for appointment of Shri Gulabbhai Rohit, Dr. Anil Kumar Misra, Shri Shreekant Pattar, Shri KNP Chakravarthy and Ms. Arunima Dwivedi and one SR was passed for ratification of transaction under Section 185 of the Companies Act, 2013.

** A Meeting of Members of the Company was held on 11.10.2022 for obtaining approval for Scheme of Arrangement for Demerger between Shipping Corporation of India Limited and Shipping Corporation of India Land and Assets Limited. The meetings of the Secured and Unsecured Creditors of SCI were also held on 11.10.2022 for obtaining their respective approvals for Scheme of Arrangement for Demerger between Shipping Corporation of India Limited and Shipping Corporation of India Land and Assets Limited.

POSTAL BALLOT

During the year, the Company passed three Ordinary Resolutions through postal ballot through e-voting.

Date of postal ballot notice	Resolution passed	Approval date	Scrutinizer	Voting Pattern	
				% of total votes cast in favour of the Resolution	% of total votes cast against the Resolution
20.06.2022	1. Appointment of Shri Vikram Dingley (DIN: 09515547) as Whole-Time Director of the Company.	28.07.2022	Shri Upendra Shukla	96.957	3.043
	2. Appointment of Shri C.I. Acharya (DIN: 09611434) as Whole- Time Director of the Company.			97.296	2.704

Date of postal ballot notice	Resolution passed	Approval date	Scrutinizer	Voting Pattern	
				% of total votes cast in favour of the Resolution	% of total votes cast against the Resolution
16.12.2022	Appointment of Shri Rajesh Kumar Sinha (DIN: 05351383) as Official (Government) Nominee Director of the Company.	22.01.2023	Ms. Ashwini Inamdar, M/s. Mehta & Mehta	96.345	3.655

Procedure for Postal Ballot

The postal ballot was carried out as per the provisions of Sections 108 and 110 and other applicable provisions of the Act, read with the Rules framed thereunder, SEBI Listing Regulations, 2015 and applicable circulars issued by the Ministry of Corporate Affairs and SEBI from time to time. In compliance with Regulation 44 of SEBI Listing Regulations, the Company submitted the details regarding the voting results to the Stock Exchanges within the stipulated timelines.

No Special Resolution was passed last year through Postal Ballot. There is no immediate proposal for passing any special resolution through Postal Ballot.

MEANS OF COMMUNICATION

• **Quarterly/ Annual Results:** The Company regularly intimates unaudited as well as audited financial results to the Stock Exchanges, immediately after approval of the Board. These financial results are normally published in the leading English and vernacular newspapers having nationwide circulation. The results are also displayed on the website of the Company **www.shipindia.com** for wider circulation.

PUBLISHING OF FINANCIAL RESULTS

The Unaudited Quarterly Financial Results and Audited Annual Financial Results of the Company are published in the newspapers quarterly and yearly and are also made available on the Company's website. Results for the FY 2022-2023 were published in the following newspapers:

Newspaper Publication	Cities
(a) Financial Express	Mumbai, Ahmedabad, Delhi, Kolkata, Hyderabad, Chennai, Bengaluru, Pune, Chandigarh, Lucknow, Kochi.
(b) Jansatta	Kolkata, Chandigarh, Delhi, Lucknow.
(c) Loksatta	Mumbai.

Financial results and official news released are displayed on SCI Website **www.shipindia.com**.

- **Website:** The Company's website **www.shipindia.com** contains separate dedicated section 'Investor' where the information for shareholders is available. Full Annual Report, Shareholding Pattern etc. are also available on the website.
- **Annual Report:** Annual Report containing *inter-alia,* Audited Accounts, Standalone and Consolidated Financial Statements, Board's Report, Management Discussion and Analysis (MD&A) Report, Business Responsibility and Sustainability Report, Corporate Governance Report, Auditors' Report, including Information for the Shareholders and other important information is circulated to the members and others entitled thereto.
- **Chairman's Message:** Chairman's Message forms a part of the Annual Report which was circulated to all the shareholders of the Company and also uploaded at the website of the Company for information/ dissemination to the Public including shareholders.
- **Letters to Investor:** The Company informs the shareholders regarding updation of Bank Account, PAN and KYC Details in the records of their shareholding, e-mails of shareholders concerned for regular communications and also claiming unpaid/ unclaimed dividend.
- **Designated exclusive email-ID:** The Company has designated the following email-ID exclusively for servicing to investors – **sci.cs@sci.co.in.**
- **Green Initiative:** As a part of Green initiative the Company sends the copy of the Annual Report along with the notice convening the Annual General Meeting through email to those shareholders who have registered their email ID with the DP's / Registrar and Share Transfer Agent. Further, in terms of exemption granted by the Ministry of Corporate Affairs (MCA) and relaxation by the SEBI, the Company provided only digital copy of annual reports and notice of AGM to the shareholders in line with the applicable Circular(s)/ Guidelines issued by MCA and SEBI. However, in compliance with applicable laws physical copy of Annual Report is provided upon request received from the shareholders. Further, management also encourages least use of papers to preserve the environment.

No presentation was made to Institutional Investors or to the Analysts during the FY 2022-2023.

MANAGEMENT DISCUSSION AND ANALYSIS

Management Discussion and Analysis is forming a part of this Annual Report.

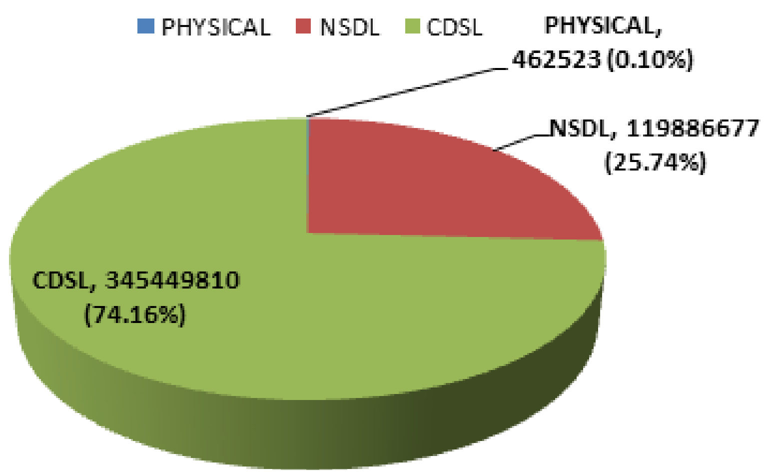
GENERAL SHAREHOLDER INFORMATION

Annual General Meeting Date, Time & Venue: **Wednesday, September 13th 2023 at 1400 Hrs IST** at the Registered Office of the Company and also through Video conferencing VC/ OAVM.	
Financial Year	01.04.2022 to 31.03.2023
Book Closure Dates	02.09.2023 to 13.09.2023
Dividend	The Board has recommended dividend of Re. 0.44/- per equity share of Rs. 10/- each out of the free reserves of the Company for consideration of the Members at the ensuing Annual General Meeting. If approved by the Members, the same will be paid within 30 days from the date of its declaration.
Listing on Stock Exchanges:	
Bombay Stock Exchange Ltd., Phiroze Jeejeebhoy Towers, Dalal Street, Mumbai – 400 001. **[Security Code: 523598]**	National Stock Exchange of India Limited, Exchange Plaza, 5th Floor, Plot No. C/1, G Block, Bandra - Kurla Complex, Mumbai – 400 051. **[Trading Symbol: SCI]**
The Company has paid the Annual Listing Fees for the year 2022-2023 to the aforesaid Stock Exchanges within stipulated timeline.	
WEBSITE: The SCI official website **www.shipindia.com** provides a separate section for the investors where the Shareholders can easily access all the relevant information related to the Company.	
DEMAT-ISIN Number-INE109A01011	
ADDRESS FOR CORRESPONDENCE/ REGISTRAR AND SHARE TRANSFER AGENTS Shareholders' correspondences should be addressed to the Company's Registrar and Share Transfer Agents at their following addresses: **M/s. Bigshare Services Pvt Ltd,** Office No S6-2, 6th Floor, Pinnacle Business Park, Next to Ahura Centre, Mahakali Caves Road, Andheri (East), Mumbai, Maharashtra, 400093. Tel: 022 62638200, Fax: 022 62638299, **email: investor@bigshareonline.com | Website: https://www.bigshareonline.com**	
SHARE TRANSFER SYSTEM Effective from April 01, 2019, SEBI has barred physical transfer of shares of listed companies and mandated transfers only through demat. However, investors are not barred from holding shares in physical form. We request shareholders whose shares are in physical mode to dematerialize their shares. Shareholders holding shares in dematerialized mode have been requested to register their email address, bank account details and mobile number with their depository participants. Those holding shares in physical mode have been requested to furnish PAN, nomination, contact details, bank account details and specimen signature for their corresponding folios. The folios shall be frozen, if any of these details are not available on or after October 01, 2023. Shareholders may contact the RTA at **investor@bigshareonline.com**	
Pursuant to the Regulation 40(9) & (10) of SEBI Listing Regulations, certificates on yearly basis confirming due compliance of share transfer formalities by the Company, certificate for timely dematerialization of the shares as per SEBI (Depositories and Participants) Regulations, 2018 are submitted to stock exchanges within stipulated time. In addition, in compliance with regulation 76 of SEBI (Depositories and Participants) Regulations, 2018, a Reconciliation of Share Capital Audit report issued by Practising Company Secretary, confirming that the total issued capital of the Company is in agreement with the total number of shares in physical form and the total number of dematerialized shares held with NSDL and CDSL, is submitted to Stock Exchanges and also placed before the Board on a quarterly basis.	

DEMATERIALIZATION OF SHARES AND LIQUIDITY

With effect from 26.06.2000, trading in the Company's shares was made compulsory in the dematerialized form. The Company's shares are available for trading in the depository systems of both National Securities Depository Limited (NSDL) and Central Depository Services (India) Limited (CDSL). As on 31st March 2023, 99.90% of the paid-up equity share capital, representing 46,53,36,487 shares were held in dematerialized form. The processing activities with respect to the requests received for dematerialization are completed within 21 days from the date of receipt of request.

Shares held in Demat mode and Physical form as on 31.03.2023



FOREIGN EXCHANGE RISK & HEDGING ACTIVITIES

In the course of our business activities, financial risks may arise from changes in interest rates and exchange rates. SCI has a natural hedge as majority of our receipts are either in foreign currency or are denominated in foreign currency and accordingly no specific hedging activities have been undertaken.

The Company's Board of Directors has overall responsibility for the establishment and supervision of the Company's risk management framework. The Board of Directors has established the Risk Management Committee (RMC), which is responsible for developing and monitoring the Company's risk management policies. The Audit Committee oversees how management monitors compliance with the Company's risk management policies and procedures, and reviews the adequacy of the risk management framework in relation to the risks faced by the company.

Your Company has not issued any GDRs/ ADRs/ Warrants or any convertible instruments.

Your Company has no Plant.

REVISION IN CREDIT RATING

(a) credit rating obtained in respect of various securities;	a) Rating is done for bank loan rating only
(b) name of the credit rating agency;	b) The latest rating is by Acuite Ratings & Research
(c) date on which the credit rating was obtained;	c) Published on 18th July, 2023
(d) Current credit rating;	d) Acuité Ratings & Research Limited (Acuité) has upgraded its long-term rating to 'ACUITE AA+' (read as ACUITE double A plus) from 'ACUITE AA' (read as ACUITE double A) and reaffirmed its short-term rating of 'ACUITE A1+' (read as ACUITE A one plus) on the ₹ 7,500.00 Crores bank facilities of Shipping Corporation of India Limited (SCIL). The outlook is 'Stable'.

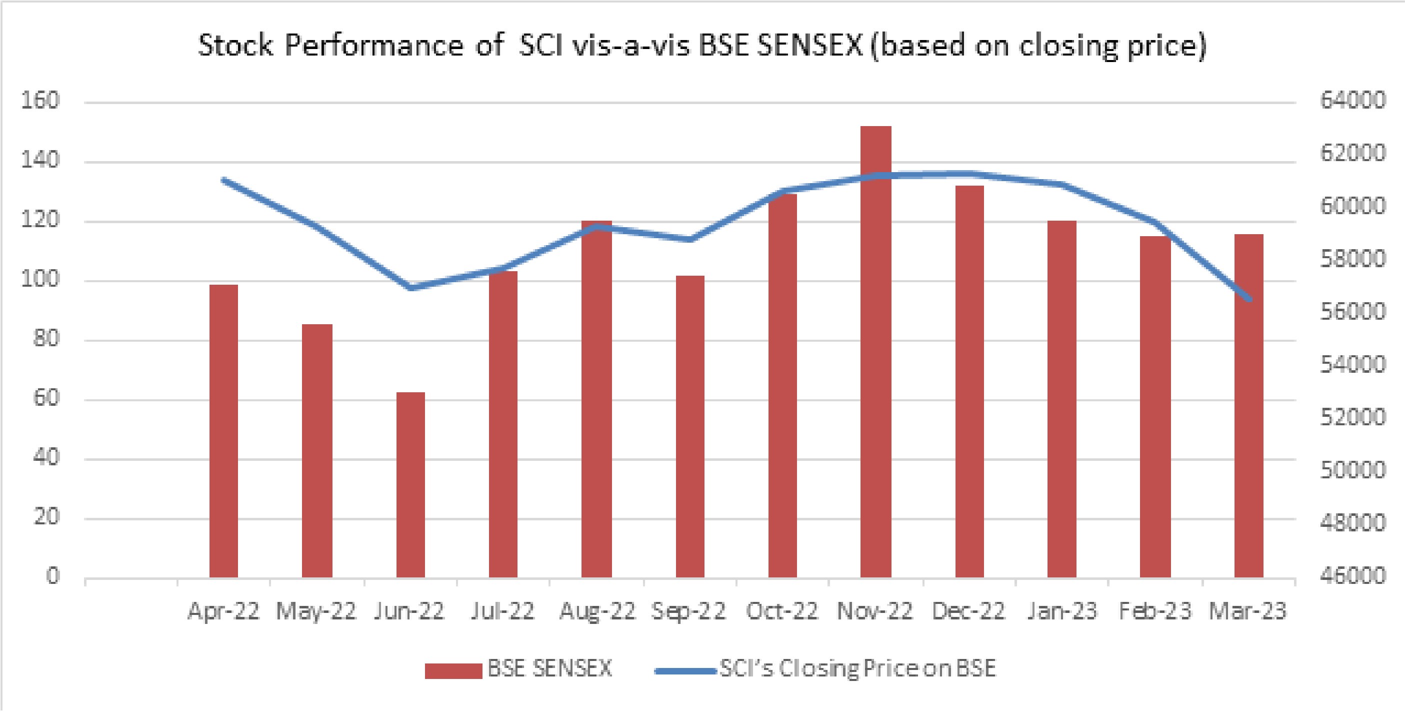
STOCK PERFORMANCE ON BSE DURING THE FINANCIAL YEAR 2022-2023

Month	Share Price on BSE		SCI's Closing Price on BSE(₹)	BSE Sensex
	High (₹)	Low (₹)		
April 2022	140.40	115.90	133.50	57060.87
May 2022	134.55	107.00	118.35	55566.41

Month	Share Price on BSE		SCI's Closing Price on BSE(₹)	BSE Sensex
	High (₹)	Low (₹)		
June 2022	124.20	86.00	97.65	53018.94
July 2022	106.15	94.65	104.20	57570.25
August 2022	120.65	104.50	118.25	59537.07
September 2022	128.95	111.70	113.85	57426.92
October 2022	131.40	112.10	129.90	60746.59
November 2022	140.95	125.00	135.05	63099.65
December 2022	151.30	126.50	135.95	60840.74
January 2023	150.60	125.25	132.60	59549.90
February 2023	135.45	113.00	119.95	58962.12
March 2023	139.95	89.30	94.00*	58991.52

**Price indicates post demerger value of shares of SCI.*

Graph showing the SCI share price movement vis-a-vis BSE SENSEX based on above data.



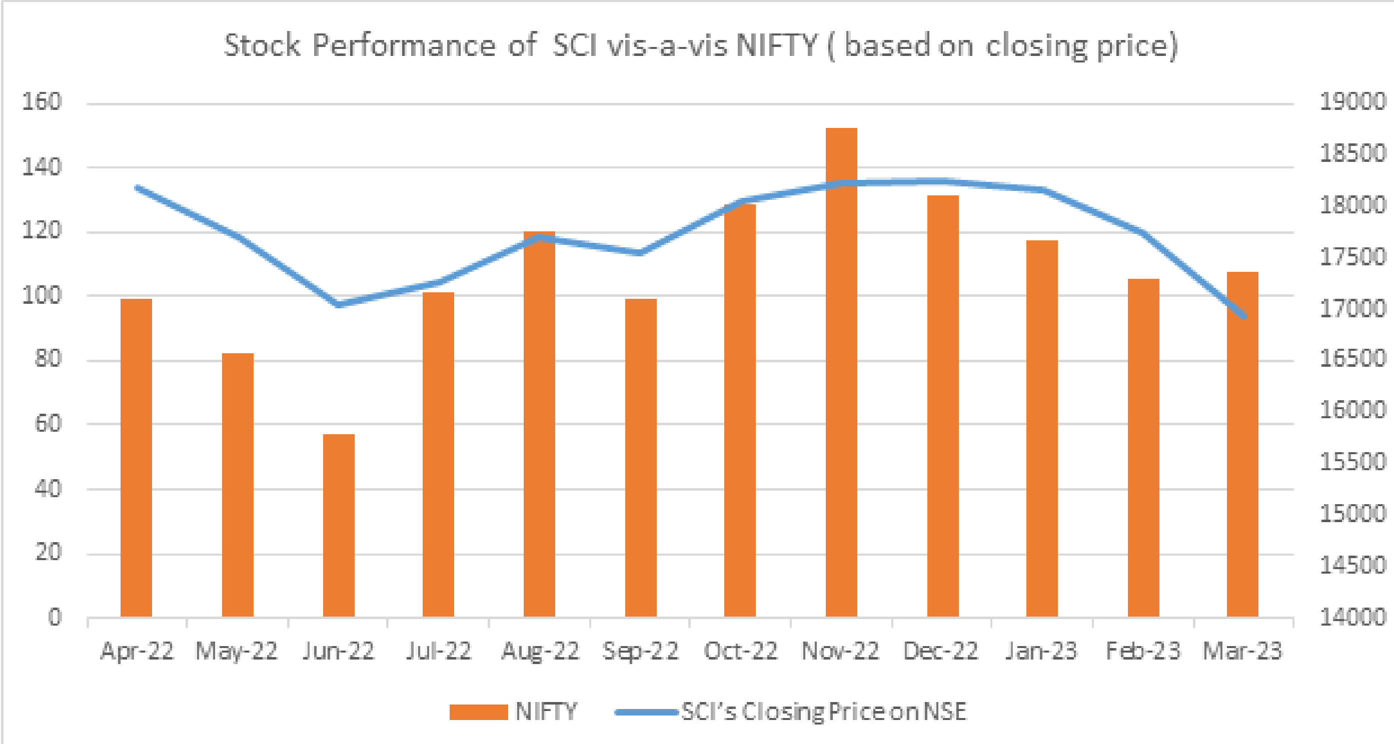
STOCK PERFORMANCE ON NSE DURING THE FINANCIAL YEAR 2022-2023

Month	Share Price on NSE		SCI's Closing Price on NSE(₹)	NIFTY
	High (₹)	Low (₹)		
April 2022	140.40	115.65	133.55	17102.55
May 2022	134.60	106.95	118.25	16584.55
June 2022	124.25	85.60	97.65	15780.25
July 2022	106.30	94.65	104.20	17158.25
August 2022	120.50	104.00	118.25	17759.30
September 2022	129.00	111.60	113.85	17094.35
October 2022	131.30	112.10	130.00	18012.20

Month	Share Price on NSE		SCI's Closing Price on NSE(₹)	NIFTY
	High (₹)	Low (₹)		
November 2022	140.90	125.00	135.25	18758.35
December 2022	151.40	126.40	135.95	18105.30
January 2023	150.65	125.65	132.85	17662.15
February 2023	135.40	112.85	119.65	17303.95
March 2023	140.00	88.95	93.60*	17359.75

Price indicates post demerger value of shares of SCI

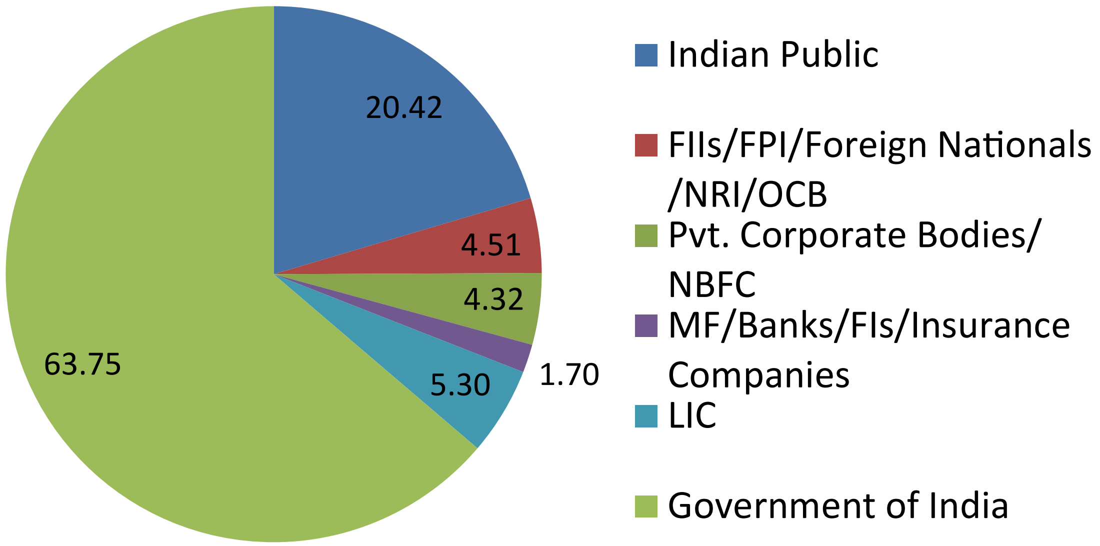
Graph showing the SCI share price movement vis-a-vis NIFTY based on above data



DISTRIBUTION OF SHARE HOLDING AS ON 31ST MARCH, 2023

CATEGORY	DEMAT		PHYSICAL		TOTAL		% TO (A)	
	FOLIOS	SHARES	FOLIOS	SHARES	FOLIO	SHARES	FOLIOS	SHARES
1-500	1,58,380	1,80,77,428	59	8,323	1,58,439	1,80,85,751	88.71	3.88
501-1000	9,223	74,45,228	4	3,300	9,227	74,48,528	5.17	1.60
1001-2000	4,885	74,67,835	1	1,200	4,886	74,69,035	2.74	1.60
2001 - 3000	1,797	46,38,194	0	0	1,797	46,38,194	1.01	1.00
3001-4000	918	33,27,881	0	0	918	33,27,881	0.51	0.71
4001-5000	795	37,74,350	0	0	795	37,74,350	0.45	0.81
5001-10000	1,300	96,37,786	0	0	1,300	96,37,786	0.73	2.07
10001 & above	1,229	41,09,67,785	5	4,49,700	1,234	41,14,17,485	0.69	88.33
TOTAL	**178527**	**465336487**	**69**	**462523**	**178596**	**465799010**	**100.00**	**100.00**

DISTRIBUTION OF SHAREHOLDING BY PERCENTAGE OF OWNERSHIP AS ON 31ST MARCH, 2023



DIRECTORS REMUNERATION DURING THE FY 2022-23

(Amount in ₹)

Name of Directors	Consolidated Salary	Perquisites, Allowances and other benefits	Post Retirement Benefit (Post-Retirement Medical Scheme)	Performance Linked Incentives	Sitting Fees	Total
Capt. B.K Tyagi	5,268,011	1,092,787	124,403	-	-	6,485,201
Smt. H.K. Joshi*	4,467,389	184,661	25,695	-	-	4,677,745
Shri Atul Ubale	5,948,906	1,251,635	123,946	-	-	7,324,487
Shri P.K Gangopadhyay**	3,940,577	759,388	76,932	-	-	4,776,897
Shri Vikram Dingley***	4,742,241	1,001,701	100,958	-	-	5,844,900
Shri C I Acharya****	3,760,054	879,181	120,611	-	-	4,759,846
Shri Pramod Kumar Panda@	-	-	-	-	1,20,000	1,20,000
Shri Gulabbhai Rohit	-	-	-	-	4,30,000	4,30,000
Dr. Anil Kumar Misra	-	-	-	-	4,60,000	4,60,000
Ms Arunima Dwivedi	-	-	-	-	5,20,000	5,20,000
Shri Shreekant Pattar	-	-	-	-	2,80,000	2,80,000
Shri KNP Chakravarthy	-	-	-	-	3,60,000	3,60,000
TOTAL	**2,81,27,178**	**51,69,353**	**5,72,545**	**-**	**21,70,000**	**3,60,39,076**

*Smt H.K. Joshi ceased to be on the Board of SCI w.e.f. 01.06.2022

**Shri P.K. Gangopadhyay ceased to be on the Board of SCI w.e.f. 01.12.2022.

*** Shri Vikram Dingley was appointed on the Board w.e.f. 19.05.2022.

**** Shri C.I. Acharya was appointed on the Board w.e.f. 13.06.2022.

@ Shri Pramod Kumar Panda ceased to be on the Board w.e.f. 18.10.2022.

During FY 2022-23, from Q3 of FY 2022-23, the sitting fees paid for independent directors was increased from ₹ 20,000/- to ₹ 30,000/- per meeting per day. The criteria for payment of sitting fees is displayed on the Company's website **www.shipindia.com → Investors → Information for Shareholders → Disclosures under Listing Regulations.**

The Non-Executive Part-Time Ex-Officio Directors (Government Directors) do not draw any remuneration/sitting fees from the Company.

SUBSIDIARY COMPANIES

The Inland & Coastal Shipping Limited (ICSL), CIN – U61100WB2016GOI217822, which was incorporated on 29.09.2016, is wholly owned subsidiary of The Shipping Corporation of India Limited (SCI). As per Ministry of Ports, Shipping & Waterways, Inland Waterways Transport

(IWT) Division letter dated 27.10.2020, approval was accorded to IWAI for handing over three vessels i.e. (i) M.V. Rabindra Nath Tagore, (ii) M.V. Lal Bahadur Shastri and (iii) M.V. Homi Bhabha to SCI. Inland & Coastal Shipping Limited (ICSL) took over M.V. Rabindra Nath Tagore on 22.01.2021 and M.V. Lal Bahadur Shastri on 26.02.2021 under MOU signed with Inland Waterways Authority of India (IWAI) for Operation & Management of three cargo vessels. Third vessel viz. M.V. Homi Bhabha will be taken over by ICSL after completion of necessary formalities, which are under process. M.V. Rabindra Nath Tagore and M.V. Lal Bahadur Shastri are presently located on National Waterways 1 & National Waterways 2 respectively.

As proposed by IWAI & SCI and approved by MoPSW, ICSL & IWAI signed an MOU on 11.03.2022 for take-over of two RO-RO vessels viz. M.V. Gopinath Bordoloi & M.V. Sankar Dev by ICSL to promote Inland Waterway transportation with ultimate objective to decongest road & railway network. It may kindly be noted that manning arrangements for RO-RO vessels is under process and vessels would be taken-over after finalization of same.

As per the Demerger Scheme and MCA order, investment of Rs.1 lakh by SCI in the Shares of SCILAL stands cancelled w.e.f. 01.04.2021 (appointed date) and SCILAL shall allot equity shares to shareholders. Also, SCILAL ceased to be a subsidiary of SCI w.e.f. 01.04.2021.

DISCLOSURES

During the year under review, the Company has not entered into financial or other transactions of material nature with its Promoters, the Directors, and senior management that may have potential conflict with the interests of the Company at large.

As on 31.03.2023, the Company is non-compliant with the Regulation 17(1) (b) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, regarding the requirement of having at least half of the Board of Directors as Independent Directors. In Quarter 1 of FY 2022-23, the Company was compliant with the Regulation w.e.f., 01.04.2022 till 18.05.2022 and from 01.06.2022 to 12.06.2022. During FY 2022-23, the Board of the Company is non-compliant with the aforesaid regulation from 19.05.2022 till 31.05.2022 and thereafter from 13.06.2022 till 31.03.2023. The details of the fines levied by the Stock Exchanges for the above non-compliances during FY 2022-23 are as follows:

Quarters	BSE penalty amount	NSE penalty amount
Q2 of FY 2022-23	INR 5,42,800/-	INR 5,42,800/-
Q3 of FY 2022-23	INR 5,42,800/-	INR 5,42,800/-
Q4 of FY 2022-23	INR 5,42,800/-	INR 5,42,800/-
Total	**INR 16,28,400/-**	**INR 16,28,400/-**

Since the Company is a Navratna PSU it has no control over appointment / removal / nomination of Directors on the Board of the Company. Accordingly, the Company is coordinating with the Competent Authority for appointment of requisite number of Directors on the Board of the Company. The Company vide its letter dated 29.11.2022, 27.02.2023, 25.05.2023 requested the Stock Exchange(s) for waiver of fine/ penalty levied for Quarter 2, 3 and 4 of FY 2022-23 respectively.

The link for accessing the details as prescribed under Regulation 46 of SEBI (LODR) Regulations, 2015 is **www.shipindia.com →Investor →Disclosure under Regulation 46.**

FEES PAID TO STATUTORY AUDITORS

The information is disclosed in note no 25(a) of Standalone and Consolidated financial statements of FY 2022-2023

DISCLOSURES IN RELATION TO THE SEXUAL HARASSMENT OF WOMEN AT WORKPLACE (PREVENTION, PROHIBITION & REDRESSAL) ACT, 2013:

SCI is sensitive to women employees at workplace.

Particulars	Numbers
Number of complaints pending as on 01.04.2022	Nil
Number of complaints filed during the financial year	Nil
Number of complaints disposed of during the financial year	Nil
Number of complaints pending as on 31.03.2023	Nil

CODE OF CONDUCT FOR PROHIBITION OF INSIDER TRADING

The Company has its SCI Code of Conduct for Prohibition of Insider Trading in accordance with the SEBI (Prohibition of Insider Trading) Regulations, 2015. The Code lays down guidelines which advise the Designated Persons on procedures to be followed and disclosures to be made while dealing with the shares of Company, and cautions them of the consequences of violations. The Company Secretary has been appointed as the Compliance Officer cum Chief Investor Relations Officer for the implementation of the said code. The SCI Code of Conduct for Prohibition of Insider Trading was last amended by the Board at its meeting held on 03.02.2023. In line with the aforesaid regulations, the policy is also available at the Company's website **www.shipindia.com →About SCI→Policies.**

POLICY FOR DETERMINING MATERIAL SUBSIDIARIES

The Company does not have any material unlisted subsidiary company. The policy on determination of materiality of subsidiary is available on the Company's website **www.shipindia.com → About SCI → Policies.**

WHISTLE BLOWER POLICY/VIGIL MECHANISM

SCI has formulated a Whistle Blower Policy as a part of vigil mechanism under Section 177 of the Companies Act, 2013 and Regulation 4 and Regulation 22 of SEBI (LODR) Regulations, 2015. SCI has also laid down procedures as per Central Vigilance Commission (CVC) guidelines. The details are provided under Directors' Report. The vigil mechanism/ whistle blower policy of the Company provides channel to the stakeholders including Directors and Employees to report genuine concerns about unethical behaviour, actual or suspected fraud or violation of the Code of Conduct and also instances of leak of unpublished price sensitive information. During the year under review, no personnel was denied access to the Audit Committee, in respect of Alleged Misconduct under the said Policy. The Whistle Blower Policy of the Company was last reviewed by the Audit Committee at its meeting held on 02.02.2023 and the Policy is available at the Company's website under tab **"About SCI → Policies".**

ANNUAL PERFORMANCE EVALUATION OF THE BOARD

Based on the SEBI Guidance note dated 05.01.2017, a policy on Board Performance Evaluation was formulated. Evaluation of performance of the Board as a whole, individual directors and Committees of the Board was carried out based on the said policy for FY 2022-2023.

RELATED PARTY TRANSACTIONS

Particulars of contracts/arrangements with related parties referred to in Section 188(1) of the Companies Act, 2013, in the prescribed form AOC-2 is appended to the Director's Report. The details are also available in Note 29 under 'Notes to Financial statements'. The Policy on Materiality of Related Party Transactions and on Dealing with Related Party Transactions (RPT Policy) was last reviewed and amended by the Board at its meeting held on 03.02.2023. The said Policy is available on the Company's website **www.shipindia.com → About SCI → Policies.** The Related Party Transactions are placed before the Audit Committee for their approval as per applicable laws, rules, regulations and the Company's RPT Policy.

ACCOUNTING TREATMENT

In preparation of financial statements, the Company has followed the Indian Accounting Standards (IND AS) laid down by the Ministry of Corporate Affairs and the relevant provisions of the Companies Act, 2013.

PROCEEDS FROM PUBLIC ISSUES, RIGHT ISSUES, AND PREFERENTIAL ISSUES ETC.

During the year 2010-11, your Company had floated a "Further Public Offer" (FPO), comprising of a 'fresh issue' of 42,345,365 equity shares in your Company and an 'offer for sale' of 42,345,365 equity shares by the President of India. The FPO proceeds of ₹ 582.45 crores were fully utilized in the financial year 2011-12 as per object of the issue for part financing of capital expenditure on nine shipbuilding projects. However, due to delays in the projects resulting in default by the shipyards, during the period January 2014 to May 2014, your Company rescinded contracts for four shipbuilding projects and also, re-negotiated the payments for two projects. The investment in the rescinded contracts out of the FPO Proceeds was ₹ 330.65 crores.

Your Company has received back entire sum of ₹ 330.65 crores from the shipyards. The shareholders vide the resolution passed through postal ballot on 11.02.2017 approved the proposal to re-deploy the said sum of ₹ 330.65 crores received as refund from Shipyards, towards various shipbuilding projects including offshore assets and liquid petroleum gas (LPG) vessels and also for acquisition of any other such vessels, on such terms and conditions as the Board would deem fit from time to time as mentioned in the approval of the postal ballot. Further based on the approval granted by the shareholders, the Company can also utilize the sum towards the balance payments remaining due for the tonnage acquisition made by it.

Out of the said amount of ₹ 330.65 Crores, an amount of ₹196.80 Crores has been utilized till date as under:

Month & Year	₹ Crs	Utilized for
November 2016	34.37	Equity portion of PSV – SCI Sabarmati
April 2017	63.82	Equity portion of Suezmax Tanker – DeshAbhiman
July 2017	27.63	Equity portion of PSV – SCI Saraswati
September 2017	70.98	Equity Portion of VLGC – Nanda Devi
Total Utilized till date	**196.80**	

The un-utilised FPO proceeds amount of ₹ 133.85 crores are kept in fixed deposit.

MANAGEMENT DISCUSSIONS AND ANALYSIS REPORT

This report forms a part of the Directors' Report to the Shareholders and it includes discussions on matters, as required under the provisions of Regulation 34 of SEBI (LODR) Regulations, 2015.

MATERIAL FINANCIAL AND COMMERCIAL TRANSACTIONS OF SENIOR MANAGEMENT PERSONNEL

There have been no material financial and commercial transactions entered into by the Senior Management Personnel where they have personal interest that may have a potential conflict with the interest of the Company. This was also placed before the Board.

CEO / CFO CERTIFICATION

A certificate from Chairman and Managing Director and Director (Finance)/ Chief Financial Officer on the financial statements of the Company and on the matters which were required to be certified according to the Regulation 17 (8) of SEBI (LODR) Regulations, 2015 was placed before the Board.

RIGHT TO INFORMATION ACT, 2005

Your company complies with the requirements of the Right to Information Act, 2005 (RTI) which became effective on 12th October, 2005. Detailed information on RTI is hosted on SCI Website under following link **http://shipindia.com/rti/rtipage/rti-act-2005** and the same is updated from time to time as per the guidelines received from concerned authority. Dr. Soma Tandon, DGM (IT) is the Public Information Officer (PIO) to deal with queries received from the Indian Citizens under RTI. During the year, 105 RTI applications have been received which have been responded to within the specified timelines.

COMPLIANCE WITH DISCRETIONARY REQUIREMENTS UNDER REGULATION 27(1) OF SEBI (LODR) REGULATIONS, 2015.

A. The Board

As the Company has an Executive Chairman, the requirements of this clause are not applicable.

B. Shareholder Rights - Declaration of financial performance

The financial results are posted on the Company's website immediately. The results of the Company are also published in the newspapers within the time limits prescribed under the SEBI (LODR) Regulations, 2015.

C. Modified Opinion in Audit Reports

You may like to refer the sections 'Auditors Report' and 'Secretarial Audit' under the Directors' Report as well as 'Comments of The Comptroller and Auditor General of India' for this purpose.

D. Separate posts of Chairperson and the Managing Director or the Chief Executive Officer

Currently, the posts of Chairperson and Managing Director of the Company are held by Capt. B.K. Tyagi.

E. Reporting of Internal Auditor

During the Financial Year 2022-2023 the Internal Auditor was M/s Amit Ray and Company.

For the financial year 2023-2024 and 2024-2025, M/s Bandyopadhyaya Bhaumik & Company has been appointed as Internal Auditors of the Company.

The Internal Auditors were reporting directly to the Audit Committee and all Internal Audit reports are submitted to Audit Committee for review and direction.

F. Disclosure of certain types of agreement binding listed entities under clause 5A of Paragraph A of Part A of Schedule III of the SEBI Listing Regulations – NIL.

Additional Disclosures as required under the Guidelines laid down by DPE

1. To the best of our knowledge and from the data gathered from all the departments transactions with all related parties have been entered at arm's length or in accordance with the provisions of Companies Act and SEBI (LODR) Regulations, 2015.
2. To the best of our knowledge there is no item of expenditure debited in books of accounts which are not for the purposes of the business.

3. There are no expenses incurred which are personal in nature and incurred for the Board of Directors and Top Management.
4. The office and administration expenses as a percentage of total expenses are 4.89% in FY 2022-23 as against 6.03% in FY 2021-22.
5. The finance expenses as a percentage of total expenses is 3.56% in FY 2022-23 as against 3.71% in FY 2021-22.

ANNEXURES

I	Annual Secretarial Compliance Audit Report under Regulation 24A to SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 and Secretarial Audit Report in Form MR-3 as per Companies Act, 2013
II	Certificate under Regulation 34(3) to the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015

For and on behalf of the Board of Directors
Place : Mumbai **Capt. B.K. Tyagi**
Dated : 04.08.2023 **Chairman and Managing Director**

DECLARATION OF COMPLIANCE OF CODE OF CONDUCT BY CHAIRMAN & MANAGING DIRECTOR

The Company has adopted a Code of Conduct for the Board Members and Senior Management of the Company, which has been posted on the website of the Company.

It is hereby affirmed that all the Directors & Senior Management personnel have affirmed compliance with the Code of Conduct for the financial year 2022-2023 and a confirmation to this effect has been obtained from the Directors & Senior Management personnel.

For and on behalf of the Board of Directors
Sd/-
Place : Mumbai **Capt. B.K. Tyagi**
Dated : 04.08.2023 **Chairman and Managing Director**

FORM MR-3
SECRETARIAL AUDIT REPORT FOR THE FINANCIAL YEAR ENDED 31ST MARCH, 2023

{Pursuant to Section 204(1) of the Companies Act, 2013 and rule 9 of the Companies (Appointment and Remuneration of Managerial Personnel) Rules, 2014}

To,
The Members,
Shipping Corporation of India Limited,
Shipping House, Madam Cama Road, Nariman Point,
Mumbai – 400021, Maharashtra, India.

We have conducted the secretarial audit of the compliance of applicable statutory provisions and the adherence to good corporate practices by **Shipping Corporation of India Limited** (hereinafter called "the Company"). Secretarial audit was conducted in a manner that provided us a reasonable basis for evaluating the corporate conduct I statutory compliance and expressing our opinion thereon.

Based on our verification of the Company's books, papers, minutes books, forms and returns filed and other records maintained by the Company and also the information provided by the Company, its officers, agents and authorized representatives during the conduct of secretarial audit, we hereby report that in our opinion, the Company has, during the audit period covering the financial year ended on March 31, 2023, complied with the statutory provisions listed here under and also that the Company has proper Board processes and compliance mechanism in place to the extent, in the manner and subject to the reporting made hereinafter:

We have examined the books, papers, minute books, forms and returns filed and other records maintained by the Company for the financial year ended on March 31, 2023, according to the provisions of:

(i) The Companies Act, 2013 ('the Act') and the rules made thereunder;
(ii) The Securities Contracts (Regulation) Act, 1956 ('SCRA') and the rules made there under;
(iii) The Depositories Act, 1996 and the Regulations and Bye-laws framed there under;
(iv) Foreign Exchange Management Act, 1999 and the rules and regulations made there under to the extent of Foreign Direct Investment, Overseas Direct Investment and External Commercial Borrowings **(during the period under review not applicable to the Company);**
(v) The following Regulations and Guidelines prescribed under the Securities and Exchange Board of India Act, 1992 ('SEBI Act'): -
  (a) The Securities and Exchange Board of India (Substantial Acquisition of Shares and Takeovers) Regulations, 2011;
  (b) The Securities and Exchange Board of India (Prohibition of Insider Trading) Regulations, 2015;
  (c) The Securities and Exchange Board of India (Issue of Capital and Disclosure Requirements) Regulations, 2018 **(during the period under review not applicable to the Company);**
  (d) The Securities and Exchange Board of India (Share Based Employee Benefits and Sweat Equity) Regulations, 2021 **(during the period under review not applicable to the Company);**
  (e) The Securities and Exchange Board of India (Issue and Listing of Non-Convertible Securities) Regulations, 2021 **(during the period under review not applicable to the Company);**
  (f) The Securities and Exchange Board of India (Registrars to an Issue and Share Transfer Agents) Regulations, 1993 regarding the Companies Act and dealing with client **(during the period under review not applicable to the Company);**
  (g) The Securities and Exchange Board of India (Delisting of Equity Shares) Regulations, 2021 **(during the period under review not applicable to the Company);**
  (h) The Securities and Exchange Board of India (Buyback of Securities) Regulations, 2018 **(during the period under review not applicable to the Company);**
(vi) Merchant Shipping Act, 1958;
(vii) International Safety Management Code (ISM);
(viii) Guidelines on Corporate Governance for Central Public Sector Enterprises, 2010;

We have examined compliance with the applicable clauses of the following:

(i) Secretarial Standards issued by the Institute of Company Secretaries of India;
(ii) The Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015;
(iii) Guidelines on Corporate Governance for Central Public Sector Enterprises, 2010 as issued by the Department of Public Enterprises, Government of India ('DPE Guidelines');

During the period under review the Company has complied with the provisions of the Act, Rules, Regulations, Guidelines, Standards, etc. mentioned above except

Regulation 17(1) (b) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, regarding the requirement of having at least half of the Board of Directors as Independent Directors. Further, it may be noted that for quarter ended 30.06.2022 the Company was compliant with the Regulation w.e.f., 01.04.2022 till 18.05.2022 and from 01.06.2022 to 12.06.2022. The Board of the Company is non-compliant with the aforesaid mentioned regulation from 13.06.2022 till 31.03.2023.

In light of the aforesaid the National Stock exchange ("NSE") and the Bombay Stock Exchange ("BSE") vide their letter/email dated 21.11.2022 levied fine of ₹ 5,42,800 for the aforesaid non-compliance. The Company vide its reply letter dated 29.11.2022 to the NSE

and BSE requested for the waiver of fine levied. Reply on waiver request is still awaited.

Further NSE and BSE vide their letter/email dated 21.02.2023 levied fine of ₹ 5,42,800 for the aforesaid non-compliance. The Company vide its reply letter dated 27.02.2023 to the NSE and BSE requested for the waiver of fine levied. Reply on waiver request is still awaited.

The NSE vide email and letter dated 10.11.2022 informed that the request for waiver of the fines levied for the quarter ended 30.06.2020, 30.09.2020, 31.12.2020, 31.03.2021, 30.06.2021, 30.09.2021 and 31.12.2021 is approved and waived-off. BSE vide letter dated 24.09.2020 had waived off fine levied for 30.06.2020 and vide letter dated 19.04.2020 had waived off fine levied for 30.09.2020 and 31.12.2020.

The Company being Navratna Public Sector Undertaking (PSU), it is the Ministry of Ports, Shipping and Waterways which nominates Directors on Board of SCI and the company has to follow the policies of Ministry of Ports, Shipping and Waterways. The Company through its communication letters dated 20.05.2022, 22.06.2022, 13.10.2022, 16.12.2022 and 15.02.2023 had taken up the matter to administrative ministry with a request to appoint requisite number of Independent Director on the Board of the Company. The response from Ministry is awaited.

We further report that:

The Board of Directors of the Company is duly constituted with proper balance of the Executive Directors, Non-Executive Directors and Independent Directors ***subject to observations made hereinabove***. The changes in the composition of the Board of Directors that took place during the period under review were carried out in compliance with the provisions of the Act.

Adequate notices are given to all Directors to schedule the Board / Committee Meetings, agenda and detailed notes on agenda were sent at least seven days in advance, and a system exists for seeking and obtaining further information and clarifications on the agenda items before the meeting and for meaningful participation at the meeting.

Board / Committee decisions were carried through requisite majority while the dissenting members' views, if any, are captured and recorded as part of the minutes.

We further report that there are adequate systems and processes in the company commensurate with the size and operations of the company to monitor and ensure compliance with applicable laws, rules, regulations and guidelines.

We further report that during the audit period the Company had the following specific events / actions having a major bearing on the Company's affairs in pursuance of the above referred laws, rules, regulations, guidelines, standards, etc.

a) ***The Board of Directors of the Company at their meeting held on May 06, 2022 recommended final dividend for the financial year 2021-2022 at the rate of ₹ 0.33 per equity share of ₹ 10 each which was subsequently approved by the members of the Company at their Annual General Meeting held on September 28, 2022.***
b) ***Pursuant to the approval on the Scheme of Arrangement for Demerger of Non-Core Assets by the Board of the Companies, Ministry of Ports, Shipping and Waterways (MoPSW) and DIPAM, the Shareholders, Secured Creditors and the Unsecured Creditors at their Meeting duly convened on October 11, 2022 approved the Scheme of Arrangement for Demerger of Non-Core Assets ("Demerged Undertaking") of Shipping Corporation of India Limited ("SCI"/"the Company") into Shipping Corporation of India Land and Assets Limited ("SCILAL") and with their respective Shareholders and Creditors.***
c) ***The Ministry of Corporate Affairs (MCA) vide its order dated 22nd February, 2023 received by the Company on, 23rd February, 2023 via email, had sanctioned the Scheme of Arrangement for Demerger of Non-Core Assets ("Demerged Undertaking") of Shipping Corporation of India Limited ('SCI'/ 'Demerged Company') into Shipping Corporation of India Land and Assets Limited ('Resulting Company') ("Scheme of Arrangement"), under sections 230 – 232 of the Companies Act, 2013. The Board of Directors of the Company adopted March 31, 2023 as record date.***
d) ***In accordance with the Scheme of Arrangement for Demerger of Non-Core Assets, the effective date is 14.03.2023.***
e) ***The Company has been identified for the Strategic Disinvestment by the Government of India. The on-going process of Disinvestment is handled by DIPAM.***

For Mehta & Mehta,
Company Secretaries
(ICSI Unique Code P1996MH007500)
Atul Mehta
Partner
FCS No: 5782
CP No.: 2486
Date: May 09, 2023
Place: Mumbai
UDIN: F005782E000275326

Note: This report is to be read with our letter of even date which is annexed as 'ANNEXURE A' and forms an integral part of this report.

Annexure A

To,

Shipping Corporation of India Limited,

Shipping House, Madam Cama Road, Nariman Point,

Mumbai – 400021, Maharashtra, India.

Our report of even date is to be read along with this letter.

1) Maintenance of record is the responsibility of the management of the listed entity. Our responsibility is to express an opinion on these records based on our verification of the same.
2) We have followed the practices and processes as were appropriate to obtain reasonable assurance about the correctness of the contents of the secretarial records. We believe that the processes and practices we followed provide a reasonable basis for our opinion.
3) We have not verified the correctness and appropriateness of financial records and Books of Accounts of the listed entity.
4) Wherever required, we have obtained the Management representation about the compliance of SEBI laws, rules and regulations thereof.
5) The compliance of the provisions of SEBI laws, rules, regulations is the responsibility of management. Our examination was limited to the verification of compliances done by the listed entity.
6) As regards the books, papers, forms, reports and returns filed by the listed entity under the above-mentioned regulations, the adherence and compliance to the requirements of the said regulations is the responsibility of management. Our examination was limited to checking the execution and timeliness of the filing of various forms, reports, returns and documents that need to be filed by the listed entity under the said regulations. We have not verified the correctness and coverage of the contents of such forms, reports, returns and documents.
7) This report is neither an assurance as to the future viability of the listed entity nor of the efficacy or effectiveness with which the management has conducted the affairs of the listed entity.

For Mehta & Mehta,
Company Secretaries
(ICSI Unique Code P1996MH007500)
Atul Mehta
Partner
FCS No: 5782
CP No.: 2486

Place: Mumbai
Date: May 09, 2023

UDIN: F005782E000275337

Date: 26.06.2023

To,

The Company Secretary and Compliance Officer

Shipping Corporation of India Limited

Subject: Clarification regarding submission of the Annual Secretarial Compliance Report for the financial year ended March 31, 2023 bearing reference number A10-SEC-BD-808/202/2023 submitted to the Stock Exchange on May 10, 2023 ("the report").

Dear Sir/ Madam,

With reference to the captioned subject, we wish to inform that, NSE and BSE vide their letters and emails dated 21.11.2022 and 21.02.2023 levied fine of ₹5,42,800/- each respectively for the non-compliance of Regulation 17(1)(b) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015.

With reference to the above matter the fine levied by BSE and NSE amounts to ₹10,85,600/- each (Ten Lakhs Eighty-five Thousand and Six Hundred Only each). However, in the Table (a) of the report the fine was inadvertently mentioned as ₹10,67,600/- (Ten Lakhs Sixty-Seven Thousand and Six Hundred Only) instead of ₹10,85,600/- each (Ten Lakhs Eighty-five Thousand and Six Hundred Only each).

We request you to kindly consider the fine amount mentioned in the Table (a) of the report as ₹10,85,600/- each (Ten Lakhs Eighty-five Thousand and Six Hundred Only each) instead of ₹10,67,600/- (Ten Lakhs Sixty-Seven Thousand and Six Hundred Only).

Submitted for your information and kindly take the above clarification on your records.

Thanking you,

For Mehta & Mehta,
Company Secretaries
(ICSI Unique Code P1996MH007500)
Sd/-
Atul Mehta
Partner
FCS No: 5782
CP No: 2486
Place: Mumbai

SECRETARIAL SHIPPING CORPORATION OF INDIA LIMITED FOR THE FINANCIAL YEAR ENDED MARCH 31, 2023

We, M/s. Mehta & Mehta, Company Secretaries have examined:

(a) all the documents and records made available to us and explanation provided by **Shipping Corporation of India Limited** ("the listed entity"),

(b) the filings/ submissions made by the listed entity to the stock exchanges,

(c) website of the listed entity,

(d) any other document/ filing, as may be relevant, which has been relied upon to make this certification, for the year ended March 31, 2023 ("Review Period") in respect of compliance with the provisions of:

  (a) the Securities and Exchange Board of India Act, 1992 ("SEBI Act") and the Regulations, circulars, guidelines issued thereunder; and

  (b) the Securities Contracts (Regulation) Act, 1956 ("SCRA"), rules made thereunder and the Regulations, circulars, guidelines issued thereunder by the Securities and Exchange Board of India ("SEBI");

The specific Regulations, whose provisions and the circulars/guidelines issued thereunder, have been examined, include: -

(a) Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015;

(b) Securities and Exchange Board of India (Issue of Capital and Disclosure Requirements) Regulations, 2018 ***(during the period under review not applicable to the Company);***

(c) Securities and Exchange Board of India (Substantial Acquisition of Shares and Takeovers) Regulations, 2011;

(d) Securities and Exchange Board of India (Buyback of Securities) Regulations, 2018 ***(during the period under review not applicable to the Company);***

(e) Securities and Exchange Board of India (Share Based Employee Benefits and Sweat Equity) Regulations, 2021 ***(during the period under review not applicable to the Company);***

(f) Securities and Exchange Board of India (Issue and Listing of Non-Convertible Securities) Regulations, 2021 ***(during the period under review not applicable to the Company);***

(g) Securities and Exchange Board of India (Prohibition of Insider Trading) Regulations, 2015;

and circulars/guidelines issued thereunder;

and based on the above examination, We hereby report that, during the Review Period:

  (a) The listed entity has complied with the provisions of the above Regulations and circulars/ guidelines issued thereunder, except in respect of matters specified below:-

Sr. No.	Compliance Requirement (Regulations/circulars/ guidelines including specific clause)	Regulation/Circular No.	Deviations	Action Taken by	Type of Action
1.	Since the Chairperson of the Board is an Executive Director, at least Fifty percent of the Directors on the Board shall comprise of Independent Directors.	Regulation 17(1) (b) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015	The Board of Directors of the Company did not comprise of at least half of Independent Directors.	National Stock exchange ("NSE") and the Bombay Stock Exchange ("BSE")	NSE and BSE vide their letter/ email dated 21.11.2022 levied fine of ₹ 5,42,800 for the non-compliance. Further NSE and BSE vide their letter/ email dated 21.02.2023 levied fine of ₹ 5,42,800 for the non-compliance.

Details of Violation	Fine Amount	Observations/ Remarks of the Practicing Company Secretary	Management Response	Remarks
For quarter ended 30.06.2022 the Company was compliant with the Regulation w.e.f., 01.04.2022 till 18.05.2022 and from 01.06.2022 to 12.06.2022. The Board of the Company is non-compliant from 13.06.2022 till 31.03.2023.	₹ 10,67,600/- (Rupees Ten Lakhs Sixty-Seven Thousand and Six Hundred Only)	The Company being Navratna Public Sector Undertaking (PSU), it is the Ministry of Ports, Shipping and Waterways which nominates Directors on Board of the Company and the company has to follow the policies of Ministry of Ports, Shipping and Waterways.	(i) The Company through its communication letters dated 20.05.2022, 22.06.2022, 13.10.2022, 16.12.2022 and 15.02.2023 had taken up the matter to administrative ministry with a request to appoint requisite number of Independent Director on the Board of the Company. The response from Ministry is awaited. (ii) The NSE vide email and letter dated 10.11.2022 informed that the request for waiver of the fines levied for the quarter ended 30.06.2020, 30.09.2020, 31.12.2020, 31.03.2021, 30.06.2021, 30.09.2021 and 31.12.2021 is approved and waived-off. (iii) BSE vide letter dated 24.09.2020 had waived off fine levied for 30.06.2020 and vide letter dated 19.04.2020 had waived off fine levied for 30.09.2020 and 31.12.2020	Nil

Pursuant to BSE Notice No. 20230316-14 dated March 16, 2023 and NSE Circular Ref No: NSE/CML/ 2023/21 dated March 16, 2023.

Sr. No.	Particulars	Compliance Status (Yes/No/NA)	Observations/Remarks by PCS
1.	**Secretarial Standard** The compliances of listed entity are in accordance with the applicable Secretarial Standards (SS) issued by the Institute of Company Secretaries of India (ICSI)	YES	-
2.	**Adoption and timely updation of the Policies**: • All applicable policies under SEBI Regulations are adopted with the approval of board of directors of the listed entities. • All the policies are in conformity with SEBI Regulations and has been reviewed & timely updated as per the regulations/circulars/guidelines issued by SEBI.	YES	-
3.	**Maintenance and disclosures on Website**: • The Listed entity is maintaining a functional website. • Timely dissemination of the documents/ information under a separate section on the website. • Web-links provided in annual corporate governance reports under Regulation 27(2) are accurate and specific which re-directs to the relevant document(s)/ section of the website.	YES	-
4.	**Disqualification of Director**: None of the Director of the Company are disqualified under Section 164 of Companies Act, 2013	YES	-
5.	**To examine details related to Subsidiaries of listed entities**: (a) Identification of material subsidiary companies (b) Requirements with respect to disclosure of material as well as other subsidiaries	NA	During the period under review, there were no material subsidiaries of the Company.
6.	**Preservation of Documents**: The listed entity is preserving and maintaining records as prescribed under SEBI Regulations and disposal of records as per Policy of Preservation of Documents and Archival policy prescribed under SEBI LODR Regulations, 2015	YES	-
7.	**Performance Evaluation**: The listed entity has conducted performance evaluation of the Board, Independent Directors and the Committees at the start of every financial year as prescribed in SEBI Regulations	YES	-
8.	**Related Party Transactions**: (a) The listed entity has obtained prior approval of Audit Committee for all Related party transactions (b) In case no prior approval obtained, the listed entity shall provide detailed reasons along with confirmation whether the transactions were subsequently approved/ratified/rejected by the Audit committee	YES	-
9.	**Disclosure of events or information**: The listed entity has provided all the required disclosure(s) under Regulation 30 along with Schedule III of SEBI LODR Regulations, 2015 within the time limits prescribed thereunder.	YES	-
10.	**Prohibition of Insider Trading**: The listed entity is in compliance with Regulation 3(5) & 3(6) SEBI (Prohibition of Insider Trading) Regulations, 2015	YES	-

Sr. No.	Particulars	Compliance Status (Yes/No/NA)	Observations/Remarks by PCS
11.	**Actions taken by SEBI or Stock Exchange(s), if any:** No Actions taken against the listed entity/ its promoters/ directors/ subsidiaries either by SEBI or by Stock Exchanges (including under the Standard Operating Procedures issued by SEBI through various circulars) under SEBI Regulations and circulars/ guidelines issued thereunder.	NO	The National Stock exchange ("NSE") and the Bombay Stock Exchange ("BSE") vide their letter/email dated 21.11.2022 levied fine of ₹ 5,42,800 for the aforesaid non-compliance. The Company vide its reply letter dated 29.11.2022 to the NSE and BSE requested for the waiver of fine levied. Reply on waiver request is still awaited. Further NSE and BSE vide their letter/email dated 21.02.2023 levied fine of ₹ 5,42,800 for the aforesaid non-compliance. The Company vide its reply letter dated 27.02.2023 to the NSE and BSE requested for the waiver of fine levied. Reply on waiver request is still awaited.
12.	**Additional Non-compliances, if any:** No any additional non-compliance observed for all SEBI regulation/circular/ guidance note etc.	NA	There were no additional non-compliance observed during the year.

(b) The listed entity has taken the following actions to comply with the observations made in previous reports:

Sr. No.	Compliance Requirement (Regulations/ circulars/ guidelines including specific clause)	Regulation/ Circular No.	Deviations	Action Taken by	Type of Action
1.	Regulation 17(1) (a) and (b) of SEBI (LODR) Regulations, 2015 – composition of the Board of Directors.	Regulation 17(1) (a) and 17(1) (b) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015	a) Company did not have an Independent Woman Director on the Board for a period from 01.04.2021 to 06.12.2021. b) Company did not have requisite number of Independent Directors on the Board for a period from 01.04.2021 to 06.12.2021.	1] The Company 2] NSE 3] BSE	The Company had appointed Ms. Arunima Dwivedi as Non-Executive - Independent Director with effect from 07.12.2021 **NSE -** vide email and letter dated 10.11.2022 informed that the request for waiver of the fines levied for the quarter ended 30.06.2020, 30.09.2020, 31.12.2020, 31.03.2021, 30.06.2021, 30.09.2021 and 31.12.2021 is approved and waived-off. **BSE** – Response for waiver of penalty against their letter dated 20/08/2021, 22/11/2021 and 21/02/2022 is still awaited.

Details of Violation	Fine Amount	Observations/Remarks of the Practicing Company Secretary	Management Response	Remarks
a) Company did not have an Independent Woman Director on the Board for a period from 01.04.2021 to 06.12.2021. b) Company did not have requisite number of Independent Directors on the Board for a period from 01.04.2021 to 06.12.2021.	₹ 14,75,000/-	The Company had appointed Ms. Arunima Dwivedi as Non-Executive - Independent Director with effect from 07.12.2021. However, with respect to the Company not having requisite number of Independent Directors on the Board for a period from 01.04.2021 to 06.12.2021. The response from BSE for waiver of penalty against their letter dated 20/08/2021, 22/11/2021 and 21/02/2022 is still awaited. The NSE vide email and letter dated 10.11.2022 informed that the request for waiver of the fines levied for the quarter ended 30.06.2020, 30.09.2020, 31.12.2020, 31.03.2021, 30.06.2021, 30.09.2021 and 31.12.2021 is approved and waived-off.	The Company being Navratna Public Sector Undertaking (PSU), it is the Ministry of Ports, Shipping and Waterways which nominates Directors on Board of the Company and the company has to follow the policies of Ministry of Ports, Shipping and Waterways.	Nil

For Mehta & Mehta,
Company Secretaries
(ICSI Unique Code P1996MH007500)
Atul Mehta
Partner
FCS No: 5782 **Place: Mumbai** **UDIN: F005782E000275337**
CP No.: 2486 **Date: May 09, 2023**

Note: This report is to be read with our letter of even date which is annexed as 'ANNEXURE A' and forms an integral part of this report.

Annexure A

To,

Shipping Corporation of India Limited,

Shipping House, Madam Cama Road, Nariman Point,

Mumbai – 400021, Maharashtra, India.

Our report of even date is to be read along with this letter.

1) Maintenance of record is the responsibility of the management of the listed entity. Our responsibility is to express an opinion on these records based on our verification of the same.
2) We have followed the practices and processes as were appropriate to obtain reasonable assurance about the correctness of the contents of the secretarial records. We believe that the processes and practices we followed provide a reasonable basis for our opinion.
3) We have not verified the correctness and appropriateness of financial records and Books of Accounts of the listed entity.
4) Wherever required, we have obtained the Management representation about the compliance of SEBI laws, rules and regulations thereof.
5) The compliance of the provisions of SEBI laws, rules, regulations is the responsibility of management. Our examination was limited to the verification of compliances done by the listed entity.
6) As regards the books, papers, forms, reports and returns filed by the listed entity under the above-mentioned regulations, the adherence and compliance to the requirements of the said regulations is the responsibility of management. Our examination was limited to checking the execution and timeliness of the filing of various forms, reports, returns and documents that need to be filed by the listed entity under the said regulations. We have not verified the correctness and coverage of the contents of such forms, reports, returns and documents.
7) This report is neither an assurance as to the future viability of the listed entity nor of the efficacy or effectiveness with which the management has conducted the affairs of the listed entity.

For Mehta & Mehta,
Company Secretaries
(ICSI Unique Code P1996MH007500)
Atul Mehta
Partner
FCS No: 5782
CP No.: 2486

Place: Mumbai
Date: May 09, 2023

UDIN: F005782E000275337

INDEPENDENT AUDITORS' CERTIFICATE ON COMPLIANCE WITH THE CORPORATE GOVERNANCE REQUIREMENTS UNDER SEBI (LISTING OBLIGATIONS AND DISCLOSURE REQUIREMENTS) REGULATIONS, 2015

To the Members of

The Shipping Corporation of India Limited

1. This certificate is issued in accordance with the terms of our joint statutory audit engagement with The Shipping Corporation of India Limited ('the Company') for the Financial Year 2022-23.
2. We have examined the compliance of conditions of Corporate Governance by the Company for the year ended on 31st March, 2023 as stipulated in Regulations 17 to 27 and clauses (b) to (i) of Regulation 46 (2) and paragraphs C, D and E of Schedule V of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 ("Listing Regulations") and as stipulated in the guidelines on Corporate Governance for Central Public Sector Enterprises issued by the Department of Public Enterprises, Government of India.

Management's Responsibility

3. The Management is responsible for ensuring that the Company complies with the conditions of Corporate Governance. This responsibility also includes the design, implementation and maintenance of internal controls and procedures to ensure compliance with the conditions of the Corporate Governance stipulated in the Listing Regulations.

Auditor's Responsibility

4. Our responsibility is limited to examining the procedures and implementation thereof, adopted by the Company for ensuring compliance of the conditions of the Corporate Governance. It is neither an audit nor an expression of opinion on the financial statements of the Company.
5. We have examined the books of account and other relevant records and documents maintained by the Company for the purpose of providing reasonable assurance on the compliance with Corporate Governance requirements by the Company.
6. We conducted our examination in accordance with the Guidance Note on Certification of Corporate Governance issued by the Institute of the Chartered Accountants of India ("ICAI"), the Standards on Auditing specified under Section 143(10) of the Companies Act, 2013, in so far as applicable for the purpose of this certificate and as per the Guidance Note on Reports or Certificates for Special Purposes issued by the ICAI which requires that we comply with the ethical requirements of the Code of Ethics issued by the ICAI.
7. We have complied with the relevant applicable requirements of the Standard on Quality Control (SQC) 1, Quality Control for Firms that Perform Audits and Reviews of Historical Financial Information, and Other Assurance and Related Services Engagements issued by the ICAI.

Opinion

8. Based on our examination, as above, and to the best of the information and explanations given to us and representations provided by the management, we certify that the Company has complied with the conditions of Corporate Governance as stipulated in Regulations 17 to 27 and clauses (b) to (i) of Regulation 46 (2) and paragraphs C, D and E of Schedule V of the Listing Regulations for the year ended on 31st March, 2023, except for the following:

   The Company has not complied with the requirement of Regulation 17(1)(b) of the Listing Regulations with regard to the composition of at least 50% Independent Directors during the period from 19th May, 2022 to 31st May, 2022 and subsequently during the period from 13th June, 2022 to 31st March, 2023.
9. We further state that such compliance is neither an assurance as to the future viability of the Company nor the efficiency or effectiveness with which the management has conducted the affairs of the Company.

Restriction on Use

10. The certificate is addressed and provided to the members of the Company solely for the purpose to enable the Company to comply with the requirement of the Listing Regulations, and it should not be used by any other person or for any other purpose. Accordingly, we do not accept or assume any liability or any duty of care for any other purpose or to any other person to whom this certificate is shown or into whose hands it may come without our prior consent in writing. We have no responsibility to update this certificate for any event or circumstances occurring after the date of this certificate.

For V. SANKAR AIYAR & CO.
Chartered Accountants
FRN - 109208W
S Nagabushanam
Partner
M. No. 107022
UDIN: 23107022BGXGTU6571
Place: Mumbai
Date: 05.07.2023

For CHOKSHI & CHOKSHI LLP
Chartered Accountants
FRN - 101872W/W100045
Kiran Bhoir
Partner
M. No. 159960
UDIN: 23159960BGZABK4293

CERTIFICATE OF NON-DISQUALIFICATION OF DIRECTORS

[PURSUANT TO REGULATION 34(3) AND SCHEDULE V PARA C CLAUSE (10)(I) OF THE SEBI (LISTING OBLIGATIONS AND DISCLOSURE REQUIREMENTS) REGULATIONS, 2015]

To,

Shipping Corporation of India Limited,

Shipping House, Madame Cama Road,

Nariman Point, Mumbai – 400021, Maharashtra, India.

We have examined the relevant registers, records, forms, returns and disclosures received from the Directors of **Shipping Corporation of India Limited** having **CIN L63030MH1950GOI008033** and having registered office at Shipping House, 245, Madame Cama Road, Nariman Point, Mumbai – 400021, Maharashtra, India (hereinafter referred to as 'the Company'), produced before us by the Company for the purpose of issuing this Certificate, in accordance with Regulation 34(3) read with Schedule V Para-C Sub clause 10(i) of the Securities Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015.

In our opinion and to the best of our information and according to the verifications (including Directors Identification Number (DIN) status at the portal www.mca.gov.in) as considered necessary and explanations furnished to me / us by the Company & its officers, We hereby certify that none of the Directors on the Board of the Company as stated below for the Financial Year ending on March 31, 2023 have been debarred or disqualified from being appointed or continuing as Directors of companies by the Securities and Exchange Board of India, Ministry of Corporate Affairs or any such other Statutory Authority.

Sr. No:	Name of the Director	DIN	Date of Appointment in the Company
1.	Binesh Kumar Tyagi	08966904	03/09/2022
2.	Sanjay Kumar	08683335	29/01/2020
3.	Rajesh Sinha Kumar	05351383	10/11/2022
4.	Atul Ubale	08630613	05/12/2019
5.	Vikram Dingley	09515547	19/05/2022
6.	Chirayu Indradeo Acharya	09611434	13/06/2022
7.	Gulabbhai Lakhubhai Rohit	08916645	22/11/2021
8.	Arunima Dwivedi	09427417	07/12/2021
9.	Anil Kumar Misra	09427416	07/12/2021
10.	Nageswara Pramod Chakravarthy Kalla	09427415	07/12/2021
11.	Shreekant Tejappa Pattar	09427418	07/12/2021

Ensuring the eligibility for the appointment / continuity of every Director on the Board is the responsibility of the management of the Company. Our responsibility is to express an opinion on these based on our verification. This certificate is neither an assurance as to the future viability of the Company nor of the efficiency or effectiveness with which the management has conducted the affairs of the Company.

For Mehta & Mehta,

Company Secretaries

(ICSI Unique Code P1996MH007500)

Atul Mehta

Partner

FCS No: 5782

CP No: 2486

Place: Mumbai

Date: May 10, 2023

UDIN: F005782E000284137

COMMENTS OF THE COMPTROLLER AND AUDITOR GENERAL OF INDIA UNDER SECTION 143(6)(b) OF THE COMPANIES ACT, 2013 ON THE FINANCIAL STATEMENTS OF THE SHIPPING CORPORATION OF INDIA LIMITED, MUMBAI, FOR THE YEAR ENDED 31 MARCH 2023

The preparation of financial statements of The Shipping Corporation of India Limited, Mumbai for the year ended 31 March 2023 in accordance with the financial reporting framework prescribed under the Companies Act, 2013 (Act) is the responsibility of the management of the company. The statutory auditors appointed by the Comptroller and Auditor General of India under section 139(5) of the Act are responsible for expressing opinion on the financial statements under Section 143 of the Act based on independent audit in accordance with the standards on auditing prescribed under section 143(10) of the Act. This is stated to have been done by them vide their Audit Report dated 09 May 2023.

I, on behalf of the Comptroller and Auditor General of India, have conducted a supplementary audit of the financial statements of The Shipping Corporation of India Limited, Mumbai for the year ended 31 March 2023 under Section 143(6)(a) of the Act. This supplementary audit has been carried out independently without access to the working papers of the statutory auditors and is limited primarily to inquiries of the statutory auditors and company personnel and a selective examination of some of the accounting records.

Based on my supplementary audit, I would like to highlight the following significant matters under Section 143(6)(b) of the Act which have come to my attention and which in my view are necessary for enabling a better understanding of the Financial Statements and the related Audit Report.

A. Comments on Profitability

1. Statement of Profit and Loss

Sl. No. VIII. Tax expense

Tax Pertaining to earlier years (-) ₹ 9309 lakh

An amount of ₹ 9309 lakh being income tax paid for earlier assessment years 2008-09 and 2022-23 was written back and acknowledged as profit in the Statement of Profit and Loss. The SCI has opted Tonnage Tax option under the Income Tax Act. According to this option a concessional rate of tax is applied on income from shipping activities. On the income from other than shipping activities, regular rate of income tax is charged.

For the assessment year 2008-09, SCI had made an appeal with Income Tax Appellate Tribunal for considering interest from bank deposits amounting to ₹ 227.68 crore as income from shipping activity. Tribunal passed its order on 14.03.2023 which stated, “the appeal by the assesse (SCI) is partly allowed for statistical purposes”.

Based on the Tribunal’s order and without waiting for refund order from the Income Tax Department, SCI accounted for ₹ 9314 lakh (₹77,58,19,031 A.Y. 2008-09 and ₹ 15,56,32,008 for A.Y. 2022-23 on same grounds) as profit arising from tax refund.

Management has confirmed that they had neither received any refund order nor any communication regarding appeal by the Income Tax Department. Thus, the calculation for refund is not based on any concrete evidence. Hence, the accounting treatment of refund is not correct. This has resulted in overstatement of Profits and Income Tax Assets (Net of Provision) (Note-8) by ₹ 9309 lakh[1].

For and on behalf of the

Comptroller and Auditor General of India

(Guljari Lal)

Director General of Audit (Shipping), Mumbai

Place: Mumbai

Date: 04.08.2023

[1] ₹ 9314 lakh - ₹ 5 lakh (admin exp and dividend income)

COMMENTS OF THE COMPTROLLER AND AUDITOR GENERAL OF INDIA UNDER SECTION 143(6)(b) READ WITH SECTION 129(4) OF THE COMPANIES ACT, 2013 ON THE CONSOLIDATED FINANCIAL STATEMENTS OF THE SHIPPING CORPOARTION OF INDIA LIMITED, MUMBAI, FOR THE YEAR ENDED 31 MARCH 2023

The preparation of consolidated financial statements of The Shipping Corporation of India Limited, Mumbai for the year ended 31 March 2023 in accordance with the financial reporting framework prescribed under the Companies Act,2013 (Act) is the responsibility of the management of the company. The statutory auditors appointed by the Comptroller and Auditor General of India under section 139(5) read with section 129 (4) of the Act are responsible for expressing opinion on the financial statements under section 143 read with section 129 (4) of the Act based on independent audit in accordance with standards on auditing prescribed under section 143(10) of the Act. This is stated to have been done by them vide their Audit Report dated 09 May 2023.

I, on behalf of the Comptroller and Auditor General of India, have conducted a supplementary Audit of the consolidated financial statements of The Shipping Corporation of India Limited, Mumbai for the year ended 31 March 2023 under section 143(6) (a) read with section 129(4) of the Act. We conducted a supplementary audit of the financial statements of The Shipping Corporation of India Limited but did not conduct Supplementary Audit of the financial Statements of Inland & Costal Shipping Limited, India LNG Transport Company (No. 1) Limited (Malta), India LNG Transport Company (No. 2) Limited (Malta), India LNG Transport Company (No. 3) Limited (Malta), India LNG Transport Company (No. 4) Limited (Singapore) for the year ended on that date. Further, Section 139(5) and 143(6) (a) of the Act are not applicable to India LNG Transport Company (No. 1) Limited (Malta), India LNG Transport Company (No. 2) Limited (Malta), India LNG Transport Company (No. 3) Limited (Malta), India LNG Transport Company (No. 4) Pvt. Limited (Singapore) being private entities/entities incorporated in foreign countries under the respective laws, for appointment of their Statutory Auditor and for conduct of supplementary audit. Accordingly, Comptroller and Auditor General of India has neither appointed the Statutory Auditors nor conducted the supplementary audit of these companies. This supplementary audit has been carried out independently without access to the working papers of the statutory auditors and is limited primarily to inquiries of the statutory auditors and company personnel and a selective examination of some of the accounting records.

Based on my supplementary audit, I would like to highlight the following significant matters under section 143(6)(b) read with section 129(4) of the Act which have come to my attention and which in my view are necessary for enabling a better understanding of the financial statements and related audit report:

A. Comments on Consolidated Profitability

1. Statement of Profit and Loss

SI. No. X Tax expense

Tax Pertaining to earlier years (-) ₹ 9309 lakh

An amount of ₹ 9309 lakh being income tax paid for earlier assessment years 2008-09 and 2022-23 was written back and acknowledged as profit in the Statement of Profit and Loss. The SCI has opted Tonnage Tax option under the Income Tax Act. According to this option a concessional rate of tax is applied on income from shipping activities. On the income from other than shipping activities, regular rate of income tax is charged.

Management has confirmed that they had neither received any refund order nor any communication regarding appeal by the Income Tax Department. Thus, the calculation for refund is not based on any concrete evidence. Hence, the accounting treatment of refund is not correct. This has resulted in overstatement of Profits and Income Tax Assets (Net of Provision) (Note-8) by ₹ 9309 lakh[1].

For and on behalf of the
Comptroller and Auditor General of India

(Guljari Lal)
Director General of Audit (Shipping), Mumbai
Place : Mumbai
Date : 04.08.2023

[1] ₹ 9314 lakh - ₹ 5 lakh (admin exp and dividend income)

INDEPENDENT AUDITOR'S REPORT

To the Members of

The Shipping Corporation of India Limited

Report on the Audit of the Standalone Financial Statements

Opinion

We have audited the accompanying Standalone Financial Statements of The Shipping Corporation of India Limited ("the Company"), which comprise the Balance Sheet as at 31.03.2023, the Statement of Profit and Loss (including Other Comprehensive Income), the Statement of Changes in Equity and the Statement of Cash Flows for the year then ended, and notes to the Standalone Financial Statements including a summary of significant accounting policies and other explanatory information (hereinafter referred to as "Standalone Financial Statements").

In our opinion and to the best of our information and according to the explanations given to us, the aforesaid Standalone Financial Statements give the information required by the Companies Act, 2013 ("the Act") in the manner so required and give a true and fair view in conformity with the Indian Accounting Standards prescribed under section 133 of the Act read with the Companies (Indian Accounting Standards) Rules, 2015, as amended, ("Ind AS"), and other accounting principles generally accepted in India, of the state of affairs of the Company as at 31.03.2023, its profit (including other comprehensive income), changes in equity and its cash flows for the year ended on that date.

Basis for Opinion

We conducted our audit of the Standalone Financial Statements in accordance with Standards on Auditing (SAs) specified under section 143(10) of the Act. Our responsibilities under those Standards are further described in the Auditor's Responsibilities for the Audit of the Standalone Financial Statements section of our report. We are independent of the Company in accordance with the Code of Ethics issued by the Institute of Chartered Accountants of India ("ICAI") together with the ethical requirements that are relevant to our audit of the Standalone Financial Statements under the provisions of the Act and Rules made thereunder, and we have fulfilled our other ethical responsibilities in accordance with these requirements and the ICAI's Code of Ethics. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on the Standalone Financial Statements.

Key Audit Matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the Standalone Financial Statements of the current year. These matters were addressed in the context of our audit of the Standalone Financial Statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters. We have determined the matters described below to be the key audit matters to be communicated in our report.

Sr. No.	Key Audit Matter	Auditor's Response
1	**Accuracy of recognition, measurement, presentation and disclosures of revenues and other related balances in view of adoption of Ind AS 115 "Revenue from Contracts with Customers" (revenue accounting standard)** The application of the revenue accounting standard involves certain key judgments relating to identification of distinct performance obligations, determination of transaction price of the identified performance obligations, the appropriateness of the basis used to measure revenue recognized over a period. Additionally, revenue accounting standard contains disclosures which involves collation of information in respect of disaggregated revenue and periods over which the remaining performance obligations will be satisfied subsequent to the balance sheet date. In view of these reasons, this matter is identified as a Key Audit Matter. (Refer Note no. 32 to the Standalone Financial Statements)	Our audit approach consisted testing of the design and operating effectiveness of the internal controls and substantive testing as follows: • Evaluated the design of internal controls relating to Implementation of the revenue accounting standard. • Selected a sample of continuing and new contracts, and tested the operating effectiveness of the internal control, relating to identification of the distinct performance obligations and determination of transaction price. • Selected a sample of continuing and new contracts and performed the following procedures. • Read, analyzed and identified the distinct performance obligations in these contracts. • Compared these performance obligations with that identified and recorded by the Company. • Considered the terms of the contracts to determine the transaction price including any variable consideration to verify the transaction price used to compute revenue. • In respect of samples relating to fixed price contracts, progress towards satisfaction of performance obligation used to compute recorded revenue was verified. • Sample of revenues disaggregated by type and service offerings was tested with the performance obligations specified in the underlying contracts.

Sr. No.	Key Audit Matter	Auditor's Response
2.	**Impairment testing of Fleets in line with the Ind AS 36** The Company at every reporting period, assesses market conditions and other specific risks to determine if there are any triggering events that may be indicators of an impairment of the fleets. The impairment loss, if any, is recognized in the Statement of Profit and Loss in the period in which impairment takes place. The provision for impairment of fleets is identified as a Key Audit Matter as it involves significant management assumptions and judgment to assess the market conditions and other associated risks in assessment of provisions.	We have obtained the management's view to gain an overview of the triggering events, market conditions (present & future) operational factors and other key assumptions supporting the impairment assessment. We have performed the following procedures for verification of impairment testing of Fleets: • Understanding the process for collecting the inputs into the valuation models to evaluate the design of the Company's controls over its impairment assessment and challenged the appropriateness of the inputs and significant assumptions, including the cash flow projections, discount rate, costs and expenses. • Assessing the reasonableness of fair value of vessel considered by the management by comparing the same with the valuations provided by external professional valuers.
3.	**The direct access of certain overseas foreign agents to fund collected on account of freight and other charges.** Liner division of the Company has been carrying out its vessels operations and container marketing activities at various ports in India and abroad through its agency network. Agents perform various activities such as marketing, booking, clearing of cargo, port calls of vessels & also collection of freight on behalf of the Company. The Company depends on its agents for operation of Liner segment business. Since all the activities are performed by the agents, there is requirement of funds. Collection of income is done directly by agents and subsequently remitted to the Company. Therefore, it involves a risk on the part of the Company and hence is identified as a Key Audit Matter.	We assessed the Company's process to evaluate Agents on timely basis to identify the impact on the revenue and collection of funds. • The Company has obtained bank guarantee from major agents & also reviewed the same periodically to confirm its validity and completeness with respect to risk exposure on revenue due to direct access to agents. • The Company has provided Statement of Account (SOA) obtained from these foreign agents for confirmation of transactions and closing balance.
4.	**Evaluation of Dry Docking Cost & Repair Expenses of Vessels:-** As per Ind AS 16 'Property, Plant and Equipment', subsequent costs like expenditure on major maintenance refits or repairs including planned dry-dock are included in the asset's carrying amount or recognized as a separate asset, as appropriate, when they meet the recognition criteria, i.e., only when it is probable that future economic benefits associated with the item will flow to the Company and the cost of the item can be measured reliably. A shipping company on periodic basis is required to bring all ships into dry dock for major inspection and overhaul. Overhaul expenditure might at first sight seem to be a repair to the ships but it is actually a cost incurred in getting the ship back into seaworthy condition. The dry-docking cost and repairs expenses of vessels are considered as Key Audit Matter as it requires management judgment to assess future economic benefits from the expenditure incurred and the measurement of the cost.	To assess the recognition of dry docking cost & repair cost, we performed the following procedure: • Evaluated the design of internal controls relating to the major cost like repairs & dry-docking which are of two types i.e. planned dry-dock & emergency dry-dock. • Selected a sample to verify the operating effectiveness of the internal control, relating to identification of the distinction between the two cost i.e. repair & dry-dock cost. • Tested the relevant information technology systems' relating to the dry-dock & Fleet related expenses.

<table>
<tr><th>Sr. No.</th><th>Key Audit Matter</th><th>Auditor's Response</th></tr>
<tr><td>5.</td><td><u>Provisions for taxes and Contingent Liabilities</u>

The Company is involved in various taxes and other disputes for which final outcomes cannot be easily predicted and which could potentially result in significant liabilities. The assessment of the risks associated with the litigations is based on complex assumptions, which require the use of judgment and such judgment relates, primarily, to the assessment of the uncertainties connected to the prediction of the outcome of the proceedings and to the adequacy of the disclosures in the financial statements. Because of the judgment required, the materiality of such litigations and the complexity of the assessment process, this is identified as a Key Audit Matter. (Refer Note no 27 to the Standalone Financial Statements regarding disclosure of contingent liabilities).</td><td>Our audit procedure in response to this key Audit Matter inter-alia included:
• Assessment of the process and relevant controls implemented to identify legal and tax litigations, and pending administrative proceedings.
• Assessment of assumptions used in the evaluation of potential legal and tax risks performed by the legal and tax department of the Company considering the legal precedence and other rulings in similar cases.
• Inquiry with the legal and tax departments personnel regarding the status of the most significant disputes and perusal of the key relevant documentation.
• Analysis of opinion obtained by the Company from external experts, wherever available.
• Review of the adequacy of the disclosures in the notes to the financial statements.
• We have observed that the provision for tax estimated as above including the deferred tax, has not resulted in material deviation from the applicable rate of tax after considering the exemptions, deductions and disallowances as per the provisions of the Income Tax Act.</td></tr>
<tr><td>6</td><td><u>Demerger of Non-Core Assets of the Company</u>

The MCA vide its order dated 22.02.2023 has approved the Scheme of Arrangement for Demerger ('Demerger Scheme') between The Shipping Corporation of India Limited ("SCI/ Demerged Company"), The Shipping Corporation of India Land and Assets Limited ("SCILAL/Resulting Company") and their respective Shareholders and Creditors.

SCI filed Demerger Scheme with ROC on 14.03.2023 (effective date) and thereafter transferred its Non-core assets (including MTI unit/undertaking) to SCILAL at their carrying value, with effect from the appointed date (01.04.2021) and made an adjustment equal to the book value of Non-Core Assets from its Retained Earnings and General Reserve in accordance with Ind AS 103 – "Business Combination".

This matter is identified as Key Audit Matter since it is a non-recurring transaction involving significant amounts, which requires exercise of judgement and interpretation of the relevant Ind AS and applicable tax and other statutes/ regulations.

(Refer Note no 43 to the Standalone Financial Statements regarding demerger)</td><td>The procedures performed by us included the following:
• Read the Demerger Scheme and the MCA order dated 22.02.2023.
• Examined the accounting treatment as per the Demerger Scheme vis-à-vis applicable Ind AS and accounting guidance;
• Verified computation of amounts in respect of the relevant assets and liabilities identified for transfer as part of the Demerger Scheme.
• Perused external expert's opinion provided by the company on matters arising from implementation of the Demerger Scheme and verified the accounting effects given by the Company in the books of account.
• The Company has been advised by an external legal consultant on the demerger process vis-à-vis various statutory/regulatory requirements. The reports/views of aforesaid consultant have been considered while performing our verification.
• Verified disclosure made by the company in the financial statements keeping in view the requirements as per Demerger Scheme, MCA order and applicable statues/regulations.</td></tr>
</table>

Emphasis of Matter

We draw attention to the following matters in the notes to the Standalone Financial Statements:

1. Note 40 on the matter continued since FY 2014-15 regarding payment of Performance Related Pay (PRP) of ₹ 1,103 lakhs vis-a-vis DPE guidelines with respect to computation of profits from core activities and non-observance of "Bell Curve". The Company is pursuing the matter with the Ministry of Ports, Shipping and Waterways for resolution and final decision.
2. Note 42 regarding selection of the Company for Strategic Disinvestment process by the Government of India. The disinvestment process and the procedural aspects in relation to the same are in progress.
3. Note 43 regarding MCA's approval vide its order dated 22.02.2023 (effective date 14.03.2023) of the Scheme of Arrangement for Demerger between The Shipping Corporation of India Limited ("Demerged Company"), The Shipping Corporation of India Land and Assets Limited ("Resulting Company") and their respective Shareholders and Creditors, consequent transfer of Non-Core Assets from the Demerged Company to the Resulting Company and necessary effects given in the current year 2022-23 with effect from 01.04.2021 (appointed date), including restatement of figures for the previous year 2021-22.
4. Note 44 regarding the practice of seeking balance confirmations in respect of Trade receivables, Trade payables and Deposits, the process of reconciliation and the management's assertion that it would not have any material difference affecting the financial statements.

Our opinion is not modified in respect of these matters.

Other Information

The Company's Board of Directors are responsible for the other information. The other information comprises the information included in the Director's Report including Annexures to Director's Report, Business Responsibility Report, Corporate Governance and Shareholder's Information, but does not include the Standalone Financial Statements, and our auditor's report thereon.

Our opinion on the Standalone Financial Statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the Standalone Financial Statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the Standalone Financial Statements or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed on the other information obtained prior to the date of this auditor's report, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Standalone Financial Statements

The Company's Management and Board of Directors are responsible for the matters stated in section 134(5) of the Act with respect to the preparation of these Standalone Financial Statements that give a true and fair view of the financial position, financial performance (including other comprehensive income), changes in equity and cash flows of the Company in accordance with the Ind AS and other accounting principles generally accepted in India. This responsibility also includes maintenance of adequate accounting records in accordance with the provisions of the Act for safeguarding of the assets of the Company and for preventing and detecting frauds and other irregularities; selection and application of appropriate accounting policies; making judgments and estimates that are reasonable and prudent; and design, implementation and maintenance of adequate internal financial controls, that were operating effectively for ensuring the accuracy and completeness of the accounting records, relevant to the preparation and presentation of the Standalone Financial Statements that give a true and fair view and are free from material misstatement, whether due to fraud or error.

In preparing the Standalone Financial Statements, management is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

Those Board of Directors are also responsible for overseeing the Company's financial reporting process.

Auditor's Responsibilities for the Audit of the Standalone Financial Statements

Our objectives are to obtain reasonable assurance about whether the Standalone Financial Statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with SAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this Standalone Financial Statements.

As part of an audit in accordance with SAs, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the Standalone Financial Statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the

audit in order to design audit procedures that are appropriate in the circumstances. Under section 143(3)(i) of the Act, we are also responsible for expressing our opinion on whether the Company has adequate internal financial controls with reference to financial statements in place and the operating effectiveness of such controls.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the Standalone Financial Statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the Standalone Financial Statements, including the disclosures, and whether the Standalone Financial Statements represent the underlying transactions and events in a manner that achieves fair presentation.

Materiality is the magnitude of misstatements in the Standalone Financial Statements that, individually or in aggregate, makes it probable that the economic decisions of a reasonably knowledgeable user of the Standalone Financial Statements may be influenced. We consider quantitative materiality and qualitative factors in (i) planning the scope of our audit work and in evaluating the results of our work; and (ii) to evaluate the effect of any identified misstatements in the Standalone Financial Statements.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the Standalone Financial Statements of the current year and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Report on Other Legal and Regulatory Requirements

(1) As required by the Companies (Auditor's Report) Order, 2020 ("the Order") issued by the Central Government of India in terms of section 143(11) of the Act, we give in "Annexure 1", a statement on the matters specified in paragraphs 3 and 4 of the Order, to the extent applicable.

(2) As required by section 143(3) of the Act, we report that:

a. We have sought and obtained all the information and explanations, which to the best of our knowledge and belief were necessary for the purposes of our audit;

b In our opinion, proper books of account as required by law have been kept by the Company so far as it appears from our examination of those books;

c. The Balance Sheet, the Statement of Profit and Loss (including Other Comprehensive Income), the Statement of Changes in Equity and the Statement of Cash Flows dealt with by this report are in agreement with the books of account;

d. In our opinion, the aforesaid Standalone Financial Statements comply with the Ind AS specified under section 133 of the Act read with the Companies (Indian Accounting Standards) Rules, 2015, as amended;

e. In our opinion and to the best of our information and according to the explanations given to us, the Company being a Government Company, section 164(2) related to disqualifications for appointment of directors is not applicable to it in accordance with exceptions, modifications and adaptations provided vide Notification No. G.S.R. 463 (E) dated June 5, 2015 issued by Ministry of Corporate Affairs (the "Notification").

f. With respect to the adequacy of the internal financial controls with reference to Standalone Financial Statements of the Company and the operating effectiveness of such controls, refer to our separate report in "Annexure 2";

g. With respect to the other matter to be included in the Auditor's Report in accordance with the requirements of section 197(16) of the Act:

In our opinion and to the best of our information and according to the explanations given to us, the Company being a Government Company, section 197 of the Act related to the managerial remuneration is not applicable to it in accordance with exceptions, modifications and adaptations provided vide the Notification referred earlier under clause (e) above.

h. With respect to the other matters to be included in the Auditor's Report in accordance with Rule 11 of the Companies (Audit and Auditors) Rules, 2014, as amended, in our opinion and to the best of our information and according to the explanations given to us:

i. The Company has disclosed the impact of pending litigations on its financial position in its Standalone Financial Statements – Refer Note 27 to the Standalone Financial Statements;

ii. The Company has made provision, as required under the applicable law or accounting standards, for material foreseeable losses, if any, on long-term contracts including derivative contracts;

iii. There were no amounts, which were required to be transferred to the Investor Education and Protection Fund by the Company.

iv. (a) The management has represented that, to the best of its knowledge and belief, no funds have been advanced or loaned or invested (either from borrowed funds or share premium or any other sources or kind of funds) by the company to or in any other person or entity, including foreign entity ("Intermediaries"), with the understanding, whether recorded in writing or otherwise, that the Intermediary shall, whether, directly or indirectly lend or invest in other persons or entities identified in any manner whatsoever by or on behalf of the Company ("Ultimate Beneficiaries") or provide any guarantee, security or the like on behalf of the Ultimate Beneficiaries;

(b) The management has represented, that, to the best of its knowledge and belief, no funds have been received by the Company from any person or entity, including foreign entity ("Funding Parties"), with the understanding, whether recorded in writing or otherwise, that the Company shall, whether, directly or indirectly, lend or invest in other persons or entities identified in any manner whatsoever by or on behalf of the Funding Party ("Ultimate Beneficiaries") or provide any guarantee, security or the like on behalf of the Ultimate Beneficiaries; and

(c) In our opinion and based on the audit procedures, we have considered reasonable and appropriate in the circumstances; nothing has come to our notice that has caused us to believe that the representations under sub-clause (a) and (b) contain any material misstatement.

v. As stated in Note 45 to the standalone financial statements - The dividend declared or paid during the year by the Company is in compliance with section 123 of the Companies Act, 2013.

vi. Proviso to Rule 3(1) of the Companies (Accounts) Rules, 2014 for maintaining books of account using accounting software which has a feature of recording audit trail (edit log) facility is applicable to the Company with effect from 01.04.2023, and accordingly, reporting under Rule 11(g) of Companies (Audit and Auditors) Rules, 2014 is not applicable for the financial year ended 31.03.2023.

(3) Pursuant to the requirement under Section 143(5) of the Act, applicable in case of a Government Company, we give in the "Annexure 3" a statement containing our comments on the matters specified in the directions and additional directions issued by office of the Comptroller and Auditor General of India to be reported in respect of the Company.

For V.Sankar Aiyar & Co.
Chartered Accountants
FRN: 109208W

S Nagabushanam
Partner
Membership No.107022
UDIN: 23107022BGXGSN1181

For Chokshi & Chokshi LLP
Chartered Accountants
FRN: 101872W/W100045

Kiran Bhoir
Partner
Membership No.159960
UDIN: 23159960BGZABE2523

Place: Mumbai
Date: 09.05.2023

[Referred to in paragraph 1 under 'Report on Other Legal and Regulatory Requirements' in the Independent Auditor's Report of even date to the members of the company on the Standalone Financial Statements for the year ended 31.03.2023]

Based on the audit procedures performed for the purpose of reporting a true and fair view on the Standalone Financial Statements of the Company and taking into consideration the information and explanations given to us and the books of account and other records examined by us in the normal course of audit, we report that:

(i)

(a) As per the information and explanations given to us,

(A) The Company has maintained proper records showing full particulars, including quantitative details and situation of Property, Plant and Equipment and relevant details of Right of Use assets.

(B) The Company has maintained proper records showing full particulars of intangible assets;

(b) As per the information and explanations given to us, the Property, Plant and Equipment and Right of Use assets have been physically verified by the management at reasonable intervals, which in our opinion is reasonable, having regard to the size of the Company and the nature of its assets. According to information and explanations given to us, no material discrepancies were noticed on such verification.

(c) According to the information and explanation given to us and on the basis of our examination of records of the Company, the title deeds of immovable properties recorded as fixed assets in the books of account of the Company are held in the name of the Company. During the year, pursuant to the MCA's approval of the Demerger Scheme on 22.02.2023, Non-Core assets have been transferred by the Company to The Shipping Corporation of India Land and Assets Limited. These transferred assets inter-alia included certain immovable properties for which title deeds were not available as on the date of transfer.

(d) As per the information and explanations given to us, the Company has not revalued its Property, Plant and Equipment (including Right of Use assets) or intangible assets or both during the year. Accordingly reporting under clause 3 (i) (d) of the Order is not applicable to the Company.

(e) As per the information and explanations given to us, no proceedings have been initiated or are pending against the company for holding any benami property under the Benami Transactions (Prohibition) Act, 1988 (45 of 1988) and rules made thereunder. Accordingly reporting under clause 3 (i) (e) of the Order is not applicable to the Company.

(ii)

(a) The inventory has been physically verified by the management during the year. In our opinion, the frequency of verification is reasonable and the coverage and procedure of such verification by the management is adequate. In our opinion, the Company is maintaining proper records and no material discrepancies were noticed on physical verification of inventory during the year.

(b) In our opinion and according to the information and explanation given to us, the Company has availed unsecured working capital limits in excess of five crore rupees from Banks. As per the Bank's sanction terms, there is no requirement for submission of returns or statements by the Company.

(iii) The Company has made investments in, provided any guarantee or security or granted any loans or advances in the nature of loans, secured or unsecured, to companies, firms, Limited Liability Partnerships or any other parties as per details mentioned below:

DETAILS OF GUARANTEE, SECURITY, LOAN AND ADVANCES IN NATURE OF LOANS

(Amount ₹ in lakhs)

Particulars	Guarantees	Security	Loans	Advances in nature of loans
Aggregate amount granted / provided during the year:				
- Subsidiaries	Nil	Nil	111	Nil
- Joint Ventures	Nil	Nil	Nil	Nil
- Associates	Nil	Nil	Nil	Nil
- Others	Nil	Nil	206	Nil
Balance outstanding as at balance sheet date in respect of above cases:				
- Subsidiaries	Nil	Nil	140	Nil
- Joint Ventures	5,889	Nil	20,091	Nil
- Associates	Nil	Nil	Nil	Nil
- Others	Nil	Nil	2,240	Nil

b. The investments made, guarantees provided, security given and the terms and conditions of the grant of all loans and advances in nature of loans and guarantees provided are not prejudicial to the company's interest.

c. In our opinion and according to the information and explanations given to us, in respect of loans no schedule of repayment of principal and payment of interest has been stipulated as the loans are repayable on demand. According to the information and explanations given to us, there are no advances in the nature of loans, during the year.

d. In our opinion and according to the information and explanations given to us, there are no overdue amounts for more than ninety days.

e. In our opinion and according to the information and explanation given to us, the Company has not granted any any loan or advance in the nature of loan granted which has fallen due during the year, has been renewed or extended or fresh loans granted to settle the overdues of existing loans given to the same parties.

f. The Company has granted loans either repayable on demand or without specifying any terms or period of repayments, details for which have been mentioned below –

(Amount ₹ in lakhs)

Particulars	All Parties	Promoters	Related Parties	
			Joint Venture	Subsidiary
Aggregate amount of loans / advances in nature of loans:				
- Repayable on demand (A)	Nil	Nil	20,091	Nil
- Agreement does not specify any terms or period of repayment (B)	Nil	Nil	Nil (Repayable on demand as per agreement.)	Nil
Total (A+B)	**Nil**	**Nil**	**20,091**	**Nil**
Percentage of loans/ advances in nature of loans to the total loans	Nil	Nil	100	Nil

(iv) Based on information and explanation given to us, the Company has not advanced loans to the Directors/ to a Company in which the Directors are interested under section 185 of the Act read with proviso 185(1)(a). Further, the provisions of section 186 of the Act are not applicable to the Company.

(v) In our opinion and according to the information and explanations given to us, the Company has neither accepted any deposits nor any amounts which are deemed to be deposits from the public within the provisions of sections 73 to 76 of the Act and the rules framed there under. Therefore, clause 3(v) of the Order is not applicable to the Company.

(vi) The Central Government has not prescribed the maintenance of cost records for any of the business activities carried out by the Company under sub-section (1) of section 148 of the Act and the rules framed there under. Therefore, clause 3(vi) of the Order is not applicable to the Company.

(vii)

(a) According to the information and explanation given to us, the Company is generally regular in depositing with appropriate authorities, undisputed statutory dues including Goods and Services Tax, provident fund, employees' state insurance, income-tax, sales-tax, service tax, duty of customs, duty of excise, value added tax, cess and any other statutory dues applicable to it. There were no undisputed amounts payable in respect of Goods and Services Tax, provident fund, employees' state insurance, income-tax, sales-tax, service tax, duty of customs, duty of excise, value added tax, cess and any other statutory dues applicable to it, which were outstanding, at the year end, for a period of more than six months from the date they became payable.

(b) According to the information and explanation given to us, statutory dues referred to in sub-clause (a) above which have not been deposited at the year-end on account of disputes, are as follows:

(Amount in ₹ lakhs)

Name of the statute	Nature of dues	The Forum / Authority where Dispute is pending	Period to which the amount relates	Sum of Amount Involved	Sum of Amount Paid Under Protest	Sum of Unpaid Amount
Finance Act, 1994	Service Tax	CESTAT	April 2009 to June 2017	2,17,371.96	3,551.53	2,13,820.43
Finance Act, 1994	Service Tax	Commissioner (Appeals)	Oct 2014 to Jun 2017	221.57	8.03	213.54
Finance Act, 1994	Service Tax	CESTAT**	Oct 2009 to Sep 2014	17,386.80	Nil	17,386.80
Finance Act, 1994	Service Tax	Commissioner (Appeals)	Apr 2009 to July 2014	1,495.17	767.00	728.17
Sales Tax	VAT	Bombay High Court/ Asst Comm (GVAT)	1993-94, 1994-95, & Apr 2017 to June 2017	245.69	95.00*	150.69

Name of the statute	Nature of dues	The Forum / Authority where Dispute is pending	Period to which the amount relates	Sum of Amount Involved	Sum of Amount Paid Under Protest	Sum of Unpaid Amount
Income Tax Act, 1961	U/s 195	Bombay High Court	FY 2003-04 to FY 2005-06	9,820.00	Nil	9,820.00
Income Tax Act, 1961	Tax U/s 143(3)	Bombay High Court	FY 2004-05	1,783.40	Nil	1,783.40
Income Tax Act, 1961	Tax U/s 147	Bombay High Court	FY 2005-06	1,613.77	Nil	1,613.77
Income Tax Act, 1961	Tax U/s 143(3)	Bombay High Court	FY 2006-07	2,883.97	Nil	2,883.97
Income Tax Act, 1961	Tax U/s 143(3)	Bombay High Court	FY 2008-09	104.00	Nil	104.00
Income Tax Act, 1961	Tax U/s 143(3) & 271(1)(c)	ITAT Mumbai/ CIT (A)	FY 2009-10#	2,523.15	Nil	2,523.15
Income Tax Act, 1961	Tax U/s 201(1) 201(1A)	CIT(A) Mumbai	FY 2010-11	2,170.00	109.00	2,061.00
Income Tax Act, 1961	Tax U/s 143(3)	CIT(A) Mumbai	FY 2011-12#	186.00	Nil	186.00
Income Tax Act, 1961	Tax U/s 143(3)	CIT(A) Mumbai	FY 2012-13#	1,004.00	Nil	1,004.00
Income Tax Act, 1961	Tax U/s 143(3)	CIT(A) Mumbai	FY 2014-15#	4,991.00	851.00	4,140.00
Income Tax Act, 1961	Tax U/s 143(3)	CIT(A) Mumbai	FY 2015-16 #	2,349.00	Nil	2,349.00
Income Tax Act, 1961	Tax U/s 143(3)	CIT(A) Mumbai	FY 2016-17 #	2,368.00	Nil	2,368.00

*(According to the directions received from Bombay High Court in respect of financial year 2017-18, the Company has deposited the amount of ₹ 95 lakhs with the Prothonotary and Senior master of High Court, until the issue is decided by the Hon'ble court.)

Refer Note No.27 for further details.

** The Company has to file appeal within 3 months from the date of order received on 04.05.2023.

(viii) According to the information and explanations given to us, there were no transactions relating to previously unrecorded income that have been surrendered or disclosed as income during the year in the tax assessments under the Income Tax Act, 1961 (43 of 1961).

(ix) According to the information and explanations given to us,

(a) the Company has not defaulted in repayment of loans or other borrowings or in the payment of interest thereon to any lender.

(b) the Company has not been declared willful defaulter by any bank or financial institution or other lender.

(c) the Company has applied the term loans for the purpose for which the loans were obtained.

(d) the Company has not utilised the funds raised on short term basis for long term purposes.

(e) the Company has not taken any funds from any entity or person on account of or to meet the obligations of its subsidiary, and joint ventures and hence reporting under clause 3(ix)(e) of the Order is not applicable.

(f) the Company has not raised loans on the pledge of securities held in its subsidiary and joint ventures during the year and hence reporting under clause 3(ix)(f) of the Order is not applicable.

(x)

(a) The Company has unutilized proceeds amounting to ₹13,385 lakhs raised through further public offer (FPO) in the earlier years. During the year, the aforesaid utilized amount has remained the same and the unutilized proceeds are continued to be kept in fixed deposits.

(b) According to the information and explanations given to us, the company has not made any preferential allotment or private placement of shares or convertible debentures (fully, partially or optionally convertible) during the year.

(xi)

(a) During the course of our examination of the books and records of the Company, carried out in accordance with the generally accepted auditing practices in India, and according to the information and explanations given to us, we have neither come across any instance of fraud by the Company or any fraud on the Company, noticed or reported during the year, nor have we been informed of any such instance by the management.

(b) During the year, no report under sub-section (12) of section 143 of the Companies Act has been filed by the auditors in Form ADT-4 as prescribed under rule 13 of Companies (Audit and Auditors) Rules, 2014 with the Central Government.

(c) According to the information and explanations given to us, the Company has not received any whistle-blower complaints during the year.

(xii) In our opinion and according to the information and explanations given to us, the Company is not a Nidhi Company. Therefore, paragraph 3(xii) (a), (b) and (c) of the Order are not applicable to the Company.

(xiii) According to the information and explanation given to us, all transactions entered into by the Company with the related parties are in compliance with sections 177 and 188 of Act, where applicable, and the details have been disclosed in the Standalone Financial Statements as required by the applicable accounting standards.

(xiv)

(a) In our opinion and according to the information and explanations given to us, the Company has an internal audit system commensurate with its current size and nature of its business.

(b) We have considered the internal audit reports for the year under audit, issued to the Company and till date, in determining the nature, timing and extent of our audit procedures.

(xv) In our opinion and according to the information and explanations given to us, the Company has not entered into any non-cash transactions with directors or persons connected with them during the year and therefore, paragraph 3(xv) of the Order is not applicable to the Company.

(xvi)

(a) According to the information and explanation given to us, the Company is not required to be registered under section 45-IA of the Reserve Bank of India Act, 1934 and therefore, paragraph 3(xvi) (a) of the Order is not applicable to the Company.

(b) According to the information and explanation given to us, there are no Non-Banking Financial or Housing Finance activities and therefore, paragraph 3(xvi) (b) of the Order is not applicable to the Company.

(c) According to the information and explanation given to us, the company is not a Core Investment Company (CIC) as defined in the regulations made by the Reserve Bank of India and therefore, paragraph 3(xvi) (c) of the Order is not applicable to the Company.

(d) According to the information and explanation given to us, the Group (the Company and its one subsidiary and four JVs) does not have any CIC as part of the Group and hence clause 3(xvi)(d) of the Order is not applicable to the Company.

(xvii) On an overall examination of the financial statements and in our opinion, the Company has not incurred cash losses in the financial year and in the immediately preceding financial year.

(xviii) During the year there has not been any resignation of the statutory auditors and therefore, paragraph 3(xviii) of the Order is not applicable to the Company.

(xix) On the basis of the financial ratios, ageing and expected dates of realization of financial assets and payment of financial liabilities, other information accompanying the financial statements, our knowledge of the Board of Directors and management plans, we are of the opinion that no material uncertainty exists as on the date of the audit report that the company is not capable of meeting its liabilities existing at the date of balance sheet as and when they fall due within a period of one year from the balance sheet date. We however state that this is not an assurance as to the future viability of the Company. We further state that our reporting is based on the facts up to the date of the audit report and we neither give any guarantee nor any assurance that all liabilities falling due within a period of one year from the balance sheet date, will get discharged by the Company as and when they fall due.

(xx)

(a) There are no unspent amounts as on 31.03.2023 that are required to be transferred to a fund specified in Schedule VII of the Companies Act (the Act), in compliance with second proviso to sub section 5 of section 135 of the Act. This matter has been disclosed in note no. 25(b) to the financial statements.

(b) According to the information and explanations given to us, any amount remaining unspent under section (5) of section 135 of Companies Act, pursuant to any ongoing project, has been transferred to special account in compliance with provision of sub section (6) of section 135 of the said Act.

For V.Sankar Aiyar & Co.
Chartered Accountants
FRN: 109208W

S Nagabushanam
Partner
Membership No.107022
UDIN: 23107022BGXGSN1181

For Chokshi & Chokshi LLP
Chartered Accountants
FRN: 101872W/W100045

Kiran Bhoir
Partner
Membership No.159960
UDIN: 23159960BGZABE2523

Place: Mumbai
Date: 09.05.2023

[Referred to in paragraph 2(f) under 'Report on Other Legal and Regulatory Requirements' section in our Independent Auditor's Report of even date to the members of The Shipping Corporation of India Limited on the Standalone Financial Statements for the year ended 31.03.2023]

Report on the Internal Financial Controls with reference to Standalone Financial Statements under clause (i) of sub-section 3 of section 143 of the Companies Act, 2013 ("the Act")

We have audited the internal financial controls with reference to Standalone Financial Statements of The Shipping Corporation of India Limited ("the Company") as of 31.03.2023 in conjunction with our audit of the Standalone Financial Statements of the Company for the year ended on that date.

Management's Responsibility for Internal Financial Controls

The Company's management is responsible for establishing and maintaining internal financial controls based on the internal control with reference to financial statements criteria established by the Company considering the essential components of internal control stated in the Guidance Note on Audit of Internal Financial Controls Over Financial Reporting (the "Guidance Note") issued by the Institute of Chartered Accountants of India ("ICAI"). These responsibilities include the design, implementation and maintenance of adequate internal financial controls that were operating effectively for ensuring the orderly and efficient conduct of its business, including adherence to Company's policies, the safeguarding of its assets, the prevention and detection of frauds and errors, the accuracy and completeness of the accounting records, and the timely preparation of reliable financial information, as required under the Act.

Auditors' Responsibility

Our responsibility is to express an opinion on the Company's internal financial controls with reference to financial statements based on our audit. We conducted our audit in accordance with the Guidance Note and the Standards on Auditing specified under section 143(10) of the Act to the extent applicable to an audit of internal financial controls, both issued by the ICAI. Those Standards and the Guidance Note require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether adequate internal financial controls with reference to financial statements was established and maintained and if such controls operated effectively in all material respects.

Our audit involves performing procedures to obtain audit evidence about the adequacy of the internal financial controls with reference to financial statements and their operating effectiveness.

Our audit of internal financial controls with reference to financial statements included obtaining an understanding of internal financial controls with reference to financial statements, assessing the risk that a material weakness exists, and testing and evaluating the design and operating effectiveness of internal controls based on the assessed risk. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion on the Company's internal financial controls with reference to financial statements.

Meaning of Internal Financial Controls with reference to Financial Statements

A company's internal financial control with reference to financial statements is a process designed to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles. A company's internal financial control with reference to financial statements includes those policies and procedures that (1) pertain to the maintenance of records that, in reasonable detail, accurately and fairly reflect the transactions and dispositions of the assets of the company; (2) provide reasonable assurance that transactions are recorded as necessary to permit preparation of financial statements in accordance with generally accepted accounting principles, and that receipts and expenditures of the company are being made only in accordance with authorisations of management and directors of the company; and (3) provide reasonable assurance regarding prevention or timely detection of unauthorised acquisition, use, or disposition of the company's assets that could have a material effect on the financial statements.

Inherent Limitations of Internal Financial Controls with reference to Financial Statements

Because of the inherent limitations of internal financial controls with reference to financial statements, including the possibility of collusion or improper management override of controls, material misstatements due to error or fraud may occur and not be detected. Also, projections of any evaluation of the internal financial controls with reference to financial statements to future periods are subject to the risk that the internal financial controls with reference to financial statements may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate.

Opinion

In our opinion, and to the best of our information and according to explanations given to us, the Company has, in all material respects, adequate internal financial controls with reference to financial statements and such internal financial controls with reference to financial statements were operating effectively as at 31.03.2023, based on the internal control with reference to financial statements criteria established by the Company considering the essential components of internal control stated in the Guidance Note issued by the ICAI.

For V.Sankar Aiyar & Co.
Chartered Accountants
FRN: 109208W

S Nagabushanam
Partner
Membership No.107022
UDIN: 23107022BGXGSN1181

For Chokshi & Chokshi LLP
Chartered Accountants
FRN: 101872W/W100045

Kiran Bhoir
Partner
Membership No.159960
UDIN: 23159960BGZABE2523

Place: Mumbai
Date: 09.05.2023

Annexure 3(a) - Directions under Section 143(5) of the Companies Act, 2013

On the accounts of The Shipping Corporation of India Limited for the financial year 2022-23

Sr. No.	Directions	Auditors' comments including Action taken wherever required to be taken	Impact on the Accounts and financial statements
1	Whether the company has system in place to process all the accounting transactions through IT system? If No, the implications of processing of accounting transactions outside IT system on the integrity of the accounts along with the financial implications, if any, may be stated.	The Company has SAP as Accounting System and other major operating software's such as Danaos, Afsys etc. All these software's are integrated with each other and there are no transactions, which are accounted outside the IT System.	No Impact
2	Whether there is any restructuring of an existing loan or cases of waiver/write off of debts /loans/interest etc. made by a lender to the company due to the company's inability to repay the loan? If yes, the financial impact may be stated.	As observed during the course of audit and explained to us, there is no restructuring of an existing loan or cases of waiver/write off of debts /loans/interest etc. made by a lender to the company due to the company's inability to repay the loan.	No Impact
3	Whether funds received/receivable for specific schemes from central/ state agencies were properly accounted for/ utilized as per its term and conditions? List the cases of deviation.	As observed during the course of audit and explained to us, the Company has received two subsidies in earlier years, status of the same is as follows:	
		a) Subsidies towards Cargo Shipping Service between India and Maldives: During the financial year 2020-21, the Company has received subsidy amounting to ₹ 2110 lakhs, out of which, ₹ 187 lakhs has been utilised as per the terms and conditions specified in the sanction letter dated 10.08.2020 issued by the then Ministry of Shipping (Now Ministry of Ports, Shipping and Waterways) ('MoPSW'). Also, during the financial year 2022-23, the Company has received subsidy amounting to ₹ 1616 lakhs vide sanction letter dated 17.03.2023 from MoPSW. The said amount has remained unutilised as on 31.03.2023. Further, the unutilized amount of ₹ 3539 lakhs has been disclosed as liability after adjusting the expenses net of income against the subsidy amount as on 31.03.2023. The balance amount is placed in Fixed Deposit and Interest earned against such deposit will be remitted to the Consolidated Fund of India after finalisation of accounts for the year ended 31.03.2023. Also, the same is in compliance with the provisions of Ind AS 20 Government Grants.	Impact
		b) Related to Myanmmar Service, the Company has accounted and utilised the grant as per its terms and conditions and the amount spent in excess of the grant amounting to ₹ 467 lakhs is shown as receivable and being doubtful advances, full provision has been made on the same	No Impact

Annexure 3(b) - Additional directions under Section 143(5) of the Companies Act, 2013 in respect of The Shipping Corporation of India Limited for the financial year 2022-23

Sr. No.	Additional Directions	Auditors' comments including Action taken wherever required to be taken	Impact on the Accounts and financial statements
1	Whether Substantial portion of Revenue Booked/ invoices raised are reversed or cancelled?	As observed during the course of audit and explained to us, no substantial portion of revenue booked / invoices raised by the company are reversed or cancelled except that in the normal course of business and due to provision created at the cut-off date as per relevant Ind AS.	No Impact
2	State the system for providing Impairment to vessels?	To determine Impairment of each vessel, carrying amount of the vessel is compared with its recoverable amount. Where the carrying amount of the vessel exceeds the recoverable amount, an impairment loss for the vessel is recognized. Recoverable amount of the vessel is higher of its Market Value or Value in use as on the balance sheet date. Market value of vessels at Balance Sheet date are based on valuation reports provided by reputed valuation firms. Value in use of vessels is based on projections of Future Cash inflows & Outflows generated from the use of the vessel and its subsequent sale. Cash inflows and outflows used in the calculation are based on market report of research and advisory firms as well as best available management estimates. Cash Inflow on sale of vessels is considered as their Scrap Value at the end of their useful life. The Value in use of Vessels as on the reporting date is arrived at by discounting the Net Cash Inflows by using Weighted Average Cost of Capital (WACC).	No Impact
3	State the system for bifurcating repairs and expense for capitalization and charging to revenue. Whether repairs and expenses which do not add to useful life of vessels are capitalized?	As per the company's accounting policy, expenses incurred during the planned dry docking of vessels and other major repair expenses of vessels like replacement of auxiliary engine etc. are capitalised in the asset's carrying amount if it is probable that future economic benefits associated with the item will flow to the entity and the cost of the item can be measured reliably as per the recognition criteria of Ind AS 16. All other repairs and expenses that do not meet the recognition criteria of Ind AS 16 are charged to revenue. As observed during the course of audit, repairs and other expenses which do not add to useful life of vessels are not capitalised by the Company and the same are charged to revenue.	No Impact
4	Whether Title to all investments /FD actually available with the Company?	Title to all Investments including investments in shares & fixed deposits are available with the company except for the Surplus cash as per Demerger Scheme kept in Fixed Deposits, and which are in the process of getting transferred to SCILAL with effect from appointed date as per MCA order dated 22.02.2023.	No Impact

Sr. No.	Additional Directions	Auditors' comments including Action taken wherever required to be taken	Impact on the Accounts and financial statements
5	Whether balance payable to Agents as at the year-end is correctly reflected under the "Liability" head in Balance Sheet?	Yes, as observed during the course of audit at the end of the year and explained to us, where money is payable to the agent, such balances are disclosed under the "Liability" head in the balance sheet, subject to reconciliation with Agents.	No Impact
6	Whether the company is rendering services to other entities without any formal agreement? If yes, whether the company is getting reimbursement of the same in time and whether any interest is claimed / received for delayed payments?	In respect of Andaman and Nicobar Administration and Union Territory of Lakshadweep, the respective agreements have expired and not renewed after 2015 and 31.03.2022. In case of Technical Consultancy Income the Company is accounting income as per new rates and making provision for the differential amount between new rate and old rate. However, no interest is claimed on delayed payments. In case of O&M Vessels the Company is accounting income as per old rates only. Interest is being charged on outstanding amount on yearly basis for delayed payments.	Impact

For V.Sankar Aiyar & Co.
Chartered Accountants
FRN: 109208W

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For Chokshi & Chokshi LLP
Chartered Accountants
FRN: 101872W/W100045

Kiran Bhoir
Partner
Membership No.159960
UDIN: 23159960BGZABE2523

Place: Mumbai
Date: 09.05.2023

STANDALONE BALANCE SHEET

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Notes	As at 31 March 2023	As at 31 March 2022
ASSETS			
Non-current assets			
Property, plant and equipment	3	7,38,767	7,60,588
Capital work-in-progress	4	3,351	5,831
Right-of-use asset	5	1,569	1,809
Other intangible assets	6	-	9
Financial assets			
i. Investments	7(a)	7,898	7,837
ii. Loans	7(b)	22,315	20,882
iii. Other financial assets	7(c)	892	1,347
Deferred tax assets (net)		-	-
Income Tax assets (net)	8	32,858	21,143
Other non-current assets	9	14,576	13,019
Total non-current assets		**8,22,226**	**8,32,465**
Current assets			
Inventories	10	15,000	17,479
Financial assets			
i. Investments		-	-
ii. Trade receivables	7(d)	1,01,811	63,721
iii. Cash and cash equivalents	7(e)	31,721	28,296
iv. Bank balances other than (iii) above	7(f)	23,615	10,278
v. Loans	7(b)	176	169
vi. Other financial assets	7(c)	74,400	74,953
Other current assets	9	22,224	18,741
Total current assets		**2,68,947**	**2,13,637**
Assets classified as held for sale	11	-	-
Total assets		**10,91,173**	**10,46,102**
EQUITY AND LIABILITIES			
Equity			
Equity share capital	12	46,580	46,580
Other Equity	13	5,90,564	5,11,117
Total equity		**6,37,144**	**5,57,697**
LIABILITIES			
Non-current liabilities			
Financial liabilities			
i. Borrowings	14(a)	1,65,915	2,14,619
ii. Lease Liabilities	14(b)	1,960	2,101
iii. Other financial liabilities	14(c)	131	135
Provisions	15	6,733	6,863
Deferred tax liabilities (net)	16	98	83
Other non-current liabilities	17	-	-
Total non-current liabilities		**1,74,837**	**2,23,801**

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Notes	As at 31 March 2023	As at 31 March 2022
Current liabilities			
Financial liabilities			
i. Borrowings	14(d)	92,379	1,03,119
ii. Lease Liabilities	14(b)	204	198
iii. Trade payables			
(a) total outstanding dues of micro enterprises and small enterprises; and	14(e)	5,054	3,714
(b) total outstanding dues of creditors other than micro enterprises and small enterprises	14(e)	1,34,230	1,19,896
iv. Other financial liabilities	14(c)	30,159	22,107
Other current liabilities	17	15,503	14,191
Provisions	15	1,663	1,379
Total current liabilities		**2,79,192**	**2,64,604**
Total liabilities		**4,54,029**	**4,88,405**
Total equity and liabilities		**10,91,173**	**10,46,102**

The accompanying note no.1 to 48 are an integral part of these Standalone Financial Statements.

As per our report of even date attached hereto.

For and on behalf of the Board of Directors,

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

For Chokshi & Chokshi LLP,
Chartered Accountants
FR. No. 101872W/W100045

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

CA S Nagabushanam
Partner
Membership No. 107022

CA Kiran Bhoir
Partner
Membership No. 159960

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Mumbai, Dated the 9th May, 2023

STANDALONE STATEMENT OF PROFIT AND LOSS

(All amounts in INR lakhs, unless otherwise stated)

Sr. No	Particulars	Note	Year ended 31 March 2023	Year ended 31 March 2022
I	Revenue From operations	18,19	5,79,395	4,98,803
II	Other Income	20	11,270	9,822
III	**Total Income (I+II)**		**5,90,665**	**5,08,625**
IV	**Expenses**			
	Cost of services rendered	21	3,47,884	2,89,885
	Employee benefits expense	22	47,781	48,342
	Finance costs	23	18,419	15,770
	Depreciation and amortisation expense	24	75,316	63,525
	Other expenses	25	27,967	7,701
	Total expenses (IV)		**5,17,367**	**4,25,223**
V	**Profit/(Loss) before exceptional items and tax (III-IV)**		**73,298**	**83,402**
VI	Exceptional items		-	-
VII	**Profit/(Loss) before tax (V-VI)**		**73,298**	**83,402**
VIII	**Tax expense**	28		
	Current tax		2,581	4,282
	Tax pertaining to earlier years		(9,309)	104
	Deferred tax		14	5
	Total tax expense (VIII)		**(6,714)**	**4,391**
IX	**Profit/(Loss) for the period (VII-VIII)**		**80,012**	**79,011**
X	**Other comprehensive income**			
	Items that will not be reclassified to profit or loss:			
	Remeasurements gain/(loss) of defined benefit plans		972	1,447
	Other comprehensive income for the period, net of tax (X)		**972**	**1,447**
XI	**Total comprehensive income for the period (IX+X)**		**80,984**	**80,458**
XII	**Earnings per equity share**	26		
	(1) Basic earnings per share (in ₹)		17.18	16.96
	(2) Diluted earnings per share (in ₹)		17.18	16.96

The accompanying note no.1 to 48 are an integral part of these Standalone Financial Statements.

As per our report of even date attached hereto.

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DIN - 08966904

Mumbai, Dated the 9th May, 2023

Mumbai, Dated the 9th May, 2023

(All amounts in INR lakhs, unless otherwise stated)

Particulars		Year ended 31 March 2023	Year ended 31 March 2022
A Cash Flow from operating activities			
Profit/(Loss) before income tax		73,298	83,402
Adjustments for			
Add:			
Depreciation and amortisation expenses		75,316	63,525
Finance costs		12,073	6,543
Bad debts and irrecoverable balances written off		454	31
Provision for doubtful debts		3,878	781
Write off of Fixed Assets		60	134
Write off of Investment in SCILAL		-	1
Foreign Currency Fluctuations		6,958	14,699
Less:			
Dividend received from Joint Ventures		(1,478)	(394)
Interest received		(4,676)	(6,675)
Excess Provisions written back		(8)	(690)
Profit on sale of investment		(565)	(569)
Surplus on sale of fixed assets		62	-
Change in non-current investment due to fair valuation		(62)	(24)
Change in operating assets and liabilities			
(Increase)/Decrease in Trade Receivables		(38,242)	(302)
(Increase)/Decrease in Other Current / Non Current Assets		(6,275)	(42,007)
(Increase)/Decrease in inventories		2,479	(8,719)
Increase/(Decrease) in Trade Payables		17,962	37,164
Increase/(Decrease) in Other Current / Non Current Liabilities		10,372	3,292
Cash generated from operations		**1,51,606**	**1,50,192**
Income taxes paid		(4,987)	(6,052)
Net cash inflow from operating activities	**(A)**	**1,46,619**	**1,44,140**
B Cash flow from investing activities:			
Purchase of property, plant and equipment/ intangible assets		(47,581)	(49,179)
Sale proceeds of property, plant and equipment		-	31
Dividend Received from Joint Ventures		1,478	394
Purchase of investments		-	(1)
Purchase/sale of investments (net)		565	569
Loans given to Subsidiary - ICSL		(90)	(50)
Loan remmited / Recovery to/from employees and Joint venture		156	(1,753)
Other Deposits with banks		(12,842)	(29,657)
Advances and other Deposits		197	43
Interest received		6,089	6,532
Net cash inflow / (outflow) from investing activities	**(B)**	**(52,028)**	**(73,071)**
C Cash flow from financing activities			
Long term loans repaid		(60,556)	(56,814)
Short term loans borrowed/(repaid)		(19,497)	(556)
Interest paid		(10,887)	(6,211)
Dividend Paid		(1,532)	(1,161)

(All amounts in INR lakhs, unless otherwise stated)

Particulars		Year ended 31 March 2023	Year ended 31 March 2022
Payment of Lease liability		(165)	(160)
Other financing costs		(357)	(365)
Net cash outflow from financing activities	**(C)**	**(92,994)**	**(65,267)**
Net increase/(decrease) in cash and cash equivalents	**(A+B+C)**	**1,597**	**5,802**
Cash and cash equivalents at the beginning of the financial year		28,296	22,402
Exchange difference on translation of foreign currency cash and cash equivalents		1,828	92
Cash and cash equivalents at the end of the year**		**31,721**	**28,296**
** Comprises of			
Balances with banks in current accounts#		7,233	8,922
Balances with banks in deposits account with original maturity of less than three months @		24,488	19,374
Total		**31,721**	**28,296**

# Balances with banks in current accounts unavailable for use	31 March 2023	31 March 2022
Unspent CSR money	48	3
Unpaid dividend	15	10
Unspent Staff welfare fund	-	115
Total	**63**	**128**

@ Balances with banks in deposits account with original maturity of less than three months unavailable for use	31 March 2023	31 March 2022
Unutilized Govt subsidy fund of Male service	1,691	200
Superannuation Fund	5,853	3,625
Total	**7,544**	**3,825**

Note:

Consequent to demerger, Non-Core assets transferred to SCILAL inter-alia included fixed deposits of ₹1,00,000 lakhs having maturity of more than three months, which hitherto were considered as cash out flow in investing activity, have been excluded from the cash flow statement.

The accompanying note no.1 to 48 are an integral part of these Standalone Financial Statements.

As per our report of even date attached hereto.

For and on behalf of the Board of Directors,

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

For Chokshi & Chokshi LLP,
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Shri C.I. Acharya
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DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Mumbai, Dated the 9th May, 2023

(All amounts in INR lakhs, unless otherwise stated)

A. EQUITY SHARE CAPITAL

For the Year ended 31 March 2023

Balance at the beginning of the current reporting period	Changes in Equity Share Capital due to prior period errors	Restated balance at the beginning of the current reporting period	Changes in equity share capital during the current year	Balance at the end of the current reporting period
4,65,79,90,100	-	-	-	4,65,79,90,100

For the Year ended 31 March 2022

Balance at the beginning of the current reporting period	Changes in Equity Share Capital due to prior period errors	Restated balance at the beginning of the current reporting period	Changes in equity share capital during the current year	Balance at the end of the current reporting period
4,65,79,90,100	-	-	-	4,65,79,90,100

B. OTHER EQUITY

For the Year ended 31 March 2023

Particulars	Share application money pending allotment	Equity component of compound financial instrument	Reserves and Surplus						Debt instruments through Other Comprehensive Income	Equity Instruments through Other Comprehensive Income	Effective portion of Cash Flow Hedges	Revaluation Surplus	Exchange differences on translating the financial statements of a foreign operation	Other items of Other Comprehensive Income(specify nature)	Money received against share warrants	Total
			Capital Reserve	Securities Premium	General Reserve	Tonnage Tax Reserve	Tonnage Tax Reserve (Utilised)	Retained Earnings								
Balance at the beginning of the current reporting period	-	-	15,205	52,177	4,77,958	26,660	-	(60,883)	-	-	-	-	-	-	-	5,11,117
Changes in accounting policy or prior period errors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Restated balance at the beginning of the current reporting period	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Comprehensive Income for the current year	-	-	-	-	-	-	-	80,984	-	-	-	-	-	-	-	80,984
Dividends	-	-	-	-	-	-	-	(1,537)	-	-	-	-	-	-	-	(1,537)
Dividend distribution tax paid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to retained earnings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Tonnage Tax Reserve pertains to Previous year	-	-	-	-	-	-	-	(1,107)	-	-	-	-	-	-	-	(1,107)

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Share application money pending allotment	Equity component of compound financial instrument	Reserves and Surplus						Debt instruments through Other Comprehensive Income	Equity Instruments through Other Comprehensive Income	Effective portion of Cash Flow Hedges	Revaluation Surplus	Exchange differences on translating the financial statements of a foreign operation	Other items of Other Comprehensive Income(specify nature)	Money received against share warrants	Total
			Capital Reserve	Securities Premium	General Reserve	Tonnage Tax Reserve	Tonnage Tax Reserve (Utilised)	Retained Earnings								
Transfer to Tonnage tax reserve	-	-	-	-	-	-	-	(13,032)	-	-	-	-	-	-	-	(13,032)
Transfer from surplus in Statement of Profit & Loss account pertains to Previous year	-	-	-	-	-	1,107		-	-	-	-	-	-	-	-	1,107
Transfer from surplus in Statement of Profit & Loss account	-	-	-	-	-	13,032	-	-	-	-	-	-	-	-	-	13,032
Transfer to Tonnage tax reserve (utilised)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Tonnage tax reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Capital Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to General Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Retained Earnings	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-
Balance at the end of the current reporting period	-	-	15,205	52,177	4,77,958	40,799	-	4,425	-	-	-	-	-	-	-	5,90,564

(All amounts in INR lakhs, unless otherwise stated)

For the Year ended 31 March 2022

Particulars	Share application money pending allotment	Equity component of compound financial instrument	Reserves and Surplus						Debt instruments through Other Comprehensive Income	Equity Instruments through Other Comprehensive Income	Effective portion of Cash Flow Hedges	Revaluation Surplus	Exchange differences on translating the financial statements of a foreign operation	Other items of Other Comprehensive Income(specify nature)	Money received against share warrants	Total
			Capital Reserve	Securities Premium	General Reserve	Tonnage Tax Reserve	Tonnage Tax Reserve (Utilised)	Retained Earnings								
Balance at the beginning of the previous reporting period	-	-	15,205	52,177	5,53,527	12,450	-	1,10,263	-	-	-	-	-	-	-	7,43,622
Changes in accounting policy or prior period errors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Restated balance at the beginning of the previous reporting period	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Comprehensive Income for the previous year	-	-	-	-	-	-	-	80,458	-	-	-	-	-	-	-	80,458
Dividends	-	-	-	-	-	-	-	(1,164)	-	-	-	-	-	-	-	(1,164)
Dividend distribution tax paid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to retained earnings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Tonnage tax reserve	-	-	-	-	-		-	(14,210)	-	-	-	-	-	-	-	(14,210)
Transfer from surplus in Statement of Profit & Loss account	-	-	-	-	-	14,210	-	-	-	-	-	-	-	-	-	14,210
Transfer to Tonnage tax reserve (utilised)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Tonnage tax reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Capital Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to General Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Assets/ Liabilities as per Demerger Scheme	-	-	-	-	(75,569)	-	-	-	-	-	-	-	-	-	-	(75,569)

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Share application money pending allotment	Equity component of compound financial instrument	Reserves and Surplus						Debt instruments through Other Comprehensive Income	Equity Instruments through Other Comprehensive Income	Effective portion of Cash Flow Hedges	Revaluation Surplus	Exchange differences on translating the financial statements of a foreign operation	Other items of Other Comprehensive Income(specify nature)	Money received against share warrants	Total
			Capital Reserve	Securities Premium	General Reserve	Tonnage Tax Reserve	Tonnage Tax Reserve (Utilised)	Retained Earnings								
Upward valuation of MTI land as per demerger scheme	-	-	-	-	-	-	-	(2,37,359)	-	-	-	-	-	-	-	(2,37,359)
DTL on Upward valuation on MTI land as per demerger scheme	-	-	-	-	-	-	-	5,502	-	-	-	-	-	-	-	5,502
Retained earning of MTI segment as per demerger scheme	-	-	-	-	-	-	-	(4,373)	-	-	-	-	-	-	-	(4,373)
Balance at the end of the previous reporting period	-	-	15,205	52,177	4,77,958	26,660	-	(60,883)	-	-	-	-	-	-	-	5,11,117

The accompanying note no. 1 to 48 are an integral part of these Standalone Financial Statements.

As per our report of even date attached hereto.

For V.Sankar Aiyar & Co.,
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FR. No. 101872W/W100045

CA Kiran Bhoir
Partner
Membership No. 159960

Mumbai, Dated the 9th May, 2023

For and on behalf of the Board of Directors,

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Corporate Information

The Shipping Corporation of India Limited ("SCI" / "the Company") is the largest Indian Shipping company limited by shares, incorporated in 1961. The equity shares of the Company are listed on the Bombay Stock Exchange and National Stock Exchange in India. SCI is involved in the business of transporting goods. SCI's owned fleet includes Bulk Carriers, Crude Oil Tankers, Product Tankers, Container Vessels, LPG Carrier and Offshore Supply Vessels. In addition, SCI manages a large number of vessels on behalf of various government departments and other organizations.

The registered office of the Company is located at Shipping House, 245, Madame Cama Road, Nariman Point, Mumbai - 400 021.

Authorisation of Financial Statements: The Standalone Financial Statements were authorized for issue in accordance with a resolution of the Board of Directors in its meeting held on 09th May, 2023.

Note 1: Significant Accounting Policies

The principal accounting policies applied in the preparation of these Standalone Financial Statements are set out below. The accounting policies applied are consistent with those of the previous financial years.

1.1 Basis of Preparation

(a) Compliance with the Indian Accounting Standards

The Standalone Financial Statements of the Company have been prepared in accordance with the Indian Accounting Standards ("Ind AS") notified under Section 133 of the Companies Act, 2013 ("the Act") read with the Companies (Indian Accounting Standards) Rules, 2015 (as amended from time to time) to the extent applicable and current accounting practices prevailing within the Shipping Industry in India. The policies set out below have been consistently applied during the years presented.

(b) Historical Cost Convention

The Standalone Financial Statements have been prepared on a historical cost basis, except for the following assets and liabilities, which have been measured at fair value:

- Certain financial assets and financial liabilities;
- Defined Benefit Plans – Plan assets

Fair value is the price that would be received on sale of an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The Company uses valuation techniques that are appropriate in the circumstances and for which sufficient data are available to measure fair value, maximising the use of relevant observable inputs and minimising the use of unobservable inputs.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within the fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

- Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities
- Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable
- Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable

For assets and liabilities that are recognised in the financial statements on a recurring basis, the Company determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level of input that is significant to the fair value measurement as a whole) at the end of each reporting period.

(c) Current/Non-Current Classification:

The assets and liabilities reported in the balance sheet are classified as "current/non-current" as per the Company's normal operating cycle and other criteria set out in Schedule III to the Companies Act, 2013. Current assets are assets that are intended to be realized, sold or consumed during the normal operating cycle of the Company or within the 12 months following the balance sheet date; current liabilities are liabilities that are expected to be settled during the normal operating cycle of the Company or within the 12 months following the balance sheet date.

(d) All material prior period errors are adjusted retrospectively in the first set of financial statements approved for issue after their discovery by:

(i) Restating the comparative amounts for the prior period(s) presented in which the error occurred; or

(ii) If the error occurred before the earliest prior period presented, restating the opening balances of assets, liabilities and equity for the earliest prior period presented.

(e) The Standalone Financial Statements are presented in 'Indian Rupees' (INR), which is also the Company's functional currency and all amounts are rounded to the nearest lakhs, unless otherwise stated

(f) Amended Ind AS – Standards issued but not Effective: On March 31 2023, the Ministry of Corporate Affairs (MCA) has notified Companies (Indian Accounting Standards) Amendment Rules 2023. The notification has resulted into amendments in the following existing accounting standards. The effective date for adoption of this amendment is annual periods beginning from or after 01.04.2023. The Company has evaluated the amendment and adoption of amendments does not have any effect on financial statements

- **i) Ind AS 102- Share Based Payments**
- **ii) Ind AS 103- Business Combination**
- **iii) Ind AS 1- Presentation of Financial Statements**
- **iv) Ind AS 109- Financial Instruments**
- **v) Ind AS 115- Revenue from Contracts with Customers**
- **vi) Ind AS 8- Accounting Policies, Changes in Accounting Estimates and Errors**
- **vii) Ind AS 12- Income Taxes**
- **viii) Ind AS 34- Interim Financial Reporting**

1.2 Foreign currency translation

(a) Functional and Presentational Currency

Items included in the Standalone Financial Statements of the Company are measured using the currency of the primary economic environment in which the entity operates ('the functional currency'). The Standalone Financial Statements are presented in 'Indian Rupees' (INR), which is the Company's functional and presentation currency.

(b) Transactions and Balances

All foreign currency transactions are recorded at the previous day's available RBI reference rate/exchange rate published through FBIL (Financial Benchmarks India Private Limited). Since the RBI reference rate published through FBIL is available for four major currencies only i.e. USD, GBP, EUR, YEN, exchange rates of other currencies are taken from xe.com website.

The foreign currency balances in US Dollars, UK Pounds, Euro and Japanese YEN appearing in the books of account at the period end are translated into Indian Rupees at the available RBI reference rate/exchange rate published through FBIL at the period end. The foreign currency balances other than US Dollars, UK Pounds, Euro and Japanese YEN appearing in the books of account at the period end are translated into Indian Rupees at the rate available on xe.com website at the period end. Thereafter, the monetary assets and monetary liabilities as well as the Long Term Loans are translated into rupees at rate prevailing at the period end.

Exchange difference arising on repayment of liabilities and conversion of foreign currency closing balances pertaining to long term loans for acquiring ships / containers / other depreciable assets and asset under construction is recognised as follows:

a) In respect of long term loans outstanding as on 31.03.2016, exchange difference is adjusted in the carrying cost of respective assets.

b) In respect of long term loans taken after 31.03.2016, the exchange difference is charged / credited to Statement of Profit & Loss.

The exchange differences arising on translation of other monetary assets and liabilities are recognised in the Statement of profit and loss.

Non-monetary items carried at fair value that are denominated in foreign currencies are retranslated at the rates prevailing at the date when the fair value is determined. Non-monetary items that are measured in terms of historical cost in a foreign currency are not retranslated.

1.3 Property, Plant and Equipment

Items of property, plant and equipment acquired or constructed are stated at historical cost net of recoverable taxes, less accumulated depreciation and accumulated impairment of loss, if any. The cost of tangible assets comprises of its purchase price, borrowing costs and adjustment arising for exchange rate variations attributable to the assets, wherever applicable including any cost directly attributable till completion of maiden voyage for bringing the asset to the condition of its intended use.

Expenditure incurred on assets which are not ready for their intended use as on Balance Sheet date comprising direct cost, related incidental expenses and attributable borrowing cost (net of revenues during constructions) are disclosed under Capital Work-in-Progress.

Subsequent costs like expenditure on major maintenance refits or repairs including planned drydock are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Company and the cost of the item can be measured reliably. The carrying amount of the replaced part is derecognised. All other repair and maintenance costs are recognised in Statement of Profit and Loss as incurred.

Transition to Ind AS:

On transition to Ind AS -

a) a certain items of fleet have been measured at fair value and that fair value is used as deemed cost as on transition date.

b) All other assets which are not fair valued have been measured in accordance with Ind AS 16 retrospectively.

Depreciation:

Depreciation on all vessels is charged on "Straight Line Method" less residual value. In the case of Liner and Bulk Carrier vessels, the company has adopted useful life of 25 years as mentioned in Schedule II to the Companies Act, 2013. In case of Tankers & Offshore Vessels, the company has adopted a useful life of 25 years based on the technical parameters including design life and the past record. In case of VLGC vessel, the company has adopted a useful life of 30 years as mentioned in Schedule II to the Companies Act, 2013. Second hand vessels are depreciated over their remaining useful lives as determined by technical evaluation not exceeding 25 or 30 years from the date of original built.

Capitalised expenditures on dry-dock are depreciated until the next planned dry-docking and derecognised on recognition of new dry dock asset.

Depreciation on other tangible assets is provided on the straight line basis, over the estimated useful lives of assets as prescribed in the Schedule II of the Act, except in following cases:

1) Assets costing individually ₹ 5,000/- and below are fully depreciated in the year of acquisition.
2) Furnishing allowances given to Senior Executives are depreciated over a period of 3 years.

Depreciation on additions / deductions to PPE made during the year is provided on pro-rata basis from / up to the date of such additions / deductions, as the case may be.

Estimated useful lives, residual values and depreciation methods are reviewed annually, taking into account commercial and technological obsolescence as well as normal wear and tear and adjusted prospectively, if appropriate.

Retirement and Disposal of Assets

a) Assets which have been retired from operations for eventual disposal are exhibited separately –as Assets classified as held for sale.
b) Anticipated loss, if any, in the disposal of such assets is provided in the accounts for the year in which these have been retired from active use. For the purpose of determining the loss, the sale price is recognised, if contract for sale is concluded. In other cases, assessment of the realisable value is made on the basis of the prevailing market conditions. Losses on such assets are provided for after taking into account the expenses such as customs duty, sales tax / value added tax, GST etc. in connection with the disposal, as well as estimated expenses in maintaining the asset, till its sale. Wherever the exact amount under each item of expenses is not known, an assessment is done on the best estimate basis.
c) Profits on sale of assets are accounted for only upon completion of sale thereof.

1.4 Intangible assets

Intangible assets acquired are stated at cost less accumulated amortization and accumulated impairment losses, if any. The cost comprises of purchase price, borrowing costs and directly attributable costs for bringing the asset to the condition of its intended use.

Transition to Ind AS:

On transition to Ind AS, the company has elected to continue with the carrying value of all of intangible assets recognised as at April 1, 2015 measured as per the previous GAAP and use that carrying value as the deemed cost of intangible assets.

Amortisation

Amortization is charged on a straight-line basis over the estimated useful lives. The useful lives of intangible assets are either finite or indefinite. Finite-life intangible assets are amortised on a straight line basis over the period of their estimated useful lives. An intangible asset having indefinite useful life is not amortised but is tested for impairment annually. The estimated useful life and amortization method are reviewed at the end of each annual reporting period, with the effect of any changes in the estimate being accounted for on a prospective basis.

Intangible assets including software is amortised over the useful life not exceeding five years.

1.5 Borrowing Costs

Borrowing costs include interest, ancillary cost incurred in connection with the arrangement of borrowings, interest on lease liability and exchange differences arising from foreign currency borrowings availed on or after April 1, 2016, to the extent they are regarded as an adjustment to the interest cost as per Ind AS 23. Borrowing costs that are directly attributable to the acquisition or construction of qualifying assets are capitalised as part of the cost of such assets. A qualifying asset is one that necessarily takes substantial period of time to get ready for its intended use. All other borrowing costs are charged to the Statement of Profit and Loss in the period in which they are incurred.

1.6 Impairment of non-financial assets

Non-financial assets that are subject to depreciation or amortisation are reviewed for impairment as on 31 March of every year or whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. The impairment loss, if any, is recognised in the Statement of Profit and Loss to the extent, asset's carrying amount exceeds its recoverable amount. The Company estimates asset's recoverable amount, which is higher of an asset's fair value less cost of disposal and its value in use. Value in use is based on the estimated future cash flows, discounted to their present value using pre-tax discount rate that reflects current market assessment of the time value of money and risk specific to the assets.

1.7 Inventories

Inventories are valued at cost (Moving average method / Weighted Average method) or net realisable value, whichever is lower, unless otherwise stated. Net realisable value is the estimated selling price in the ordinary course of business.

Fuel oil purchases are initially booked as stock. The value of year-end stock is arrived at after charging consumption on "moving average /weighted average" method.

Store / Spares including paints, etc. are charged to revenue as consumed when delivered to ships.

1.8 Non-current assets held-for-sale

Non-current assets are classified as assets held for sale when their carrying amount is to be recovered principally through a sale transaction and a sale is considered highly probable. They are stated at the lower of carrying amount and fair value less costs to sell. Property, plant and equipment classified as held for sale are not depreciated.

1.9 Trade Receivable

Trade receivables are amounts due from customers for sale of goods or services performed in the ordinary course of business. Trade receivables are recognized initially at fair value. They are subsequently measured at amortised cost using the effective interest method, net of provision for impairment. The carrying value less impairment provision of trade receivables, are assumed to be approximate to their fair values.

1.10 Cash and cash equivalents

Cash and cash equivalents include cash at bank and in hand, deposits with banks, other short-term highly liquid investments with original maturities of three months or less.

For the purpose of the statement of cash flows, cash and cash equivalents consist of cash and short-term deposits, as defined above. Cash and Cash Equivalents consists of Balances with Banks which are restricted for withdrawl and usage.

1.11 Investments and other financial assets

i. Initial recognition and measurement

All financial assets are recognised initially at fair value plus, in the case of financial assets not recorded at fair value through profit or loss, transaction costs that are attributable to the acquisition of the financial asset.

ii. Subsequent measurement

For the purposes of subsequent measurement, the company classifies its financial assets in the following measurement categories:

- those to be measured subsequently at fair value (either through other comprehensive income, or through profit or loss), and
- those measured at amortised cost.

The classification depends on the Company's business model for managing the financial assets and the contractual terms of the cash flows. For assets measured at fair value, gains and losses will either be recorded in profit or loss or other comprehensive income. For investments in debt instruments, this will depend on the business model in which the investment is held. For investments in equity instruments, this will depend on whether the company has made an irrevocable election at the time of initial recognition to account for the equity investment at fair value through other comprehensive income.

The company reclassifies debt instruments when and only when its business model for managing those assets changes.

ii(a) Debt instruments

Subsequent measurement of debt instruments depends on the Company's business model for managing the asset and the cash flow characteristics of the asset. There are three measurement categories into which the company classifies its debt instruments:

Financial Assets measured at Amortised Cost:

Financial assets such as trade receivables, security deposits and loans given are measured at the amortised cost if both the following conditions are met:

- The asset is held within a business model whose objective is to hold assets for collecting contractual cash flows, and
- Contractual terms of the asset give rise on specified dates to cash flows that are solely payments of principal and interest (SPPI) on the principal amount outstanding.

After initial measurement, such financial assets are subsequently measured at amortised cost using effective interest (EIR) method.

Gain or loss on a debt instrument that is subsequently measured at amortised cost is recognised in profit or loss when the asset is derecognised or impaired. Interest income from these financial assets is included in finance income using the effective interest rate method.

Financial Assets measured at Fair Value through Other Comprehensive Income (FVTOCI):

A financial asset is classified as at the FVTOCI if both the following criteria met:

- The asset is held within a business model whose objective is achieved by both collecting contractual cash flows and selling financial assets and
- The contractual terms of the financial assets give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Movements in the carrying amount are taken through OCI, except for the recognition of impairment gains or losses, interest revenue and foreign exchange gains and losses which are recognised in profit and loss. When the financial asset is derecognised, the cumulative gain or loss previously recognised in OCI is reclassified from equity to profit or loss. Interest income from these financial assets is included in other income using the effective interest rate method.

Financial Assets measured at Fair Value through Profit or Loss (FVTPL): Assets that do not meet the criteria for amortised cost or FVTOCI are measured at fair value through profit or loss. A gain or loss on a financial asset that is subsequently measured at fair value through profit or loss is recognised in profit or loss in the period in which it arises. Interest income from these financial assets is included in other income.

ii(b) Equity Instruments

a) Subsidiary and Joint Ventures

Investments in equity instruments of subsidiary and joint ventures are carried at cost less impairment, if any.

b) Others

The company subsequently measures all equity instruments at fair value. Equity instruments which are held for trading are classified as FVTPL. For all other equity instruments, the Company decides to classify the same either as at FVTOCI or FVTPL. Changes in the fair value of financial assets at fair value through profit or loss are recognised in the statement of profit and loss.

iii. Derecognition

A financial asset is derecognised only when:

i. the rights to receive cash flows from the asset have expired, or

ii. the company has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows to one or more recipient

Where the Company has transferred an asset, the company evaluates whether it has transferred substantially all risks and rewards of ownership of the financial asset. In such cases, the financial asset is derecognised. Where the entity has not transferred substantially all risks and rewards of ownership of the financial asset, the financial asset is not derecognised.

Where the Company has neither transferred a financial asset nor retains substantially all risks and rewards of ownership of the financial asset, the financial asset is derecognised if the company has not retained control of the financial asset. Where the company retains control of the financial asset, the asset is continued to be recognised to the extent of continuing involvement in the financial asset.

iv. Impairment of Financial Assets

The company assesses on a forward looking basis the expected credit losses associated with its assets carried at amortised cost and FVTOCI debt instruments. The impairment methodology applied depends on whether there has been a significant increase in credit risk.

The impairment methodology for each class of financial assets stated above is as follows:

Debt instruments measured at amortised cost and FVTOCI: Debt instruments at amortised cost and those at FVTOCI where there has been a significant increase in credit risk, lifetime expected credit loss provision method is used and in all other cases, the impairment provision is determined as 12 months expected credit losses.

Trade receivables from customers: The Company applies the simplified approach for providing expected credit losses prescribed by Ind AS 109, which requires the use of the lifetime expected loss provision for all trade receivables.

1.12 Offsetting Financial instruments

Financial assets and liabilities are offset and the net amount reported in the balance sheet when there is a legally enforceable right to offset the recognised amounts and there is an intention to settle on a net basis, or realise the asset and settle the liability simultaneously.

1.13 Contributed equity

Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of new shares or options are shown in equity as a deduction, net of tax, from the proceeds.

1.14 Financial liabilities

i. Classification as debt or equity

Debt and equity instruments issued by the company are classified as either financial liabilities or as equity in accordance with the substance of the contractual arrangements and the definitions of a financial liability and an equity instrument.

An equity instrument is any contract that evidences a residual interest in the assets of an entity after deducting all of its liabilities.

ii. Initial recognition and measurement

All financial liabilities are recognised initially at fair value and, in the case of borrowings and payables, net of directly attributable transaction costs.

The Company's financial liabilities include trade and other payables, loans and borrowings including bank overdrafts.

iii. Subsequent measurement

The measurement of financial liabilities depends on their classification, as described below:

Borrowings: Borrowings are subsequently carried at amortised cost; any difference between the proceeds (net of transaction costs) and the redemption value is recognised in the statement of profit and loss over the period of the borrowings using the effective interest method.

Trade and other payable: These amounts represent obligations to pay for goods or services that have been acquired in the ordinary course of business from suppliers. They are recognized initially at fair value and subsequently measured at amortised cost using the effective interest method.

iv. Derecognition

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expires. When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as the derecognition of the original liability and the recognition of a new liability. The difference in the respective carrying amounts is recognised in the statement of profit or loss.

1.15 Income tax

Provision for income tax liability is made as per special provisions relating to income of shipping companies under the Income Tax Act, 1961 on the basis of deemed tonnage income of the Company. Provision for income-tax on non-shipping income is made as per the normal provisions of the Income-Tax Act 1961. The tax rates and tax laws used to compute the amount are those that are enacted or substantively enacted, at the reporting date.

Deferred income tax is provided in full, using the liability method, on temporary differences (other than those which are covered in tonnage tax scheme) arising between the tax bases of assets and liabilities and their carrying amounts in the Standalone Financial Statements. Deferred tax assets are recognized to the extent that it is probable that future taxable profit will be available against which the deductible temporary differences can be utilised.

Deferred tax assets and liabilities are measured based on the tax rates that are expected to apply in the period when the asset is realized or the liability is settled, based on tax rates and tax laws that have been enacted or substantively enacted by the balance sheet date.

Current and deferred tax is recognised in profit or loss, except to the extent that it relates to items recognised in other comprehensive income or directly in equity.

1.16 Employee Benefits

a) Short-term / long term obligations

All employee benefits payable wholly within twelve months of rendering the service including performance incentives and compensated absences are classified as short term employee benefits. The undiscounted amount of short term employee benefits expected to be paid in exchange for the services rendered by employees are charged off to the Statement of Profit and Loss. The employee benefits which are not expected to occur within twelve months are classified as long term benefits and are recognised as liability at the net present value.

b) Defined contribution plan

Employee benefits under defined contribution plans comprising of post-retirement medical benefits (w.e.f 01.01.2007), provident fund and pension contribution are recognized based on the undiscounted amount of obligations of the company to contribute to the plan. This contribution is recognised based on its undiscounted amount and paid to a fund administered through a separate trust except post-retirement medical benefit for employee's retired w.e.f 01.01.2007. The Company has taken Group Medishield Insurance policy for Employees who have retired after 01.01.2007 under PRMS Scheme.

c) Defined benefit plan

Employee benefits under defined benefit plans comprising of gratuity, leave encashment and post-retirement medical benefits for employees retired before 01.01.2007 are recognized based on the present value of defined benefit obligation, which is computed on the basis of actuarial valuation

The defined benefit obligation is calculated annually by independent actuaries using the projected unit credit method.

Re-measurements, comprising of actuarial gains and losses, the effect of the asset ceiling, excluding amounts included in net interest on the net defined benefit liability and the return on plan assets (excluding amounts included in net interest on the net defined benefit liability), are recognised immediately in the balance sheet with a corresponding debit or credit to retained earnings through OCI in the period in which they occur. Re-measurements are not reclassified to profit or loss in subsequent periods.

Net interest is calculated by applying the discount rate to the net defined benefit liability or asset.

1.17 Provisions, contingent liabilities and contingent assets

Provisions

Provisions are recognised when the Company has a present legal or constructive obligation as a result of past events; it is probable that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated.

Contingent liabilities

Contingent liabilities are disclosed when there is a possible obligation arising from past events, the existence of which will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Company. A present obligation that arises from past events where it is either not probable that an outflow of resources will be required to settle or reliable estimate of the amount cannot be made is treated as contingent liability.

Contingent Assets

A contingent assets are not recognised but disclosed, where an inflow of economic benefits is probable.

1.18 Revenue Recognition

Revenue Income is recognised in the Statement of Profit and Loss when:

- The income generating activities have been carried out on the basis of a binding agreement
- The income can be measured reliably
- It is probable that the economic benefits associated with the transaction will flow to the Company
- Costs relating to the transaction can be measured reliably

Revenue for all businesses is recognised when the performance obligation has been satisfied, which happens upon the transfer of control to the customer at an amount that reflects the consideration to which the Company expects to be entitled in exchange for the goods and services.

Revenue is recognised when or as performance obligations are satisfied by transferring the promised goods or services to the customer, i.e. at a point in time or over time provided that the stage of completion can be measured reliably.

Revenue mainly comprises freight, charter hire and demurrage revenues from the vessels.

Freight - The Company generates revenue from shipping activities. Revenues from vessels are mainly derived from a combination of time charters and voyage charters. Revenue from a voyage charter is recognised over time, which is determined on a percentage of voyage completion method.

Charter-hire - Revenue from a time charter is recognised on a straight-line basis over the period of the charter.

Demurrage revenue - Freight contracts contain conditions regarding the amount of time available for loading and discharging of the vessel. If these conditions are breached, the Company is compensated for the additional time incurred in the form of demurrage revenue. Demurrage revenue is recognised upon delivery of services in accordance with the terms and conditions of the contract. Upon completion of the voyage, the Company assesses the time spent in port, and a demurrage claim based on the relevant contractual conditions is submitted to the charterers. (Further, refer Note No 2 (g) – Demurrage).

Profit from sale of vessels - Revenue from the sale of vessel is recognised upon the transfer of control to the buyer.

O&M contracts – The Company has entered into contracts with its customers for Operation & Management of vessels owned by them. These are cost plus contracts and the Company is entitled for reimbursement of all costs incurred on these vessels plus a fixed percentage of remuneration on these costs. The Company accounts for the remuneration earned as and when the costs are incurred and booked in the accounts. The reimbursement of costs is netted off against the relevant expense head to which the cost was originally debited.

Interest income - Interest income from debt instruments is recognised using the effective interest rate method. The effective interest rate is the rate that exactly discounts estimated future cash flows through the expected life of the financial asset to the gross carrying amount of a financial asset. When calculating the effective interest rate, the company estimates the expected cash flows by considering all the contractual terms of the financial instrument (for example, prepayment, extension, call and similar options) but does not consider the expected credit losses.

Dividends - Dividends are recognised in profit or loss only when the right to receive payment is established, it is probable that the economic benefits associated with the dividend will flow to the company, and the amount of the dividend can be measured reliably.

Cost of services rendered includes port expenses, bunkers (Fuel Oil), commissions, hire of chartered steamers, stores, spares, repair and maintenance expenses, Insurance expenses etc.

Employee Benefit Expenses - Operating expenses, which comprise of shore staff & floating staff expenses.

Financial expenses - Financial expenses comprise interest expenses.

Other expenses - Other expenses which comprise office expenses, provisions, managements cost and other expenses relating to administration.

1.19 Insurance, P&I And Other Claims

(a) Provision in respect of claims against the Company is made as under:-

   i. In respect of collision claims and P & I claims (other than crew & cargo claims), to the extent of deductible limit based on the assessment provided by the surveyors.

   ii. In case of Cargo claims, actual claims registered and/or paid pertaining to the relevant year's voyages as ascertained at the period end or the P&I deductible limit whichever is lower.

(b) No provision is made in respect of claims by the Company covered under Hull & Machinery insurance and treatment of such claims is as under:-

i. Expenses on account of particular and general average claims/damages to ships are charged off in the period in which they are incurred.

ii. Claims against the underwriters are initially accounted for based on the admission of the claims liability by the underwriters. The final adjustment in the recoverable amount is done on submission of the Adjuster's report to the underwriters which reflect the exact recoverable amount from the underwriters.

(c) Claims made by the Company against other parties not covered under insurance including ship repair yards, ship-owners, ship charterers, customs and others, etc. are recognised on realisation, due to uncertainty in the amounts of their ultimate recovery.

1.20 Leases

A contract or parts of contracts that conveys the right to control the use of an identified asset for a period of time in exchange for payments to be made to the owners (lessors) are accounted for as leases. Contracts are assessed to determine whether a contract is, or contains, a lease at the inception of a contract or when the terms and conditions of a contract are significantly changed.

Where the Company is the lessee in a lease arrangement at inception, the lease contracts are recognized as rights-of use assets and lease liabilities are measured at present value of lease payments at initial recognition except for short-term leases and leases of low value. The rights of use assets are depreciated on a straight line basis over a lease term. Lease payments are discounted using the interest rate implicit in the lease. If that rate is not readily available, the incremental borrowing rate is applied. The incremental borrowing rate reflects the rate of interest that the lessee would have to pay to borrow over a similar term, with a similar security, the funds necessary to obtain an asset of a similar nature and value to the right-of-use asset in a similar economic environment. Payments associated with short-term leases and leases of low-value assets are recognised as an expense in profit & loss Account.

Where the Company is the lessor in a lease arrangement at inception, the lease arrangement will be classified as a finance lease or an operating lease. Classification is based on the extent to which the risks and rewards incidental to ownership of the underlying asset lie with the lessor or the lessee. Under operating lease, where the Company is the lessor, the assets are included in the balance sheet and, where applicable, are depreciated in accordance with the Company's depreciation policies as set out in Note 1.3 Property, plant and equipment. Revenue arising from assets leased out under operating leases is recognised on overtime basis.

1.21 Segment Reporting

Operating segments are reported in a manner consistent with the internal reporting provided to the Chief Operating Decision-Maker (CODM). The chief operating decision-maker, who is responsible for allocating resources and assessing performance of the operating segments, has been identified as the Board of Directors that makes strategic decisions.

1.22 Earnings per share

Basic earnings per share is calculated by dividing the net profit or loss for the period attributable to the equity shareholders by the weighted average number of equity shares outstanding during the period. For the purpose of calculating Diluted Earnings per share, the net profit or loss for the period attributable to the equity shareholders and the weighted average number of shares outstanding during the period is adjusted for the effects of all dilutive potential equity shares.

1.23 Cash Flow Statement

Cash flows are reported using the indirect method, whereby profit before tax is adjusted for the effects of transactions of non-cash nature and any deferrals or accruals of past or future cash receipts or payments. The cash flows from operating, investing and financing activities of the Company are segregated based on the available information.

1.24 Government Grants

Grants from the government are recognised at their fair value where there is a reasonable assurance that the grant will be received and the Company will comply with all attached conditions. Government grants relating to duty scrips on export of services (Served from India Scheme) are related to income and are recognised in the profit or loss over the period necessary to match them with the costs that they are intended to compensate and presented within other income.

Government grants are recognised in profit or loss on a systematic basis over the periods in which the entity recognises as expenses the related costs for which the grants are intended to compensate.

Note 2: Critical Accounting Estimates and Judgements

Preparing the Standalone Financial Statements under Ind AS requires management to take decisions and make estimates and assumptions that may impact the value of revenues, costs, assets and liabilities and the related disclosures concerning the items involved as well as contingent assets and liabilities at the balance sheet date. Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.

The Company makes estimates and assumptions concerning the future. The resulting accounting estimates will, by definition, seldom equal the related actual results. The estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are discussed below:

a) Useful lives of vessels

Management of the Company decided the estimated useful lives of vessels and respective depreciation. The accounting estimate is based on the expected wears and tears. Wears and tears can be significantly different following renovation each time. When the useful lives differ from the original estimated useful lives, management will adjust the estimated useful lives accordingly. It is possible that the estimates made based on existing experience are different to the actual outcomes within the next financial period and could cause a material adjustment to the carrying amount of fixed assets.

b) Residual Value

Residual value is considered as 5% of original cost of Vessel. In case of other assets, the residual value, being negligible, has been considered as nil. The residual value of vessels is reviewed every year on 31st March.

c) Impairment of assets

The recoverable amount of an asset or a cash-generating unit is determined based on value-in-use calculations prepared on the basis of management's assumptions and estimates

An impairment loss is recognised for the amount by which the asset's or cash generating unit's carrying amount exceeds its recoverable amount and is recognised in the Statement of Profit and Loss. Recoverable amount is higher of an asset's net selling price and its value in use. Value in use is the present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life.

d) Defined benefit obligations

The present value of the defined benefit obligations depends on a number of factors that are determined on an actuarial basis using a number of assumptions. The assumptions used in determining the net cost (income) for post employments plans include the discount rate. Any changes in these assumptions will impact the carrying amount of such obligations.

Discount Rate for the valuation is determined by reference to market yields at the balance sheet date on Government Bonds. This is the rate that is used to determine the present value of estimated future cash outflows expected to be required to settle the defined benefit obligations.

e) Provision

Estimates of the amounts of provisions recognised are based on current legal and constructive requirements, technology and price levels. Because actual outflows can differ from estimates due to changes in laws, regulations, public expectations, technology, prices and conditions, and can take place many years in the future, the carrying amounts of provisions are regularly reviewed and adjusted to take account of such changes.

f) Impairment of Trade Receivable

The methodology followed by the Company is the use of a provision matrix as a practical expedient to measure expected credit losses on its portfolio of trade receivables. The model uses historical credit loss experience for trade receivables i.e. this model uses ageing analysis of trade receivables as at the reporting date.

Considering the different services provided by the company, provisioning is done segment wise basis analysis and computation of expected credit loss for trade receivables of different segments.

Impairment loss allowance on trade receivables during the year is recognised in the Statement of Profit and Loss.

g) Demurrage

Vessel Demurrage income due as per contractual terms is recognized. A provision on estimated basis is made towards deduction from demurrage based on past experience of settlements.

h) Income Tax

Due to Tonnage tax regime applicable on the main part of the company's activities, resulting in a lower income tax payable in the future, the amount of deferred tax to be recognised is limited. Considering the tonnage tax regime applicable to shipping activities, difference between taxable and book values of assets and liabilities are generally of permanent nature. This is due to the fact that the taxable result for tonnage tax eligible activities has no correlation with either carrying value or the generally applicable tax value of assets and liabilities. As a consequence, temporary differences are limited to those arising from other activities which are subject to normal Income tax provisions.

i) Leases

Lease contracts contain extension or termination options. Assessment of the exercise or non-exercise of such options impacts the value of right-of-use asset recognised. Such assessments are reviewed whenever a significant event or change in circumstances occurs.

For the purpose of calculating the present value, the interest rate implicit in the lease or an incremental borrowing rate is used as discount factor. Where the rate implicit in the lease is not readily available, an incremental borrowing rate is applied. This incremental borrowing rate reflects the rate of interest that the lessee would have to pay to borrow over a similar term, with a similar security, the funds necessary to obtain an asset of a similar nature and value to the right-of-use asset. Determination of the incremental borrowing rate requires estimation.

Management has applied judgement and formed assumptions in relation to assessment of incremental borrowing rate, service components and extension options of leasing arrangements. Management has formed its judgements and assumptions based on historical experience, internal and external information and data available.

(All amounts in INR lakhs, unless otherwise stated)

Note 3: Property, plant and equipment

Particulars	Freehold Land	Buildings	Ownership Flats & Residential Buildings	Fleet*	Fleet Drydock	Ownership Container	Furniture, Fittings & Equipments	Moter Vehicles	Total
Year ended 31 March 2022									
Gross carrying amount									
Opening gross carrying amount(01 April 2021)	2,37,630	1,278	139	11,89,977	1,00,974	-	2,159	18	15,32,175
Additions	-	-	44	11,443	32,576	-	623	-	44,686
Adjustment in carrying amount of cost**	-	-	-	-	(41,303)	-	-	-	(41,303)
Disposals	-	-	-	(224)	-	-	(29)	-	(253)
Transfer from CWIP	-	-	25	-	3,241	-	-	-	3,266
Transfer under demerger scheme	(2,37,630)	(1,278)	(208)	-	-	-	(560)	-	(2,39,676)
Closing gross carrying amount (31 March 2022)	**-**	**-**	**-**	**12,01,196**	**95,488**	**-**	**2,193**	**18**	**12,98,895**
Accumulated depreciation									
Opening accumulated depreciation (01 April 2021)	-	168	30	4,39,568	75,715	-	1,396	11	5,16,888
Depreciation charge for the year	-	-	-	48,976	14,101	-	124	1	63,202
Adjustment in carrying amount of cost**	-	-	-	-	(41,303)	-	-	-	(41,303)
Disposals	-	-	-	(84)	-	-	(28)	-	(112)
Transfer under demerger scheme	-	(168)	(30)	-	-	-	(170)	-	(368)
Closing accumulated depreciation (31 March 2022)	**-**	**-**	**-**	**4,88,460**	**48,513**	**-**	**1,322**	**12**	**5,38,307**
Net carrying amount (31 March 2022)	**-**	**-**	**-**	**7,12,736**	**46,975**	**-**	**871**	**6**	**7,60,588**
Year ended 31 March 2023									
Gross carrying amount									
Opening gross carrying amount (01 April 2022)	-	-	-	12,01,196	95,488	-	2,193	18	12,98,895
Additions	-	-	-	12,934	34,560	-	14	-	47,508
Adjustment in carrying amount of cost**	-	-	-	(16,322)	(19,578)	-	-	-	(35,900)
Disposals	-	-	-	(92)	-	-	(3)	(4)	(99)
Transfer from CWIP	-	-	-	-	5,831	-	-	-	5,831
Transfer of Assets Acquired during the year under Demerger Scheme	-	-	-	-	-	-	(2)	-	(2)
Closing gross carrying amount (31 March 2023)	**-**	**-**	**-**	**11,97,716**	**1,16,301**	**-**	**2,202**	**14**	**13,16,233**
Accumulated depreciation									
Opening accumulated depreciation (01 April 2022)	-	-	-	4,88,460	48,513	-	1,322	12	5,38,307
Depreciation charge for the year	-	-	-	49,911	24,841	-	284	1	75,037
Adjustment in carrying amount of cost**	-	-	-	(16,322)	(19,518)	-	-	-	(35,840)
Disposals	-	-	-	(32)	-	-	(3)	(3)	(38)
Closing accumulated depreciation (31 March 2023)	**-**	**-**	**-**	**5,22,017**	**53,836**	**-**	**1,603**	**10**	**5,77,466**
Net carrying amount (31 March 2023)	**-**	**-**	**-**	**6,75,699**	**62,465**	**-**	**599**	**4**	**7,38,767**

Notes

(1) Additions to Fleet include ₹ 3,278 lakhs (Previous year ₹ 1,294 lakhs) on account of currency exchange difference adjusted as per Significant Accounting Policy of foreign currency translation.

(2) *Refer Note 34 for Fleet pledged with banks for Borrowings.

(3) **Adjustments to carrying amount are as follows:

In Fleet includes Ind AS adjustment to carrying amount of cost and accumulated depreciation of vessel Desh Shanti.

In Fleet Dry Dock includes write off of Fleet Dry Dock assets from Gross Block and Net Block whose useful life has expired.

(4) There is no significant property, plant and equipment as on 31 March 2023 which is fully depreciated and is still in use.

(5) There were no Benami properties held by the company during FY 2022-23 and FY 2021-22 and no proceedings had been initiated against the company under Benami Transactions (Prohibition) Act, 1988 (45 of 1988).

(All amounts in INR lakhs, unless otherwise stated)

Note 4: Capital Work-in-Progress

Particulars	As at 31 March, 2021	Transfer of CWIP under demerger scheme	Incurred during the year	Capitalised/ Adjusted	As at 31 March, 2022	Incurred during the year	Capitalised/ Adjusted	As at 31 March, 2023
(A) Construction Work in Progress								
Asset under Construction excluding advance	3,266	25	5,831	3,241	5,831	3,351	5,831	3,351
(B) Construction Period Expenses								
a. Interest	-	-	-	-	-	-	-	-
b. Other directly attributable expenses	-	-	-	-	-	-	-	-
c. Exchange fluctuation	-	-	-	-	-	-	-	-
Total(A+B)	**3,266**	**25**	**5,831**	**3,241**	**5,831**	**3,351**	**5,831**	**3,351**

Capital Work-in progress ageing schedule

Capital Work-in-progress	Amount of CWIP for a period of				Total
	Less than 1 year	1-2 years	2- 3 years	More than 3 years	
Projects in progress as on 31 March 2023					
Equipment installation in progress at shore	-	-	-	-	-
Fleet Drydock related CWIP	3,351	-	-	-	3,351
Total Projects in progress	**3,351**	**-**	**-**	**-**	**3,351**
Projects Temporarily Suspended	**-**	**-**	**-**	**-**	**-**
Projects in progress as on 31 March 2022					
Equipment installation in progress at shore	-	-	-	-	-
Fleet Drydock related CWIP	5,831	-	-	-	5,831
Total Projects in progress	**5,831**	**-**	**-**	**-**	**5,831**
Projects Temporarily Suspended	**-**	**-**	**-**	**-**	**-**

Disclosure for Time overrun for Capital Work-in-progress as on 31 March 2023

Capital Work-in-progress	To be completed in				Total
	Less than 1 year	1-2 years	2- 3 years	More than 3 years	
Projects in progress as on 31 March 2023					
1. Dry dock for Vessel 1 FY 2022-23	147	-	-	-	147
2. Dry dock for Vessel 2 FY 2022-23	111	-	-	-	111
3. Dry dock for Vessel 3 FY 2022-23	1,997	-	-	-	1,997
4. Dry dock for Vessel 4 FY 2022-23	541	-	-	-	541
5. Dry dock for Vessel 5 FY 2022-23	156	-	-	-	156
6. Dry dock for Vessel 6 FY 2022-23	7	-	-	-	7
7. Dry dock for Vessel 7 FY 2022-23	71	-	-	-	71
8. Dry dock for Vessel 8 FY 2022-23	103	-	-	-	103
9. Dry dock for Vessel 9 FY 2022-23	112	-	-	-	112
10.Dry dock for Vessel 10 FY 2022-23	106	-	-	-	106
Total CWIP as on 31 March 2023	**3,351**	**-**	**-**	**-**	**3,351**

(1) The drydock for Vessel 1 to Vessel 5 started in FY 2022-23 was ongoing as on 31 March 2023 and there was no time overrun.

(2) For Sr. No. 6 to 10 (INR 399 lakhs), drydock is yet to commence as on 31 March 2023 and the Company expects their completion within a period of one year.

(All amounts in INR lakhs, unless otherwise stated)

Disclosure for Time overrun for Capital Work-in-progress as on 31 March 2022

Capital Work-in-progress	To be completed in				Total
	Less than 1 year	1-2 years	2- 3 years	More than 3 years	
Projects in progress as on 31 March 2022					
1. Dry dock for Vessel 1 FY 2021-22	1,531	-	-	-	1,531
2. Dry dock for Vessel 2 FY 2021-22	470	-	-	-	470
3. Dry dock for Vessel 3 FY 2021-22	413	-	-	-	413
4. Dry dock for Vessel 4 FY 2021-22	474	-	-	-	474
5. Dry dock for Vessel 5 FY 2021-22	2,317	-	-	-	2,317
6. Dry dock for Vessel 6 FY 2021-22	138	-	-	-	138
7. Dry dock for Vessel 7 FY 2021-22	99	-	-	-	99
8. Dry dock for Vessel 8 FY 2021-22	85	-	-	-	85
9. Dry dock for Vessel 9 FY 2021-22	81	-	-	-	81
10. Dry dock for Vessel 10 FY 2021-22	44	-	-	-	44
11. Dry dock for Vessel 11 FY 2021-22	168	-	-	-	168
12. Dry dock for Vessel 12 FY 2021-22	11	-	-	-	11
Total CWIP as on 31 March 2022	**5,831**	**-**	**-**	**-**	**5,831**

(1) The drydock for Vessel 1 to Vessel 5 started in FY 2021-22 was ongoing as on 31 March 2022.

(2) For Sr. No. 6 to 12 (INR 626 lakhs), drydock is yet to commence as on 31 March 2022 and the Company expects their completion within a period of one year.

Note 5: Right of Use Asset

Particulars	Land	Buildings	Fleet	Furniture, Fittings & Equipments	Moter Vehicles	Total
Year ended 31 March 2022						
Gross carrying amount						
Opening gross carrying amount (01 April 2021)	428	2,013	-	49	169	2,659
Additions	-	-	-	-	-	-
Disposal	-	-	-	-	-	-
Transfer under Demerger Scheme	(9)	-	-	-	-	(9)
Closing gross carrying amount (31 March 2022)	**419**	**2,013**	**-**	**49**	**169**	**2,650**
Accumulated depreciation						
Opening accumulated depreciation (01 April 2021)	84	348	-	19	107	558
Depreciation charge for the year	42	174	-	14	53	283
Disposal	-	-	-	-	-	-
Transfer under Demerger Scheme	-	-	-	-	-	-
Closing accumulated depreciation (31 March 2022)	**126**	**522**	**-**	**33**	**160**	**841**
Net carrying amount (31 March 2022)	**293**	**1,491**	**-**	**16**	**9**	**1,809**
Year ended 31 March 2023						
Gross carrying amount						
Opening gross carrying amount (01 April 2022)	419	2,013	-	49	169	2,650
Additions	-	-	-	-	30	30
Disposal	-	-	-	-	-	-
Closing gross carrying amount (31 March 2023)	**419**	**2,013**	**-**	**49**	**199**	**2,680**
Accumulated depreciation						
Opening accumulated depreciation (01 April 2022)	126	522	-	33	160	841
Depreciation charge for the year	42	175	-	14	39	270
Disposal	-	-	-	-	-	-
Closing accumulated depreciation (31 March 2023)	**168**	**697**	**-**	**47**	**199**	**1,111**
Net carrying amount (31 March 2023)	**251**	**1,316**	**-**	**2**	**-**	**1,569**

(All amounts in INR lakhs, unless otherwise stated)

Note 6: Intangible assets

Particulars	Computer Software	Total
Year ended 31 March 2022		
Gross carrying amount		
Opening gross carrying amount (01 April 2021)	1,638	1,638
Additions	-	-
Disposal	(2)	(2)
Transfer under Demerger Scheme	(3)	(3)
Closing gross carrying amount (31 March 2022)	**1,633**	**1,633**
Accumulated amortisation		
Opening accumulated amortisation (01 April 2021)	1,588	1,588
Amortisation charge for the year	41	41
Disposal	(2)	(2)
Transfer under Demerger Scheme	(3)	(3)
Closing accumulated amortisation (31 March 2022)	**1,624**	**1,624**
Net carrying amount (31 March 2022)	**9**	**9**
Year ended 31 March 2023		
Gross carrying amount		
Opening gross carrying amount (01 April 2022)	1,633	1,633
Additions	-	-
Disposal	(24)	(24)
Closing gross carrying amount (31 March 2023)	**1,609**	**1,609**
Accumulated amortisation		
Opening accumulated amortisation (01 April 2022)	1,624	1,624
Amortisation charge for the year	9	9
Disposal	(24)	(24)
Closing accumulated amortisation (31 March 2023)	**1,609**	**1,609**
Net carrying amount (31 March 2023)	**-**	**-**

There were no intangible assets under development as on 31 March 2022 and 31 March 2023.

Note 7: Financial assets

Note 7(a): Non-current investments

Particulars	Face value	31 March 2023		31 March 2022	
		No. of shares/Units	₹ in lakhs	No. of shares/Units	₹ in lakhs
Investment in equity instruments (fully paid-up)					
Unquoted					
(i) Investment carried at cost					
In Subsidiary					
Inland & Coastal Shipping Limited (wholly Owned)	₹ 10	10,50,000	105	10,50,000	105
In Joint Venture					
India LNG Transport Company (No. 1) Ltd.	2.2037 USD	2,908	3	2,908	3
India LNG Transport Company (No.2) Ltd.	2.2037 USD	2,908	3	2,908	3
India LNG Transport Company (No. 3) Ltd.	1 USD	2,600	1	2,600	1
India LNG Transport Company (No. 4) Pvt Ltd.	1 USD	1,10,36,558	7,352	1,10,36,558	7,352
(ii) Investment carried at fair value through Profit or loss					
Sethusamudram Corp. Ltd.	₹ 10	5,00,00,000	5,000	5,00,00,000	5,000
Less: Loss allowance			5,000		5,000
			-		-

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Face value	31 March 2023		31 March 2022	
		No. of shares/Units	₹ in lakhs	No. of shares/Units	₹ in lakhs
Scindia Steam Navigation Company Ltd., fully paid (₹ 0.30 lakhs; Prev. yr. ₹ 0.30 lakhs)	₹ 20	3,438	-	3,438	-
Less: Loss allowance			-		-
			-		-
Woodlands Multispeciality Hospital Ltd.	₹ 10	60,000	434	60,000	373
Total (equity instruments)			**7,898**		**7,837**
Total non-current investments			**7,898**		**7,837**
Aggregate amount of quoted investments and market value thereof			-		-
Aggregate amount of unquoted investments			**12,898**		**12,837**
Aggregate amount of impairment in the value of investments			**5,000**		**5,000**
Investments carried at cost			**7,464**		**7,464**
Investments carried at fair value through Profit and Loss			**434**		**373**

(A) Sethusamudram Corporation Ltd. (SCL), a Special Purpose Vehicle was incorporated on 06.12.2004 for developing the Sethusamudram Channel Project with Tuticorin Port Trust, Ennore Port Ltd, Visakhapatnam Port trust, Chennai Port Trust, Dredging Corporation of India Ltd., Shipping Corporation of India Ltd. and Paradip Port Trust as the shareholders. SCI participated with an investment of ₹ 5000 lakhs (previous year ₹ 5000 lakhs). The dredging work is suspended from 17.09.2009 consequent upon the direction of the Hon'ble Supreme Court of India. As there is no progress in the project since then, the Management had provided for diminution towards the investment in FY 2012-13.

(B) India LNG Transport Companies No. 1 & 2 Ltd. are two joint venture companies promoted by the Corporation and three Japanese companies Viz. M/S Mitsui O.S.K. lines Ltd. (MOL), M/S Nippon Yusen Kabushiki Kaisha Ltd (NYK Lines) and M/S Kawasaki Kisen Kaisha Ltd (K Line) along with M/S Qatar Shipping Company (Q Ship), Qatar. SCI and MOL are the largest shareholders, each holding 29.08% shares while NYK Line 17.89%, K Line 8.95% & Q Ship holds 15% respectively. The Shares held by the Corporation and other partners in the two joint venture Companies have been pledged against loans provided by lender banks to these companies. India LNG Transport Company No.1 Ltd owns and operates one LNG Carrier Disha and India LNG Transport Company No. 2 Ltd owns and operates one LNG Carrier Raahi **(Refer Note no - 34).**

(C) India LNG Transport Company No. 3 Ltd. is the 3rd joint venture company which owns and operates one LNG Carrier Aseem. The company is promoted by the Corporation and three Japanese partners viz. MOL, NYK Lines, K Line along with M/S Qatar Gas Transport Company (QGTC), Qatar and M/s Petronet LNG Limited (PLL), India who are the other partners. SCI and MOL are the largest shareholders with 26% share each, while NYK, K Line, QGTC and PLL hold 16.67%, 8.33%, 20% and 3% respectively. The Shares held by the Corporation and other partners in the joint venture company have been pledged against loans provided by lender banks to this company **(Refer Note no - 34).**

(D) India LNG Transport Company (No. 4) Pvt. Ltd. is the 4th Joint Venture Company is promoted by the Corporation and three Japanese partners viz NYK, MOL and K Line along with PLL, India. SCI, NYK and PLL are the largest shareholders with 26% share each, while MOL and Kline hold 15.67% and 6.33% respectively. The Shares held by the Corporation and other partners in the joint venture company have been pledged against loans provided by lender banks to this company. India LNG Transport Company (No. 4) Pvt. Ltd owns and operates one LNG Carrier Prachi **(Refer Note no - 34).**

(E) Inland & Coastal Shipping Ltd is 100 percent Subsidiary.

(All amounts in INR lakhs, unless otherwise stated)

Note 7(b): Loans

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
Considered good - Secured				
Loans to employees (including accrued interest)	176	2,084	169	2,292
Considered good - Unsecured				
Loans to related parties				
Loan to Joint Ventures				
India LNG Transport Company (No. 3) Ltd.	-	20,091	-	18,540
	-	20,091	-	18,540
Loan to Subsidiary (Inland & Coastal Shipping Limited)	-	140	-	50
Less: Allowance for doubtful debts	-	-	-	-
Total loans	**176**	**22,315**	**169**	**20,882**

Loan repayable on demand

Particulars	31 March 2023	31 March 2022	% to the Total Loans 31 March 2023	% to the Total Loans 31 March 2022
India LNG Transport Company (No. 3) Ltd.	20,091	18,540	100	100
Total	**20,091**	**18,540**	**100**	**100**

Note 7(c): Other financial assets

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
Financial Assets carried at amortised cost				
Security Deposits	-	885	-	848
Bank deposits with more than 12 months maturity				
- Term Deposits@	16,857	-	20,855	492
From Related Parties (Refer Note no 29 for details)				
- Interest Receivable	337	-	201	-
Subsidy Receivable From GOI (for promotion of flagging of merchant ships in India)	7	-	93	-
Income accrued on deposits/investments	656	-	2,011	-
Claim Recoverable	8,480	-	5,817	-
Unbilled Revenue (Contract Asset) (Refer Note no 32 for details)	48,062	-	45,975	-
Less: Provision for doubtful debts	-	-	-	-
	48,062	-	45,975	-
Others	1	7	1	7
Total other financial assets	**74,400**	**892**	**74,953**	**1,347**

@ Earmarked Deposits unavailable for use - Current	31 March 2023	31 March 2022
Unutilized Govt subsidy of Male service	306	-
Lien with Banks & others (Refer Note 34 for Deposits are given as collateral against court cases & bank guarantees)	2,818	2,687
Superannuation Fund	-	2,337
FPO money	13,385	13,385
Staff Welfare fund	-	100
Total	**16,509**	**18,509**

@ Earmarked Deposits unavailable for use Non - Current	31 March 2023	31 March 2022
Unutilized Govt subsidy of Male service	-	306
Total	**-**	**306**

(All amounts in INR lakhs, unless otherwise stated)

Note 7(d): Trade receivables

Particulars	31 March 2023	31 March 2022
Trade Receivable*	1,33,366	88,382
Less: Allowance for doubtful debts**	31,555	24,661
Total receivables	**1,01,811**	**63,721**
Current Portion	1,01,811	63,721
Non Current Portion	-	-

Break up of above details

Particulars	31 March 2023	31 March 2022
Considered good - Secured	10,550	8,289
Considered good - Unsecured	1,05,204	67,457
Trade Receivables which have significant increase in Credit Risk	6,990	4,794
Trade Receivables - credit impaired	10,622	7,842
Total	**1,33,366**	**88,382**
Allowance for doubtful debts	31,555	24,661
Total trade Receivables	**1,01,811**	**63,721**

*Significant Receivables from related parties (refer note 29)

** Refer Note no. 37 for further details

Trade receivables ageing schedule for the year ended as on 31 March 2023

Particulars		Not Due	0-6 months	6 months to 1 Year	1 Year to 2 Years	2 Years to 3 Years	More than 3 Years	Total
Undisputed	Considered Good	43	73,250	29,198	8,661	1,763	111	1,13,026
Undisputed	Significant increase in Credit Risk	-	-	-	-	-	6,499	6,499
Undisputed	Credit Impaired	-	-	-	-	-	-	-
Disputed	Considered Good	-	-	-	5	-	2,723	2,728
Disputed	Significant increase in Credit Risk	-	-	-	2	22	467	491
Disputed	Credit Impaired	-	651	4,476	285	150	5,060	10,622
	Total	**43**	**73,901**	**33,674**	**8,953**	**1,935**	**14,860**	**1,33,366**
Less	Allowances for Doubtful Debts							(31,555)
	Total Trade Receivables							**1,01,811**

Trade receivables ageing schedule for the year ended as on 31 March 2022

Particulars		Not Due	0-6 months	6 months to 1 Year	1 Year to 2 Years	2 Years to 3 Years	More than 3 Years	Total
Undisputed	Considered Good	1,229	54,782	10,345	2,918	2,900	244	72,418
Undisputed	Significant increase in Credit Risk	-	-	-	-	-	4,218	4,218
Undisputed	Credit Impaired	-	-	-	-	-	-	-
Disputed	Considered Good	-	61	11	0	-	3,256	3,328
Disputed	Significant increase in Credit Risk	-	4	6	25	8	533	576
Disputed	Credit Impaired	-	550	330	756	821	5,385	7,842
	Total	**1,229**	**55,397**	**10,692**	**3,699**	**3,729**	**13,636**	**88,382**
Less	Allowances for Doubtful Debts							(24,661)
	Total Trade Receivables							**63,721**

(All amounts in INR lakhs, unless otherwise stated)

Note 7(e): Cash and cash equivalents

Particulars	31 March 2023	31 March 2022
Balances with banks		
- in current accounts*	7,233	8,922
- in deposits account with original maturity of less than three months@	24,488	19,374
Total cash and cash equivalents	**31,721**	**28,296**

*Balance with banks in current account unavailable for use	31 March 2023	31 March 2022
Unspent CSR money	48	3
Unpaid dividend	15	10
Unspent Staff welfare fund	-	115
Total	**63**	**128**

@ Earmarked Deposits unavailable for use	31 March 2023	31 March 2022
Unutilized Govt subsidy for Male service	1,691	200
Superannuation Fund	5,853	3,625
Total	**7,544**	**3,825**

Note 7(f): Bank balances other than cash and cash equivalents

Particulars	31 March 2023	31 March 2022
Margin money for Bank Guarantee	-	-
Other Deposits with banks*	23,615	10,278
Total Bank balances other than cash and cash equivalents	**23,615**	**10,278**

*Earmarked Deposits unavailable for use	31 March 2023	31 March 2022
Unutilized Govt subsidy for Male service	1,616	900
Superannuation Fund	-	1,178
Total	**1,616**	**2,078**

Note 8: Income Tax Assets(net)

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
Income Tax Assets (Net of Provision)	-	32,858	-	21,143
Income Tax Assets (Net)	**-**	**32,858**	**-**	**21,143**

Note 9: Other Assets

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
(a) Advances other than Capital Advances				
Advances to suppliers	-	-	-	-
Advances to employees				
i) Secured, Considered Good	-	-	-	-
ii) Unsecured, Considered Good	2,460	-	1,059	-
	2,460	-	1,059	-
Less : Provision for Doubtful Advances	-	-	-	-
	2,460	-	1,059	-
Advances to Others				
i) Unsecured, Considered Good	11,772	-	9,436	-
ii) Unsecured, Considered Doubtful	1,735	-	1,706	-
	13,507	-	11,142	-
Less : Provision for Doubtful Advances	1,735		1,706	
	11,772	-	9,436	-

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
(b) Others				
Excess - Gratuity Fund	-	8,423	-	7,418
Balances with statutory authorities				
- Cenvat Credit Receivables	-	95	-	95
- Service tax paid under Protest	-	4,327	-	3,823
- GST Receivable*	7,386	-	7,513	-
- Predeposit with Income Tax Department	-	974	-	974
	7,386	5,396	7,513	4,892
Subsidy for Passenger service (Myanmmar)**	467	-	467	-
Less : Provision for Doubtful Advances	467	-	467	-
	-	-	-	-
Prepaid Expenses	418	-	685	-
Others	188	757	48	709
Total other assets	**22,224**	**14,576**	**18,741**	**13,019**

*As a prudent practice, the Company is taking Goods and Service Tax Credit in the Electronic Credit Ledger upon payment of the liabilities. Hence, there is a difference in the amount of credit appearing in books of accounts and the Electronic Credit Ledger of the respective states. Therefore, the balance in Input Tax Credit ledgers will be progressively reviewed and availed for discharge of Goods and Service Tax liability payable by the Corporation.

** This pertains to India Myanmmar Service started on 02.10.2014 on the directions of Ministry of Ports, Shipping & Waterways. The service was completed on November 2016.

Note 10: Inventories

Particulars	31 March 2023	31 March 2022
Fuel Oil	15,000	17,479
Total inventories	**15,000**	**17,479**

Valuation of inventories are done as per point no 1. 7 of significant accounting policies (Note - 1)

Note 11: Assets classified as held for sale

Particulars	31 March 2023	31 March 2022
Fleet and Container held for Sale	1	1
Less: Impairment loss allowance	(1)	(1)
Total assets held for sale	**-**	**-**

Note 12: Equity Share capital

Particulars	As at 31 March 2023	As at 31 March 2022
Authorised		
1,00,00,00,000 [31 March 2022: 1,00,00,00,000] Equity Shares of INR 10 each	1,00,000	1,00,000
Issued, subscribed and fully paid up		
46,57,99,010 [31 March 2022: 46,57,99,010] Equity Shares of INR 10 each	46,580	46,580
	46,580	46,580

a) Reconciliation of number of shares

Particulars	As at 31 March 2023		As at 31 March 2022	
	Number of shares	Amount (₹)	Number of shares	Amount (₹)
Equity Shares :				
Balance as at the beginning of the year	46,57,99,010	4,65,79,90,100	46,57,99,010	4,65,79,90,100
Add: Bonus shares issued during the year	-	-	-	-
Less: Shares bought back during the year	-	-	-	-
Balance as at the end of the year	**46,57,99,010**	**4,65,79,90,100**	**46,57,99,010**	**4,65,79,90,100**

(All amounts in INR lakhs, unless otherwise stated)

b) Details of equity shares held by shareholders holding more than 5% of the aggregate shares

Particulars	As at 31 March 2023		As at 31 March 2022	
	Number of shares	% of share holding	Number of shares	% of share holding
Equity shares				
1. President of India	29,69,42,977	63.75	29,69,42,977	63.75
2. Life Insurance Corporation of India	2,46,89,964	5.30	2,74,98,852	5.90
	32,16,32,941	**69.05**	**32,44,41,829**	**69.65**

c) Disclosure of Shareholding of Promoters

Shares held by Promoters at the year ended 31 March 2023				
S. No.	Promoter Name*	Number of Shares	% of Total shares	% Change during the year**
1	President of India	29,69,42,977	63.75	-

'Shares held by Promoters at the year ended 31 March 2022				
S. No.	Promoter Name*	Number of Shares	% of Total shares	% Change during the year**
1	President of India	29,69,42,977	63.75	-

*Promoter here means promoter as defined in the Companies Act, 2013

** percentage change shall be computed with respect to the number at the beginning of the year or if issued during the year for the first time then with respect to the date of issue.

d) For the period of five years immediately preceding the date as at which the Balance Sheet is prepared, no shares have been issued for consideration other than cash, no shares have been issued as bonus shares & no shares have been bought back.

e) Rights/Preference/Restriction attached to Equity Shares: The Company has only one class of Equity shares having par value of ₹ 10. Each shareholder of equity shares is entitled to one vote per share. In the event of liquidation of the Company, the holder of equity shares will be entitled to receive the remaining assets of the company after distribution of all preferential allotment in proportion to their shareholding. The dividend whenever proposed by the Board of Directors is subject to the approval of the shareholders in the ensuing Annual General Meeting.

f) The Company does not have holding company.

g) There are no shares reserved for issue under option and contract/ commitment for the sale of shares/ disinvestment.

Note 13: Other Equity

Surplus

Particulars	As at 31 March 2023	As at 31 March 2022
Capital reserve	15,205	15,205
Securities premium	52,177	52,177
General reserve	4,77,958	4,77,958
Tonnage Tax Reserve	40,799	26,660
Retained Earnings	4,425	(60,883)
Total surplus	**5,90,564**	**5,11,117**

(i) Capital reserve

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	15,205	15,205
Add: Transfer from Retained Earnings	-	-
Less: Transferred to general reserve	-	-
Closing Balance	**15,205**	**15,205**

(ii) Securities premium

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	52,177	52,177
Add: Premium on shares held in trust for employees under ESOS Scheme	-	-
Add: Liability pertaining to share issue expenses no longer required written back	-	-

(All amounts in INR lakhs, unless otherwise stated)

Closing Balance	**52,177**	**52,177**

(iii) General reserve

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	4,77,958	5,53,527
Add: Transfer from Tonnage Tax Reserve (Utilised)	-	-
Less: Net Assets/Liabilities transferred as per Demerger Scheme (Refer note no. 43)	-	75,569
Closing Balance	**4,77,958**	**4,77,958**

(iv) Tonnage Tax Reserve

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	26,660	12,450
Less: Transfer to Tonnage Tax Reserve (Utilised)	-	-
Add: Transfer from Surplus in the Statement of Profit or Loss pertains to Previous Year	1,107	-
Add: Transfer from Surplus in the Statement of Profit or Loss	13,032	14,210
Closing Balance	**40,799**	**26,660**

(v) Retained Earnings

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	(60,883)	1,10,263
Add: Profit/(Loss) for the year	80,012	79,011
Items of other comprehensive income recognised directly in retained earnings		
Remeasurements gain/(loss) of defined benefit plans	972	1,447
Adjustments:		
Less:Adjustment in retained earning	-	-
Less: Dividend paid on equity shares	1,537	1,164
Less: Tonnage Tax Reserve pertains to Previous year	1,107	-
Less: Tonnage Tax Reserve	13,032	14,210
Less: Upward valuation of MTI land transferred as per demerger scheme (Refer note no. 43)	-	2,37,359
Less: DTL on Upward valuation of MTI land transferred as per demerger scheme (Refer note no. 43)	-	(5,502)
Less: Retained earning of MTI segment transferred as per demerger scheme (Refer note no. 43)	-	4,373
Closing Balance	**4,425**	**(60,883)**

Retained earnings include accumulated OCI of ₹ 6,973.28 lakhs (Previous year ₹ 6,001.28 lakhs)

Nature and Purpose of other reserves

Capital Reserve: The amount of sales proceeds in excess of original cost of ships sold by the Company. This is not available for distribution of dividend but can be utilised for issuing bonus shares.

Securities Premium: The amount received in excess of face value of the equity shares is recognised in Share Premium Reserve. This is not available for distribution of dividend but can be utilised for issuing bonus shares.

General Reserve: General Reserve represents appropriation of retained earnings and are available for distribution to shareholders.

Tonnage Tax Reserve/Tonnage Tax Reserve (Utilised): This reserve is a statutory reserve as per requirement of section 115VT of the Income Tax Act, 1961 for the purpose of complying with the conditions for applicability of tonnage tax scheme.

Retained Earnings: Retained Earnings represents surplus/accumulated earnings of the Corporation and are available for distribution to shareholders.

Other comprehensive income (OCI): OCI comprises items of income and expenses (including reclassification adjustments) that are not recognised in profit or loss as required or permitted by Indian Accounting Standards. The components of OCI include: re-measurements of

(All amounts in INR lakhs, unless otherwise stated)

defined benefit plans.

Note: 14: Financial Liabilities

Note 14(a): Long-term borrowings

Particulars		31 March 2023		31 March 2022	
		Non Current	Current*	Non Current	Current*
Secured					
Term Loans:					
Rupee loans from banks	A	-	-	-	-
Foreign currency loans from banks	B	76,745	31,116	99,414	27,136
Total	C	**76,745**	**31,116**	**99,414**	**27,136**
Unsecured					
Term Loans:					
Rupee loans from banks	A	-	-	-	-
Foreign currency loans from banks	B	89,170	35,776	115,205	32,987
Total	C	**89,170**	**35,776**	**1,15,205**	**32,987**
Long-term borrowings #		**1,65,915**	**66,892**	**2,14,619**	**60,123**

Details of Borrowings

Name of facility	Amount of Loan	Rate of interest	Repayment Terms	Maturity Date	Security Mortgaged
Secured					
Standard Chartered Gift City 41.456 mn	24,711	Six Month USD LIBOR plus 1.60%	Half yearly	Aug-27	Secured Against Vessels
SBI London 40.495 mn	22,606	Overnight SOFR plus 1.75%	Half yearly	Nov-25	Secured Against Vessels
SBI Mumbai Term Loan ₹ 160 cr - FCNR	8,955	Six Month SOFR plus 1%	Quarterly	Mar-27	Secured Against Vessels
SBI Mumbai Term Loan ₹ 495 cr - FCNR	21,243	Six Month SOFR plus 1%	Quarterly	Jun-27	Secured Against Vessels
Exim Bank Loan 75 million	30,831	Overnight SOFR plus 1.35%	Quarterly	Jul-25	Secured Against Vessels
Unsecured					
Exim Bank Loan 75 million	44,045	Overnight SOFR plus 1.35%	Quarterly	Jan-28	Unsecured
Bank of India 164 million	80,901	Six Month SOFR plus 0.9%	Half yearly	Mar-26	Unsecured
TOTAL	**2,33,292**				

Maturity Profile

	1-2 years	2-3 years	3-4 years	Beyond 4 years
Secured Loans	31,116	28,506	12,970	4,153
	1-2 years	**2-3 years**	**3-4 years**	**Beyond 4 years**
Unsecured Loans	35,776	35,776	8,809	8,809

* Represents current maturities of Long term borrowings included in "Current Borrowings".

The carrying amounts of non-financial assets pledged as security are disclosed in note 34.

Includes ₹ (485) (previous year ₹ (627)) lakhs of Unamortised Upfront fees.

Note 14(b): Lease Liabilities

Particulars	31 March 2023		31 March 2022	
	Non Current	Current	Non Current	Current

(All amounts in INR lakhs, unless otherwise stated)

Lease Liabilities	1,960	204	2,101	198
Total Lease Liabilities	**1,960**	**204**	**2,101**	**198**

Note 14(c): Other financial liabilities

Particulars	31 March 2023		31 March 2022	
	Current	Non Current	Current	Non Current
Financial Liabilities at amortised cost				
Security Deposits				
Security Deposits (others)	855	131	866	135
Security Deposits against employee Bond	9	-	-	-
Security Deposits from subsidiary	-	-	-	-
Interest accrued but not due on borrowings	1,467	-	634	-
Unpaid Dividend	15	-	10	-
Others				
Other Deposits payable	276	-	297	-
Payable to Related Parties (Refer Note no 29 for details)	29	-	20	-
Payable to SCILAL.	280	-	366	-
Employee related Liabilities	20,519	-	18,717	-
Others*	6,709	-	1,197	-
Total other financial liabilities	**30,159**	**131**	**22,107**	**135**

* Includes book overdraft of ₹ 3,866 lakhs (Previous year ₹ 249 lakhs) for which reconciliation has been done.

Note 14(d): Current borrowings

Particulars	31 March 2023	31 March 2022
Secured		
Current maturities of long-term debt	31,116	27,136
Unsecured		
From Banks repayable on demand		
Rupee loans from banks	-	-
Foreign currency loans from banks	25,487	42,996
Current maturities of long-term debt	35,776	32,987
Total current borrowings	**92,379**	**1,03,119**

Statement of changes in liabilities for which cash flows have been classified as Financing Activities

Particulars	Liabilities from Financing Activities		
	Long Term borrowings	Short Term borrowings	Total
Net debt as at 1 April 2022	2,75,376	42,996	3,18,372
Cash flows	(60,556)	(19,497)	(80,053)
Foreign Exchange adjustments	18,625	1,988	20,613
Interest expense	11,469	604	12,073
Interest Paid	(10,640)	(604)	(11,244)
Net debt as at 31 March 2023	**2,34,274**	**25,487**	**2,59,761**

Note 14(e): Trade payables

Particulars	31 March 2023	31 March 2022
Trade payables		
(a) total outstanding dues of micro enterprises and small enterprises; and	5,054	3,714
(b) total outstanding dues of creditors other than micro enterprises and small enterprises*	1,34,230	1,19,896

(All amounts in INR lakhs, unless otherwise stated)

Total trade payables	**1,39,284**	**1,23,610**

* Significant Payable from related parties (refer note 29)

Disclosure requirement under MSMED Act, 2006

Particulars	31 March 2023	31 March 2022
(a) (i) the principal amount remaining unpaid to any supplier at the end of each accounting year;	5,054	3,714
(ii) the interest due thereon (to be shown separately) remaining unpaid to any supplier at the end of each accounting year;	13	1
(b) the amount of interest paid by the buyer in terms of section 16 of the Micro, Small and Medium Enterprises Development Act, 2006 (27 of 2006), along with the amount of the payment made to the supplier beyond the appointed day during each accounting year;	-	-
(c) the amount of interest due and payable for the period of delay in making payment (which has been paid but beyond the appointed day during the year) but without adding the interest specified under the Micro, Small and Medium Enterprises Development Act, 2006;	-	-
(d) the amount of interest accrued and remaining unpaid at the end of each accounting year; and	13	1
(e) the amount of further interest remaining due and payable even in the succeeding years, until such date when the interest dues above are actually paid to the small enterprise, for the purpose of disallowance of a deductible expenditure under section 23 of the Micro, Small and Medium Enterprises Development Act, 2006.	13	1

The information has been given in respect of such vendors to the extent they could be identified as Micro, Small and Medium enterprises on the basis of information available with the Company.

Trade payables ageing schedule for the year ended as on 31 March 2023

Particulars	Not Due	0 to 1 year	1 to 2 years	2 to 3 years	more than 3 years	Total
(i) MSME	(15)	4,541	133	348	47	**5,054**
(ii) Others	(982)	1,28,448	6,068	(822)	(178)	**1,32,534**
(iii) Disputed dues- MSME	-	-	-	-	-	**-**
(iv) Disputed dues- Others	-	20	-	54	1,622	**1,696**
Grand Total	**(997)**	**1,33,009**	**6,201**	**(420)**	**1,491**	**1,39,284**

Trade payables ageing schedule for the year ended as on 31 March 2022

Particulars	Not Due	0 to 1 year	1 to 2 years	2 to 3 years	more than 3 years	Total
(i) MSME	11	3,311	355	8	29	**3,714**
(ii) Others	4,975	1,14,568	1,134	(732)	1,160	**1,21,105**
(iii) Disputed dues- MSME	-	-	-	-	-	**-**
(iv) Disputed dues- Others	-	(729)	(156)	-	(324)	**(1,209)**
Grand Total	**4,986**	**1,17,150**	**1,333**	**(724)**	**865**	**1,23,610**

Note 15: Provisions

Particulars	31 March 2023		31 March 2022	
	Current	Non Current	Current	Non Current
Employee Benefit Obligations				
Provision for leave encashment	415	5,608	235	5,802
Post Retirement Medical Scheme	431	1,125	416	1,061
	846	**6,733**	**651**	**6,863**
Other Provisions				

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023		31 March 2022	
	Current	Non Current	Current	Non Current
Insurance & cargo claims*	817	-	728	-
	817	**-**	**728**	**-**
Total	**1,663**	**6,733**	**1,379**	**6,863**

Short term provision	As at 31 March 2022	Provided during the year	Utilised during the year	Amount reversed	As at 31 March 2023
Other Provisions					
Insurance & cargo claims*	**728**	**102**	**-**	**13**	**817**
Total	**728**	**102**	**-**	**13**	**817**

* Represents provision of amount payable/borne by the Company against Insurance & cargo claims

Note 16: Deferred Tax Liabilities

Particulars	31 March 2023	31 March 2022
Deferred tax -upward valuation of Financial Asset	98	83
Deferred Tax Liabilities(Net)	**98**	**83**

Note 17: Other current liabilities

Particulars	31 March 2023		31 March 2022	
	Current	Non Current	Current	Non Current
Deferred Trade Receivable (Contract Liability) (Refer Note no 32 for details)	3,086	-	3,450	-
Advances and Deposits	5,253	-	4,809	-
Others				
Statutory dues	3,380	-	4,597	-
Others Current Liabilities	166	-	25	-
Subsidy for Maldives Service*	3,539	-	1,307	-
Interest Payable to GOI on deposits (Subsidy for Maldives Service)	79	-	3	-
Total other current liabilities	**15,503**	**-**	**14,191**	**-**

*On 10th August 2020, Ministry of Ports, Shipping & Waterways had sanctioned a subsidy of ₹ 21.10 crores as assistance for running cargo shipping service between India and Maldives. The Male service was flagged off on 21st September 2020. The net expenditure incurred (Expenses less Income earned) pertaining to this service is booked against the Subsidy for Maldives Service. The balance amount is placed in Fixed Deposit and Interest earned against such deposit is remitted to the Consolidated Fund of India. A further subsidy of ₹ 16.16 crores was received in March 2023 to continue running cargo shipping service between India and Maldives.

Note 18: Revenue From operations

Particulars	31 March 2023	31 March 2022
Freight	4,20,904	3,54,600
Charter Hire	1,19,905	1,11,387
Demurrage	17,100	10,409
Contract Revenue:		
Core shipping activities	309	179
Incidental activities	8,191	7,359
Reimbursement of expenses	10,627	9,196
Total	**5,77,036**	**4,93,130**

Note 19: Other Operating Revenue

Particulars	31 March 2023	31 March 2022
Training & Consultancy fee	226	1,518

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023	31 March 2022
Sundry Receipts (Core)	1	3
Sundry Receipts (Incidental)	27	52
Excess Provisions & Unclaimed Credit Written Back	-	-
Recovery of Insurance & PI Claims	2,105	4,100
Total	**2,359**	**5,673**

Note 20: Other Income

Particulars	31 March 2023	31 March 2022
Interest on financial assets carried at amortised cost		
a) Fixed Deposits with Banks	1,496	3,625
b) Loans to Employees	162	192
c) Loans to Joint Venture (Refer Note no.29)	1,162	896
d) Others	1,857	1,961
Dividend From Mutual Fund	-	-
Dividend From Joint Venture Companies	1,478	394
Other non operating income		
Profit on Sale of Fixed Assets		
a) Sale of Ships (Net)	-	-
b) Sale of Other Fixed Assets	-	-
Profit on sale of investments	565	569
Profit on sale of bunker	-	-
Gain or Loss on Fair valuation of investment	61	24
Excess Provisions & Unclaimed Credit Written Back	8	690
Net Gain on Foreign Currency Transaction / Translation	-	-
Subsidy to Indian Shipping Companies (promotion of flagging of merchant ships in India)	4,453	1,405
Other Miscellaneous Income	28	66
Total	**11,270**	**9,822**

Note 21: Cost of services rendered

Particulars	31 March 2023	31 March 2022
Direct Operating Expenses :		
Agency Fees	1,079	1,196
Brokerage	5,253	5,939
Commission	910	1,449
Stevedoring, Dunnage, Cargo Expenses Etc. & Slot Expenses On Joint Sector Container Services (Net)	95,013	56,775
Marine, Light And Canal Dues	39,422	37,566
Fuel Oil (Net)	1,37,913	96,939
Water Charges	602	610
Manning expenses	239	404
Honorarium & Training expenses	2	184
Hire of Chartered Steamers	13,381	35,205
Other Indirect Operating Expenses		

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023	31 March 2022
Transfer And Repatriation And Other Benefits	100	101
Stores & Spares	24,575	19,861
Sundry Steamer Expenses	1,997	3,129
Repairs And Maintenance and Survey Expenses	13,973	18,095
Insurance And Protection, Indemnity Club Fees & Insurance Franchise	13,425	12,432
Total	**3,47,884**	**2,89,885**

Note 22: Employee benefit expense

Particulars	31 March 2023	31 March 2022
A) Floating staff		
Wages, Bonus And Other Expenses On Floating Staff	26,238	26,726
Gratuity*	68	236
Contribution To Provident Fund	523	484
Staff Welfare Expenses	152	220
B) Shore Staff		
Salaries, Wages, Bonus etc	15,964	18,242
Gratuity*	2,329	64
Contribution To Provident Fund	1,027	1,035
Contribution To Pension	998	1,045
Staff Welfare Expenses**	124	105
C) Remuneration to Directors	358	185
Total	**47,781**	**48,342**

*Refer Note no. 30 for further details

**Includes amount of ₹ 105.22 lakhs (Previous Year ₹ 87.55 lakhs) amortisation of deferred employee cost as employee loans are measured at amortised cost.

Note 23: Finance costs

Particulars	31 March 2023	31 March 2022
Interest on:		
- Rupee loans	-	-
- Foreign currency loans	11,707	6,172
- Lease Liability	208	218
Exchange differences regarded as an adjustment to borrowing costs	6,346	9,227
Other borrowing costs*	158	153
Total	**18,419**	**15,770**

* Includes amount of ₹ 142.32 lakhs (Previous Year ₹ 142.32 lakhs) amortisation of upfront fee for borrowings taken over the tenure of the borrowing by applying the effective interest rate method.

Note 24: Depreciation and amortisation expense

Particulars	31 March 2023	31 March 2022
Depreciation on Property, plant and equipment	75,037	63,200
Depreciation on Right of Use Assets*	270	283
Amortisation of Intangible Assets	9	42
Total	**75,316**	**63,525**

*Refer Note no. 5 for further details

(All amounts in INR lakhs, unless otherwise stated)

Note 25: Other expenses

Particulars	31 March 2023	31 March 2022
Other Expenses		
Power & Fuel	287	290
Rent	29	8
Repairs and Maintenance		
- Building	338	634
- Others	1,198	1,438
Insurance, Rates and Taxes	7	135
Auditors' Remuneration (Detail in Note no 25(a))	66	66
Establishment Charges	1,596	1,721
Advertisement & Publicity	58	40
Legal & Professional	415	288
Postage, Telephone Telegram & Telex	76	67
Printing & Stationery	54	37
Training, Seminar & Conference Fee	29	71
Travel & Conveyance	322	162
Directors' Sitting Fees	22	12
Directors' Travel Expenses	17	4
Debts / Advances written off	454	31
Interest and Penalties	27	165
Bank Charges	47	151
GST ineligible ITC	741	515
CSR Expenditure (Detail in Note no 25(b))	1,213	605
Net loss on Foreign Currency Transaction / Translation	16,923	214
Loss on Fair valuation of investment	-	-
Loss on Sale of Assets	122	135
Investment Written Off	-	1
Provisions		
Provision for Doubtful Debts and Advances	3,878	781
Foreign Taxation	48	130
Provision of Asset held for sale	-	-
Total	**27,967**	**7,701**

Note 25(a): Details of payments to auditors

Particulars	31 March 2023	31 March 2022
Payment to auditors		
Statutory auditors		
a) Audit fees	38	38
b) Certification Work	28	28
c) Travelling & Out of Pocket Expenses	-	-
Total	**66**	**66**

Note 25(b): Corporate social responsibility expenditure

Particulars	31 March 2023	31 March 2022

(All amounts in INR lakhs, unless otherwise stated)

(i) Gross amount required to be spent by the Company during the year (2% of Average Net Profit as per section 135 (5))	1,213	605
(ii) Surplus arising out of CSR Project	-	-
(iii) Set off available from previous years	-	-
Total CSR Obligation for the year	**1,213**	**605**
Amount Approved by the Board to be spent during the year	1,213	605
Amount spent during the year	182	398
Set Off available for succeeding years	-	-
Amount Unspent during the year	**1,031**	**207**

Amount spent during the year on:

Particulars	2022-23			2021-22		
	In Cash	Yet to be paid in Cash**	Total	In Cash	Yet to be paid in Cash**	Total
(i) Construction / acquisition of any asset	-	171	171	236	6	242
(ii) On Purposes Other than (i) above			-			-
Health, Nutrition and Sanitation	160	485	645	44	57	101
Contribution towards PMUY	-	-	-	-	-	-
Flagship Projects-CSR	-	24	24	7	24	31
Educational Scholarship	22	246	268	46	8	54
Swachh Bharat	-	-	-	-	-	-
Drinking Water	-	-	-	-	-	-
Covid-19	-	-	-	65	68	133
Environment Sustianability	-	94	94	-	44	44
Transfer to GoI Fund	-	-	-	-	-	-
Travel & Admin Expenses	-	11	11	-	-	-
Total Expenses (ii)	**182**	**860**	**1,042**	**162**	**201**	**363**
Grand Total (i) and (ii)	**182**	**1,031**	**1,213**	**398**	**207**	**605**

**Provisions made for liabilities incurred

Note 26: Earnings per share

Particulars	31 March 2023	31 March 2022
(a) Basic and diluted earnings per share		
Profit attributable to the equity holders of the company (A)	80,012	79,011
(b) Weighted average number of shares used as the denominator		
Weighted average number of equity shares used as the denominator in calculating basic and diluted earnings per share (B)	46,57,99,010	46,57,99,010
Basic and Diluted earnings per share attributable to the equity holders of the company (A/B) (in ₹)	17.18	16.96

Note 27: Contingent Liabilities And Commitments

(a) Contingent Liabilities

	Particulars	As at 31 March 2023	As at 31 March 2022
I.	Claims against the Company not acknowledged as debts		
	a) State Governments / Local Authorities	1,834	2,183
	b) CPSEs	674	674
	c) Central Government Departments		
	(i) Income Tax *	21,998	30,436
	(ii) Service Tax @	2,36,475	1,94,786
	(iii) Sales Tax & VAT	151	131

(All amounts in INR lakhs, unless otherwise stated)

	d) Others #	8,687	8,446
II.	Guarantees given by the Banks		
	On behalf of the Company	3,799	2,976
	On behalf of Joint Venture to the extent of the Company's share	5,889	5,430
III.	Undertaking cum Indemnity given by Company	6,516	6,516
IV.	Bonds/Undertakings given by the Company to Customs Authorities	61,114	59,675
V.	Corporate Guarantees/Undertakings		
	a) In respect of Joint ventures	Nil	Nil
	b) Others	1,933	1,947

(b) Contingent Assets

Particulars	As at 31 March 2023	As at 31 March 2022
Claims by the Company not acknowledged as asset		
a) State Governments/ Local Authorities	Nil	Nil
b) CPSEs	Nil	Nil
c) Central Government Departments	150	150
d) Others	302	358

(c) Commitments

	Particulars	As at 31 March 2023	As at 31 March 2022
I.	Estimated amount of contracts remaining unexecuted on capital account (net of advances paid) and not provided for	11,628	15,954
II.	Uncalled liability on shares and other investments partly paid	Nil	Nil
III.	Other Commitments in the form of equity share with JV's	Nil	Nil

*** Income Tax:**

(1) On 14.03.2023, The Hon'ble ITAT Mumbai in the Company's own case of AY 2008-09 has passed an order in favor of the Company in the matter of Interest income by ruling that the said income would be in the nature of business income i.e. core business activity and not in the nature of 'Income from Other Sources'. Accordingly, the Company has reversed the provision for income tax for the said assessment year to the tune of ₹ 77 crore, consequent to the aforesaid ruling. The provision for tax in respect of FY 2021-22 and for the current year has also been revised on the basis of aforesaid ruling. The Contingent liability in respect of various assessment years which are pending before ITAT / CIT(A) has also been adjusted based on the aforesaid ruling.

(2) The following demands are not disclosed as Contingent Liability as the possibility of an outflow of resources embodying economic benefits is remote as assessed by the Company;

In case of AY 2013-14 & 2016-17 for which the assessments were re-opened and in case of AY 2017-18 for which the assessment has been completed, the Income Tax department has issued orders determining additional demand to the tune of ₹ 410 lakhs, ₹ 1,083 lakhs and ₹ 1,436 lakhs respectively. While going through the orders, it is noticed that there are errors in determining the income or allowing credit for tax paid. The Company has filed appeals against the said orders and is hopeful of getting the demand reversed. Further, the demands arising on account of the refunds received in the past in respect of the assessments for AY 2013-14 & 2016-17 are not considered for the purpose of disclosure as contingent liability, considering that the demands are expected to be reversed.

@ Service Tax:

(1) includes a sum of ₹ 1,14,728 lakhs as interest (previous year ₹ 97,774 lakhs).

(2) In the matter of de-novo proceedings, in respect of demand on account of Payment (reversal) of Cenvat Credit under Rule 6(3) of Cenvat Credit Rules, 2004 for the period between October 2009 to September 2014, the Principal Commissioner of CGST & C. Excise, Mumbai South vide order dated 26.04.2023 (received on 4th May 2023) has set aside the demand of service tax and also dropped the show cause proceedings for the period October 2014 to March 2016. However, the Principal Commissioner imposed the penalty of ₹ 173.86 crore by holding the view that the mandate of the Hon'ble CESTAT on de-novo adjudication is limited to the extent of CENVAT reversal. The Company has been advised by its legal consultant that once the Commissioner held the matter in favour of the Company, relating to principal demand, there should not have been any penalty. Accordingly, the Company has been advised to file appeal against the penalty and the process of filing appeal is in progress.

(All amounts in INR lakhs, unless otherwise stated)

(3) During the year, the Company has received demand of ₹ 67.24 crore plus interest & penalty towards non-payment of service tax on expenses incurred in foreign currency for the period October 2015 to June 2017. The Company has already filed appeal in CESTAT against this demand. In similar cases in respect of previous periods from October 2009 to September 2015, the Company has filed appeal against the orders issued by the Service Tax department. The Company is of view that it has fair chance of succeeding in CESTAT taking into account the fact that service tax is leviable only in respect of prescribed services rendered in the territory of India and that the demand which has been made is relating to activity undertaken by foreign service providers from whom the Company has availed services, who do not have any office in India, have not visited India; and rendered services outside India and the said services were received, used and consumed by the Company outside India.

(4) Show Cause Notice/Demands are not considered for Contingent Liability based on merits of the cases and where the Company has obtained favourable orders in similar cases relating to other years/periods.

 # Details of other cases

Sl. No	Particulars	Brief Description	As at 31 March 2022	Addition	Deletion	As at 31 March 2023
1	S Venkiteswaran - Chokhani Intl Ltd New Delhi-drydock of Dadabhai Naoroji	MT. D.B. Naoroji stemmed for drydock repairs with M/s. Chokhani International, Chennai during July 1997 with quoted repair period of 45 days and stemmed cost of INR 792.16 lakhs. The shipyard took total of 229 days i.e. 184 days in excess of quoted period. Since there were additional repairs which cropped up, after opening of machineries during drydock period, SCI allowed additional 66 days i.e. from SCI side total repair period is to be 111 days. Yard submitted invoices for INR 1736.56 lakhs in March 1998. Yard unwilling to accept delay in completion of repairs and relevant penalty due to delayed repair completion.	5,384	174	-	5,558
2	Mercuria v/s SCI MT Maharshi Parashruam	M.T Maharshi Parashuram was fixed on voyage charter on account of Mercuria Energy Trading Pte Ltd via C/P dated 20.01.2012. Vessel loaded cargo of Fuel Oil (380 CST). Vessel completed cargo loading on 12th February 2012 and sailed for discharge port on 13th February 2012. During loading at Vadinar (Essar Terminal), it was observed that main cargo leaked into slop tank (Starboard). The reason for the same as advised by Master was due to failure of mechanical Valve between Cargo Tanks and Slops Tank (Starboard).	38	3	-	41
3	SCI Vs M/s Jyothi Marine, Kakinada	M/s Jyothi Marine had arranged slop reception facility for our vessel M.T. ABUL KALAM AZAD and de-slopping was carried out at inner anchorage on 10.10.2017. Invoice dated 01.01.2018 for amount ₹ 13.53 lakhs was submitted and revised invoice on 23.07.2018. In view of non-payment till date party has claimed a total amount of INR 20.54 lakhs with interest.	21	-	-	21

(All amounts in INR lakhs, unless otherwise stated)

Sl. No	Particulars	Brief Description	As at 31 March 2022	Addition	Deletion	As at 31 March 2023
4	SCI VS M/s Amarante MV Vishva Diksha	M.V Vishva Diksha was fixed on a time charter with M/s Amarante for 3 voyages. On her last voyage, vessel called Bengkulu, Indonesia on 30.04.2021 for loading about 55000mt Coal. However, on arrival part of the crew were found covid positive and hence, the loading operations were delayed. On 08.05.2021, the port authorities instructed vessel to stop loading and proceed out of the port limits. In-view of the health conditions of the affected crew and also safety of the vessel and the crew on board, vessel was instructed to proceed to her disport in India. Vessel had loaded only about 33000mt cargo against planned about 55000mt. Charterers are now claiming deadfreight for short loading of cargo and also off-hire of all waiting period at Bengkulu and disport Kakinada citing the covid affected crew on board.	232	20	-	252
5	M.V. Vishva Shakti (1995 case M/s. S.S.Jain vs SCI Ltd defendant)	M.V. Vishva Shakti - refund of EMD claimant has requested of EMD of ₹ 7 lakhs with interest at 24% p.a. which was forfeited by SCI for not fulfilling the terms & conditions of the tender.	26	1	-	27
6	M.V. Samrat Ashok (1997 case M/s. Chaudhary Ind vs SCI Ltd defendant)	M.V. Samrat Ashok - refund of EMD. The claimant had requested for refund of their EMD of ₹ 10 lakhs with interest thereon @ 16% p.a. or at the highest rate on deposits by a Nationalised bank. The EMD was forfeited by SCI for not fulfilling the terms & conditions of tender.	35	-	35	-
7	M.T. C V Raman (2013 case SYMCOM IMPEX claimant directed SCI to show cause as to why the loss to Symcom leviable on SCI should not be recovered/ demanded)	M.T. C V RAMAN show cause notice from SYMCOM IMPEX PVT. LTD. MUMBAI The claimant had directed SCI to show causes as to why the LOSS TO SYMCOM leviable on the SCI should not be recovered / demanded.	80	-	-	80
8	Safesea Group	Invoices pertaining to years 2014 / 2015 / 2016 could not be settled owing to disputes relating to cargo quantity, change in freight due to shipment not loaded within agreed period, freight limit imposed by consignees etc. M/s.Safesea arrested SCI vessel, M.V. Vishva Anand at Durban to recover the outstanding amount. They have claimed outstanding amount plus interest plus legal costs.	397	34	-	431

(All amounts in INR lakhs, unless otherwise stated)

Sl. No	Particulars	Brief Description	As at 31 March 2022	Addition	Deletion	As at 31 March 2023
9	M/s Lilly Maritime Pvt Ltd. – Plaintiff V/s The SCI Ltd. _ Defendant (M.V. Indira Gandhi).	Bill Of Entry documents pertaining to the Vessel importation at the time of Delivery or documents pertaining to filed Bill of Entry due to which buyer refused to take the delivery of the vessel after making the full payment and filed case against SCI for not providing above documents and sought for an interim relief against SCI on 03.05.2017. The Hon'ble Judge passed directive to take the delivery of the vessel and asked SCI to deposit 5% of Sales Tax dues with the court i.e. The Prothonotary & Senior Master High Court Mumbai which SCI did. Vessel handed over to Buyer M/s Lilly on 22.05.2017. The buyer has filed notice of motion stating to refund the EMD and ROB amount after the joint bunker survey.	132	-	-	132
10	M/s N K Traders (2002 case)	Money claim against SCI for non-payment of party's bills of ₹ 29,91,871/- and the security deposit of ₹ 1,25,000/-	93	3	-	96
11	Rabirun Vinimay vs A.L. Logistics & Ors. (SCI respondent no. 2) 2015 case	M/s. Rabirun Vinimay Pvt. Ltd. had imported used plant & machinery from UK to Haldia as containerized shipments (SOC) through several shipping lines in Nov 2011. However consignee could not take delivery of cargo immediately as they could not obtain necessary clearance / permission from customs. Since the containers are SOC boxes, SCI's responsibility was only till landing of the containers at Haldia. A legal notice dated 09.04.2015 from the lawyers of M/s Rabirun Vinimay Pvt. Ltd. in this context.	100	-	-	100
12	BL Transport & BL Shipping agencies & United India Ins Co ltd	Towards Repair cost of pay loader used for loading of barytee powder.	53	2	-	55
13	Mr.Joseph Arputhanath	This case was closed on 30.11.2009 as the petition was disposed by the High Court, Chennai on 30.11.2009 directing the Petitioner (please fill up name & relation to SCI) to approach the National Maritime Board (NMB). As directed by the Hon'ble High Court, Petitioner has filed a petition against NMB Rehabilitation Centre, which has declared that the petitioner is entitled to compensation amounting to ₹ 1,25,000/-.	10	-	-	10
14	S.Rajasekaran ERR-2 CDC NO	Seaman S. Rajasekaran signed Article on 20.09.1996 and was declared permanently unfit for sea service on 20.06.1997 after being diagnosed for Diabetes Mellitus with Parkinson by SCI Medical officer. The Seaman had challenged above decision and filed a Writ Petition 20941/2001 before Madras High Court.	22	-	-	22
15	Gopal Selvamani - vs - SCI	Shri Gopal Selvamani, ERPO-III was relieved of service after his sickness and diagnosis of cancerous tumor by our Medical Officer, which was challenged by him and Commissioner for Workman Compensation-II had awarded compensation of ₹ 55,251/-.	1	-	-	1

(All amounts in INR lakhs, unless otherwise stated)

Sl. No	Particulars	Brief Description	As at 31 March 2022	Addition	Deletion	As at 31 March 2023
16	Mrs. Periyammal w/o late Narayana Muthuraja 2. Mallika D/O late Narayan	Narayana Muthuraja had travelled in SCI's passenger vessel M.V. Chidambaram, which arrived in Chennai on or about 12.02.1985. Vessel met with fire accident and in the accident Narayana Muthuraja died and SCI paid compensation of ₹ 10,000/- to the passenger's family on 29.04.1985 on humanitarian grounds. Later Mrs. Periammal, W/o Narayana Muthuraja and daughter Mallika filed a Civil Suit 1250 of 1988 claiming a sum of ₹ 1,30,000/- as death compensation.	10	-	-	10
17	Canteen Workers Lal Bavta	Lal Bavta Case (absorption of canteen contract worker).	850	25	-	875
18	M/s BHN Offshore Services Pvt Ltd	The Arbitration proceeding initiated by M/s BHN Offshore Services Pvt Ltd on 3rd May, 2021(Manning agent of FP who was terminated) and his claim of ₹ 19.75 lakhs incorporated. SCI filed Reply refuting all claims and justifying the reasons for the termination. SCI has also filed documentary evidence in the matter.	20	-	20	-
19	Kolkata Technical Fleet Personnel	Compensation related Fleet personnel cases.	209	13	-	222
20	OSV	Compensation cases of OSV fleet personnel.	266	-	-	266
21	Disability cases - Officers	Disability compensation of Fleet personnel (Officer) cases.	23	-	1	22
22	Disability - Crew	Disability compensation of Fleet personnel (Crew) cases.	36	-	-	36
23	Death Cases	Death compensation cases of Fleet personnel.	110	-	1	109
24	Misc	Fleet personnel miscellaneous cases.	255	27	-	282
25	PF and Gratuity Cases	Compensation cases of wages, PF & Gratuity.	29	-	4	25
26	Manning agent (Wage/PF/ Gratuity)	Manning agent cases on wages, PF & Gratuity.	14	-	-	14
		Total	**8,446**	**302**	**61**	**8,687**

(a) The Company's pending litigations comprise claims against the Company and proceedings pending with Tax / Statutory/ Government Authorities. After review of all its pending litigations and proceedings, the Company has made adequate provisions, wherever required and disclosed the contingent liabilities, wherever applicable, in its financial statements. The Company does not expect the outcome of these proceedings to have a material impact on its financial position. Future cash outflows in respect of the above are determinable only on receipt of judgments / decisions pending with various forums / authorities.

(b) A contingent asset is a possible asset that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the entity. During the normal course of business, several unresolved claims are currently outstanding. The inflow of economic benefits, in respect of such claims cannot be measured due to uncertainties that surround the related events and circumstances.

(c) The company issued bonds of ₹ 61,114 lakhs to custom authorities [a(IV)] is mainly for duty free movement of Import/Export containers.

The movement of contingent liabilities from [I (a)] to [I (d)] under various categories is tabulated below:

(All amounts in INR lakhs, unless otherwise stated)

Categories	As at 31 March, 2022	Addition	Deletion	As at 31 March, 2023
a) State Governments / Local Authorities	2,183	129	478	1,834
b) CPSEs	674	-	-	674
c) Central Government Departments				
(i) Income Tax	30,436	-	8,438	21,998
(ii) Service Tax	1,94,786	41,738	49	2,36,475
(iii) Sales Tax & VAT	131	30	10	151
d) Others	8,446	302	61	8,687
Total	**2,36,656**	**42,199**	**9,036**	**2,69,819**

Note 28: Income taxes

The major components of income tax expense for the years ended 31 March 2023 and 31 March 2022 are:

(a) Deferred Tax

Particulars	31 March 2023	31 March 2022
Deferred tax relates to the following:		
Deferred tax - upward valuation of Financial Asset	98	83
Net Deferred Tax Liabilities	**98**	**83**

(b) Movement in deferred tax liabilities

Particulars	31 March 2023	31 March 2022
Opening balance as of April 1 2022	83	5,580
Tax income / (expense) during the period recognised in profit or loss	14	5
DTL on upward valuation of MTI Land transferred as per demerger scheme	-	(5,502)
Closing balance as at March 31 2023	**98**	**83**
Deferred Tax liability has been shown under note no. 16	**98**	**83**

(c) Income tax recognised in profit or loss

Particulars	31 March 2023	31 March 2022
Income tax expense		
Current tax		
Current tax on profits for the year	2,581	4,282
Tax pertaining to earlier years (please refer note no.41)	(9,309)	104
Deferred tax	14	5
Income tax expense	**(6,714)**	**4,391**

(d) The reconciliation of tax expense and the accounting profit multiplied by statutory income tax rate:

Particulars	31 March 2023	31 March 2022
Profit before income tax expense	73,298	83,402
Tax Rate	25.17%	25.17%
Tax on Profit before Tax	**18,449**	**20,992**
Less: Tax effect of income that are not taxable in determining taxable profit	(16,153)	(18,912)
Less: Tax effect of Dividend Income that are not taxable in determining taxable profit	(372)	(99)
Add: Impact of tonnage tax scheme	657	696
Less: Difference in tax gains and book gains (Capital gains)	-	(1)
Less: Reversal of DTL	14	5
Add: Excess provision - current tax	-	1,606
Add: Tax pertaining to earlier years	(9,309)	104
Less:Exempt income - Dividend from mutual funds	-	-
Add:MAT credit utilised for the year (Written off)	-	-
Income tax expense	**(6,714)**	**4,391**

Basis of applicable tax rate:

(All amounts in INR lakhs, unless otherwise stated)

Normal Tax rate	22%	22%
Surcharge	10%	10%
Health and Education Cess	4%	4%
Applicable Tax rate	**25.17%**	**25.17%**

(e) Current tax liabilities

Particulars	31 March 2023	31 March 2022
Opening balance	-	-
Add: Current tax payable for the year	2,581	4,282
Less: Taxes paid	(2,581)	(4,282)
Closing balance	**-**	**-**

Note 29: Related party transactions

(a) Control

Government of India enterprises controlled by Central Government

(b) Subsidiaries

1. Inland & Coastal Shipping Ltd is 100 percent Subsidiary.

(c) Joint Venture Companies

1. India LNG Transport Co. (No. 1) Ltd.
2. India LNG Transport Co. (No. 2) Ltd.
3. India LNG Transport Co. (No. 3) Ltd.
4. India LNG Transport Co. (No. 4) Pvt Ltd.

(d) Key Management Personnel

Whole Time Directors

1. Capt. B. K. Tyagi (CMD w.e.f. 03.09.2022)
2. Smt. H. K. Joshi (ceased to be on Board w.e.f. 01.06.2022)
3. Shri. Atul Ubale (joined SCI Board w.e.f. 05.12.2019)
4. Shri. Vikram Dingley (joined SCI Board w.e.f. 19.05.2022)
5. Shri. C. I. Acharya (joined SCI board w.e.f. 13.06.2022)
6. Shri. Rajesh Sood (ceased to be on Board w.e.f. 01.05.2021)
7. Shri. P.K. Gangopadhyay (ceased to be on Board w.e.f. 01.12.2022)

Company Secretary

1. Smt. Swapnita Vikas Yadav (appointed as Company Secretary & Compliance Officer w.e.f. 01.02.2022)
2. Shri. Dipankar Haldar (Legal Affairs & Company Secretary ceased on 31.01.2022)

Chief Financial Officer

1. Shri. N. Subramanya Prakash (CFO w.e.f. 05.08.2022)
2. Shri. L. C. Serrao (ceased to CFO w.e.f. 05.08.2022)

Relative of KMP

1. Shri.Vikas Yadav (w.e.f. 01.02.2022)

(e) Non Executive Directors - Not KMPs

Independent Directors

(All amounts in INR lakhs, unless otherwise stated)

1. Shri. Pramod Kumar Panda (ceased to be on SCI Board w.e.f 18.10.2022)
2. Shri. Gulabbhai Rohit (joined SCI Board on 22.11.2021)
3. Ms. Arunima Dwivedi (joined SCI Board on 07.12.2021)
4. Shri. K.N.P. Chakravarthy (joined SCI Board on 07.12.2021)
5. Shri. Shreekanth Pattar (joined SCI Board on 07.12.2021)
6. Shri. Dr. Anil Kumar Mishra (joined SCI Board on 07.12.2021)

Government Nominee Directors

1. Shri. Sanjay Kumar (joined SCI Board on 29.01.2020)
2. Shri. Vikram Singh (ceased to be on SCI Board w.e.f. 03.11.2022)
3. Shri. Rajesh Kumar Sinha (joined SCI Board on 10.11.2022)

Key management personnel & Relative of KMP compensation:

Name	Short-term employee benefits		Post-employment benefits		Long-term employee benefits		Employee share-based payment	
	31 March 2023	31 March 2022	31 March 2023	31 March 2022	31 March 2023	31 March 2022	31 March 2023	31 March 2022
1. Shri. B.K. Tyagi	56	40	9	8	-	-	-	-
2. Smt. H.K Joshi	45	53	2	10	-	-	-	-
3. Shri. Atul Ubale	65	40	9	8	-	-	-	-
4. Shri. Vikram Dingley	51	-	7	-	-	-	-	-
5. Shri. C.I. Acharya	39	-	8	-	-	-	-	-
6. Shri. Rajesh Sood	-	3	-	1	-	-	-	-
7. Shri. P.K. Gangopadhyay	42	23	5	4	-	-	-	-
8. Smt. Swapnita Vikas Yadav	30	5	4	1	-	-	-	-
9. Shri. Dipankar Haldar	-	37	-	7	-	-	-	-
10. Shri. N. Subramanya Prakash	45	-	6	-	-	-	-	-
11. Shri. L. C. Serrao	19	43	3	8	-	-	-	-
12. Shri. Vikas Yadav	30	5	4	1	-	-	-	-
Total	**422**	**249**	**57**	**48**	**-**	**-**	**-**	**-**

Note:- As the liabilities for gratuity and leave encashment are provided on actuarial basis for the company as a whole the amounts pertaining to Key management personnel compensation are not included in the above table.

Transactions with KMP & relative of KMP and Outstanding Balances are as follows:

Nature of Transactions	31 March 2023	31 March 2022
1) Loans realized during the year	5	1
2) Interest on Loans realized during the year	1	-

Outstanding Balances	31 March 2023	31 March 2022
1) Loan Balances	48	53

(f) Other transactions with related parties

(All amounts in INR lakhs, unless otherwise stated)

The following transactions occurred with related parties:

Nature of Transactions	31 March 2023	31 March 2022
Sitting Fees	22	12

(g) CMD is a Director on the Board of The Standard Club Ltd. where the club pays director sitting fee. In FY 21-22 director sitting fees amounting to ₹ 22 lakhs was waived by CMD in favour of SCI and for FY 22-23 there was no director sitting fee received by CMD hence the same is not included in KMP remuneration.

(h) Transactions with Government of India enterprises controlled by Central Government:

Nature of Transactions	31 March 2023	31 March 2022
Dividend Paid during the year	980	742

(i) Transactions with JV's and Outstanding Balances are as follows:

Nature of Transactions	31 March 2023	31 March 2022
1) Interest Income during the year	1,162	896
2) Expenses Reimbursed / (incurred) during the year	26	(8)
3) Management & Accounting fees earned during the year	2,409	2,128
4) Guarantee fees received during the year	48	43
5) Investment made during the year	-	-
6) Loans advances / (realised) during the year	(17)	(4,169)
7) Interest amount compounded in to principal during the year	-	-
8) Dividend received	1,478	394

Outstanding Balances	31 March 2023	31 March 2022
1) Investments	7,359	7,359
2) Loan Balances	20,091	18,540
3) Other Receivable	-	-
4) Payable on account of Ship	-	-
5) Guarantees Given for JV's	5,889	5,430
6) Interest receivable	337	201
7) Expenses recoverable / (payable) from JV's	10	(19)

(j) Transactions with Subsidiary and Outstanding Balances are as follows:

Nature of Transactions	31 March 2023	31 March 2022
1) Share application money	-	-
2) Expenses Reimbursed during the year	25	19
3) Share Allotment	-	100
4) Loans (realised) during the year	(21)	-
5) Loans given during the year	111	50
6) Investment made during the year	-	-

Outstanding Balances	31 March 2023	31 March 2022
1) Investment at the year end	105	105
2) Share application money pending allotment	-	-
3) Receivable as at year end	-	-
4) Loan Balances*	140	50

'*Transactions with ICSL (not at arm's length)- approved by Board & Audit Committee.

(k) Transactions with Government related entities

(1) Significant Transactions

Government related entities along with description of relationship wherein significant amount of transaction carried out:

Name of related party	Relation	Nature of transaction	31 March 2023	31 March 2022
Hindustan Petroleum Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	56,236	62,749
Indian Oil Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	74,197	43,602
Steel Authority of India Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	19,526	25,945
Oil And Natural Gas Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	24,735	23,004
Mangalore Refinery and Petrochemicals Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	38,455	19,187
Bharat Petroleum Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	33,407	15,633
Chennai Petroleum Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	17,241	12,596
Indian Oil Corporation Ltd.	Central PSU	Purchases of Bunker, Oil, Port Dues etc.	55,997	38,552
Bharat Petroleum Corporation Ltd.	Central PSU	Purchases of Bunker, Oil, Port Dues etc.	15,582	17,257
The Oriental Insurance Co. Ltd	Central PSU	Insurance etc.	14,034	15,195
Cochin Shipyard	Central PSU	Repair/Drydock of vessel	30,564	3,395
Union Territory of Lakshadweep	UTL Admin	Recovery of Reimbursable expenses	28,000	206
Andaman & Nicobar Administration	A&N Admin	Recovery of Reimbursable expenses	25,860	17,500
Oil And Natural Gas Corporation Ltd.	Central PSU	Recovery of Reimbursable expenses	23,054	25,118
Geological Survey Of India	Ministry of Mines	Recovery of Reimbursable expenses	10,113	8,482
Ministry of Earth Sciences	Ministry of Earth Sciences	Recovery of Reimbursable expenses	2,629	3,220
National Institute of Ocean Technology	Ministry of Earth Sciences	Recovery of Reimbursable expenses	590	3,028
SCI Land and Assets Ltd.	Central PSU	Payable towards Reimbursable expenses / income	280	366

Government related entities along with description of relationship wherein significant amount of balance receivable/payable from/to related parties are as follows:

Name of related party	Relation	Nature of transaction	31 March 2023	31 March 2022
Andaman and Nicobar Administration	A&N Admin	Trade Receivable/(Advance from customer)	17,062	14,483
Indian Oil Corporation Ltd.	Central PSU	Trade Receivable/(Advance from customer)	10,057	6,476
Union Territory of Lakshadweep	UTL Admin	Trade Receivable/(Advance from customer)	7,119	390
Hindustan Petroleum Coporation Ltd.	Central PSU	Trade Receivable/(Advance from customer)	6,998	9,328
Oil And Natural Gas Corporation Ltd.	Central PSU	Trade Receivable/(Advance from customer)	6,931	1,455
Ministry of Earth Sciences	Ministry of Earth Sciences	Trade Receivable/(Advance from customer)	5,454	1,925
Indian Navy	Central PSU	Trade Receivable/(Advance from customer)	5,075	3,253
Cochin Shipyard Ltd.	Central PSU	Trade Payable/(Advance to vendor)	17,674	22,378
Indian Oil Corporation Ltd.	Central PSU	Trade Payable/(Advance to vendor)	5,805	4,824

(All amounts in INR lakhs, unless otherwise stated)

Name of related party	Relation	Nature of transaction	31 March 2023	31 March 2022
Lakshadweep Development Corporation	Central PSU	Trade Payable/(Advance to vendor)	1,089	-
Oil And Natural Gas Corporation Ltd.	Central PSU	Trade Payable/(Advance to vendor)	684	670
Bharat Sanchar Nigam Ltd.	Central PSU	Trade Payable/(Advance to vendor)	440	811
Bharat Petroleum Corporation Ltd.	Central PSU	Trade Payable/(Advance to vendor)	385	2,658
Cochin Port Trust	Govt. Port Trust	Trade Payable/(Advance to vendor)	194	7
Commissioner Of Custom	Custom Office	Trade Payable/(Advance to vendor)	174	11
Deendayal Port Trust (Earlier Refered as Kandla Port Trust)	Govt. Port Trust	Trade Payable/(Advance to vendor)	162	17

(2) Other than Significant Transactions

Other than significant transactions carried out are as follows:

Particulars	31 March 2023	31 March 2022
Revenue	67,231	59,433
Purchases/services	25,733	17,540
Recovery of Reimbursable expenses	937	1,570

Other than significant amount of balance receivable/payable from/to related parties are as follows:

Particulars	31 March 2023	31 March 2022
Trade Receivable/(Advance from customers)	27,371	11,035
Trade Payable/(Advance to vendors)	334	213

(l) Details of Guarantees given:

Particulars	31 March 2023	31 March 2022
Petronet LNG Ltd.	5,889	5,430
Oil & Natural Gas Corporation Ltd.	2,266	2,267
Oriental Insurance Company Ltd.	2,761	1,975
Other than significant balance of guarantee given to related parties	705	681

(m) Details of Deposits:

Particulars	Relation	Deposit Given/ (Received)	31 March 2023	31 March 2022
Haldia Dock Complex (Kolkata Port Trust)	Govt. Port Trust	Deposit Given	45	825
The Oriental Insurance Co Ltd.	Central PSU	Deposit Given	150	150
New Delhi Municipal Council	Ministry of Urban Development	Deposit Given	34	-
Other than significant balance of guarantee given to related parties		Deposit Given	23	28

Transactions with other government-related entities

Apart from the transactions disclosed in (k), (l) and (m) above, the Company also conducts business with other government related entities. The Company has bank deposits, borrowings and other general banking relations with PSU banks. Other than the substantial amount of bank balances, bank borrowings and the facilities with these banks, transactions with other government related entities are individually insignificant.

(n) Trust

Transactions with Post Retirement Plans managed through separate trust wherein SCI having control :

Name of related party	Nature of transaction	31 March 2023	31 March 2022

(All amounts in INR lakhs, unless otherwise stated)

1)	Shipping Corporation of India Employees Gratuity Fund	-	-	-
2)	Post Retirement Medical Scheme for the Shore employees of The Shipping Corporation of India Ltd.	-	-	-
3)	Provident Fund for the employees of The Shipping Corporation of India Ltd.	Employer's Contribution	1,373	1,398
4)	SCI Employee Superannuation Trust	Employer's Contribution	978	1,053
5)	Provident Fund for The Crew Non CDC holders of The Shipping Corporation of India Ltd.	-	-	-
6)	The Shipping Corporation of India Limited Post-Retirement Medical Trust	Employer's Contribution	95	-

Note 30: Employee Benefit Obligations

(A) Description of type of employee benefits

a) The Company offers to its employee's defined benefits plans in the form of Gratuity, Leave Encashment and Post Retirement Medical Benefit Scheme

i.	Gratuity	a) Represents benefits to employee on the basis of number of years of service rendered by employee. The employee is entitled to receive the same on retirement or resignation.
		b) SCI has formed a trust for gratuity which is funded by the Company on a regular basis. The assets of the trust have been considered as plan assets.
ii.	Leave Encashment	Represents unavailed leave to the credit of the employee and carried forward in accordance with terms of agreement.
iii.	Post Retirement Medical Benefit Scheme	Represents benefits given to employees subsequent to retirement on the happening of any unforeseen event resulting in medical costs to the employee

b) The Company offers to its employees defined contribution plan in the form of Provident Fund, Post Retirement Medical Scheme (New w.e.f. 01.01.2007) and Pension Contribution

The details of the plan are as follows:-

i.	Provident Fund	It is a contribution made on monthly basis @ 12% of monthly Basic and DA to the PF Trust who credits annual interest on PF balances. The corpus accumulated is paid on retirement of the employee.
ii.	Post Retirement Medical Scheme (New w.e.f. 01.01.2007)	It is a contribution @ 4% of monthly Basic and DA towards provision of employees' medical expenses incurred after retirement.
iii.	Pension Contribution	It is a contribution @ 12% of monthly Basic and DA towards provision of annuity after retirement of employees.

(B) Gratuity

Balance sheet amount (Gratuity Plan)

Particulars	Present value of obligation	Fair value of plan assets	Net amount
31 March 2021	9,596	15,901	(6,305)
Current service cost	556	-	556
Past service cost	-	-	-
Interest expense/(income)	662	1,097	(435)
Total amount recognised in profit and loss	1,218	1,097	121
Remeasurements			
Return on plan assets, excluding amount included in interest expense/(income)	-	(440)	440
(Gain)/loss from change in demographic assumptions	-	-	-
(Gain)/loss from change in financial assumptions	(162)	-	(162)

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Present value of obligation	Fair value of plan assets	Net amount
Experience (gains)/losses	(1,512)	-	(1,512)
(i) Amount recognised in other comprehensive income	(1,674)	(440)	(1,234)
Employer contributions			
Benefit payments	(931)	(931)	-
Unrecognised Asset due to Limit in Para 64(b)	-	-	-
(ii) 31 March 2022	8,209	15,627	(7,418)
(iii) Unrecognised Asset at the beginning of the period	-	-	-
(iv) Asset recognised during the year (Asset Celing)	-	-	-
(v) Unrecognised Asset due to Limit in Para 64(b) - Change in Asset Ceiling [(iii)-(iv)]	-	-	-
Total amount recognised in other comprehensive income [(i) & (v)]	**(1,674)**	**(440)**	**(1,234)**
Closing Balance Sheet (Asset) / Liability as on 31 March 2022 [(ii) + (iii)+ (v)]			**(7,418)**

Particulars	Present value of obligation	Fair value of plan assets	Net amount
31 March 2022	8,209	15,627	(7,418)
Current service cost	488	-	488
Past service cost	-	-	-
Interest expense/(income)	583	1,110	(527)
Total amount recognised in profit and loss	1,071	1,110	(39)
Remeasurements			
Return on plan assets, excluding amount included in interest expense/(income)	-	(65)	65
(Gain) / loss from change in demographic assumptions	-	-	-
(Gain) / loss from change in financial assumptions	(137)	-	(137)
Experience (gains) / losses	(894)	-	(894)
(i) Amount recognised in other comprehensive income	(1,031)	(65)	(966)
Employer contributions			
Benefit payments	(915)	(915)	-
Unrecognised Asset due to Limit in Para 64(b)	-	-	-
(ii) 31 March 2023	7,334	15,757	(8,423)
(iii) Unrecognised Asset at the beginning of the period	-	-	-
(iv) Asset recognised during the year (Asset Celing)	-	-	-
(v) Unrecognised Asset due to Limit in Para 64(b) - Change in Asset Ceiling [(iii)-(iv)]	-	-	-
Total amount recognised in other comprehensive income [(i) & (v)]	**(1,031)**	**(65)**	**(966)**
Closing Balance Sheet (Asset) / Liability as on 31 March 2023 [(ii) + (iii)+ (v)]			**(8,423)**

For gratuity, the benefits are paid by the trust and are not debited to the profit & loss of the Company.

The net liability disclosed above relates to funded and unfunded plans are as follows:

Particulars	31 March 2023	31 March 2022
Present value of funded obligations	7,334	8,209
Fair value of plan assets	15,757	15,627
Deficit of funded plan	(8,423)	(7,418)
Unfunded plans	-	-
Unrecognised Asset due to Limit in Para 64(b)	-	-
Deficit of gratuity plan	**(8,423)**	**(7,418)**

(All amounts in INR lakhs, unless otherwise stated)

Significant estimates: Actuarial assumptions

The significant actuarial assumptions were as follows:

Principal Assumptions at the balance sheet date:		
Financial Assumptions	**31 March 2023**	**31 March 2022**
Discount Rate	7.30%	7.10%
Salary Escalation Rate-Shore Staff	7.80%	7.80%
Salary Escalation Rate-Floating Staff	9.00%	9.00%
Expected Return on Assets	7.30%	7.10%
Demographic Assumptions	**31 March 2023**	**31 March 2022**
Mortality Table	Indian Assured Lives Mortality (2012-14) Ult.	Indian Assured Lives Mortality (2012-14) Ult.
Withdrawal Rate	IALM (2012-14) Ultimate 0.50%	IALM (2012-14) Ultimate 0.50%
Retirement Age	60 years	60 years
Timing Related Assumptions		
Time of Retirement	Immediately on achieving normal retirement	
Salary Increase frequency	Once a year	

Sensitivity analysis

The sensitivity of the defined benefit obligation to changes in the weighted principal assumptions is:

	31 March 2023		**31 March 2022**	
Defined Benefit Obligation (Base)	7,334		8,209	
Sensitivity Analysis	**31 March 2023**		**31 March 2022**	
Table 14 : Sensitivity Analysis	**Decrease**	**Increase**	**Decrease**	**Increase**
Discount Rate Impact of increase/decrease in 50 bps on DBO	350	(323)	418	(387)
Salary Growth Rate Impact of increase/decrease in 50 bps on DBO	(149)	160	(196)	206

Change in the Unrecognised Asset due to the Asset Ceiling During the Period	**31 March 2022 to 31 March 2023**	**31 March 2021 to 31 March 2022**
Unrecognised Asset, Beginning of Period	-	-
Asset recognised during the year	-	-
Unrecognised Asset, End of Period	-	-

The above sensitivity analysis are based on a change in an assumption while holding all other assumptions constant. In practice, this is unlikely to occur, and changes in some of the assumptions may be correlated. When calculating the sensitivity of the defined benefit obligation to significant actuarial assumptions the same method (present value of the defined benefit obligation calculated with the projected unit credit method at the end of the reporting period) has been applied as when calculating the defined benefit liability recognised in the balance sheet.

Major category of plan assets are as follows:

Particulars	**31 March 2023**				**31 March 2022**			
	Quoted	**Unquoted**	**Total**	**in %**	**Quoted**	**Unquoted**	**Total**	**in %**
Government of India Securities	6,380	-	6,380	40%	8,985	-	8,985	58%
Debt instruments								
Investment in Bonds	4,140	-	4,140	26%	1,790	-	1,790	11%
Other Assets including accrued interest	1,029	282	1,311	8%	1,003	277	1,280	8%
Investment in Deposits including Bank Balance	-	4,023	4,023	26%	-	3,593	3,593	23%
Total	**11,549**	**4,305**	**15,854**	**100%**	**11,778**	**3,870**	**15,648**	**100%**

None of the financial assets of SCI have been considered in the fair value of plan assets.

(All amounts in INR lakhs, unless otherwise stated)

The expected rate of return on plan assets has been estimated on the basis of actual returns of the trust in the past years. The securities of trust have an effect on the fair value of plan assets as the value of the securities vary with the changes in the market interest rates.

Actual Return on plan assets ₹ 1,044 lakhs (Prev. period ₹ 657 lakhs)

Through its defined benefit plans, the group is exposed to a number of risks, the most significant of which are detailed below:

Asset volatility:

The plan liabilities are calculated using a discount rate set with reference to bond yields; if plan assets underperform this yield, this will create a deficit. Most of the plan asset investments is in fixed income securities with high grades and in government securities. The Company intends to maintain the above investment mix in the continuing years.

Changes in bond yields:

A decrease in bond yields will increase plan liabilities, although this will be partially offset by an increase in the value of the plans' bond holdings.

Life expectancy:

The gratuity plan obligations are to provide benefits for the life of the member, so increases in life expectancy will result in an increase in the plans' liabilities. This is particularly significant where inflationary increases result in higher sensitivity to changes in life expectancy.

Contribution expected to be paid in the next year is **NIL.**

The weighted average duration of the defined benefit obligation is 9.82 years (2022 – 10.21 years).

(C) Leave Encashment (Unfunded)

Balance sheet amount (Leave Encashment)

Particulars	Present value of obligation
31 March 2021	**5,150**
Current service cost	412
Interest expense / (income)	355
Actuarial (Gain) / loss from change in financial assumptions	(111)
Actuarial (Gain) / loss from change in demographic assumptions	-
Actuarial - Experience (Gains) / losses	1,150
Total amount recognised in profit and loss	**1,806**
Employer contributions	
Benefit payments*	(919)
31 March 2022	**6,037**

* For leave encashment, the benefits paid are debited to the statement of Profit and Loss.

Particulars	Present value of obligation
31 March 2022	**6,037**
Current service cost	104
Interest expense / (income)	429
Actuarial (Gain) / loss from change in financial assumptions	(106)
Actuarial (Gain) / loss from change in demographic assumptions	-
Actuarial - Experience (gains) / losses	419
Total amount recognised in profit and loss	**846**
Employer contributions	
Benefit payments*	(860)
31 March 2023	**6,023**

* For leave encashment, the benefits paid are debited to the statement of Profit and Loss.

The net liability disclosed above relates to unfunded plan are as follows:

Particulars	31 March 2023	31 March 2022
Present value of unfunded obligations	6,023	6,037
Deficit of funded plan	**6,023**	**6,037**
Deficit of leave encashment plan	**6,023**	**6,037**

Significant estimates: Actuarial assumptions

The significant actuarial assumptions were as follows:

Principal Assumptions at the balance sheet date:

(All amounts in INR lakhs, unless otherwise stated)

Financial Assumptions	31 March 2023	31 March 2022
Discount Rate	7.30%	7.10%
Salary Escalation Rate-Floating Staff	9.00%	9.00%
Demographic Assumptions	**31 March 2023**	**31 March 2022**
Mortality Table	Indian Assured Lives Mortality (2012-14) Ult.	Indian Assured Lives Mortality (2012-14) Ult.
Withdrawal Rate	IALM (2012-14) Ultimate 0.50%	IALM (2012-14) Ultimate 0.50%
Retirement Age	60 years	60 years
Timing Related Assumptions		
Time of Retirement	Immediately on achieving normal retirement	
Salary Increase frequency	Once a year	

Sensitivity analysis

The sensitivity of the defined benefit obligation to changes in the weighted principal assumptions is:

	31 March 2023		31 March 2022	
Defined Benefit Obligation (Base)	6,023		6,037	
Sensitivity Analysis	**31 March 2023**		**31 March 2022**	
	Decrease	**Increase**	**Decrease**	**Increase**
Discount Rate Impact of increase/decrease in 50 bps on DBO	271	(252)	286	(265)
Salary Growth Rate Impact of increase/decrease in 50 bps on DBO	(225)	239	(237)	253

The weighted average duration of the defined benefit obligation is 9.32 years (2022-9.54 years).

The above sensitivity analyses are based on a change in an assumption while holding all other assumptions constant. In practice, this is unlikely to occur, and changes in some of the assumptions may be correlated. When calculating the sensitivity of the defined benefit obligation to significant actuarial assumptions the same method (present value of the defined benefit obligation calculated with the projected unit credit method at the end of the reporting period) has been applied as when calculating the defined benefit liability recognised in the balance sheet.

(D) Post Retirement Medical Benefit Scheme

Balance sheet amount (Post Retirement Medical Benefit Scheme)

Particulars	Present value of obligation	Fair value of plan assets	Net amount
31 March 2021	2,234	658	1,576
Past service cost	-	-	-
Interest expense/(income)	154	41	113
Total amount recognised in profit and loss	**154**	**41**	**113**
Remeasurements			
Return on plan assets, excluding amount included in interest expense/(income)	-	-	-
(Gain) / loss from change in demographic assumptions	-	-	-
(Gain) / loss from change in financial assumptions	32	-	32
Experience (gains)/losses	(190)	54	(244)
Total amount recognised in other comprehensive income	**(158)**	**54**	**(212)**
Employer contributions			
Benefit payments	(221)	(221)	-
31 March 2022	**2,009**	**532**	**1,477**

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Present value of obligation	Fair value of plan assets	Net amount
31 March 2022	2,009	532	1,477
Past service cost	-	-	-
Interest expense/(income)	123	38	85
Total amount recognised in profit and loss	**123**	**38**	**85**
Remeasurements			
Return on plan assets, excluding amount included in interest expense/(income)	-	-	-
(Gain)/loss from change in demographic assumptions	-	-	-
(Gain)/loss from change in financial assumptions	(78)	-	(78)
Experience (gains)/losses	41	(31)	72
Total amount recognised in other comprehensive income	(37)	(31)	(6)
Employer contributions			
Benefit payments	(214)	(214)	-
31 March 2023	**1,881**	**325**	**1,556**

The net liability disclosed above relates to funded and unfunded plans are as follows:

Particulars	31 March 2023	31 March 2022
Present value of funded obligations	1,881	2,009
Fair value of plan assets	325	532
Deficit of funded plan	**1,556**	**1,477**
Unfunded plans	-	-
Deficit of Post Retirement Medical Benefit Scheme plan	**1,556**	**1,477**

Significant estimates: Actuarial assumptions

The significant actuarial assumptions were as follows:

Financial Assumptions	**31 March 2023**	**31 March 2022**
Discount Rate	7.20%	6.20%
Expected Return on Assets	7.20%	6.20%
Demographic Assumptions	**31 March 2023**	**31 March 2022**
Mortality Table	LIC (1996-98) Ult (Annuitant)	LIC (1996-98) Ult (Annuitant)
Timing Related Assumptions		
Time of Retirement	Immediately on achieving normal retirement	

Sensitivity analysis

The sensitivity of the defined benefit obligation to changes in the weighted principal assumptions is:

Sensitivity Analysis	**31 March 2023**		**31 March 2022**	
Defined Benefit Obligation (Base)	1,881		2,009	
Table 12 : Sensitivity Analysis	**31 March 2023**		**31 March 2022**	
	Decrease	**Increase**	**Decrease**	**Increase**
Discount Rate Impact of increase/decrease in 50 bps on DBO	79	(37)	92	(43)

The above sensitivity analysis are based on a change in an assumption while holding all other assumptions constant. In practice, this is unlikely to occur, and changes in some of the assumptions may be correlated. When calculating the sensitivity of the defined benefit obligation to significant actuarial assumptions the same method (present value of the defined benefit obligation calculated with the projected unit credit method at the end of the reporting period) has been applied as when calculating the defined benefit liability recognised in the balance sheet.

Major category of plan assets are as follows:

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023			
	Quoted	Unquoted	Total	in %
Investment in Deposits including Bank Balance	-	316	316	97%
Other Assets including accrued interest	-	11	11	3%
Total	**-**	**327**	**327**	**100%**

Major category of plan assets are as follows:-

Particulars	31 March 2022			
	Quoted	Unquoted	Total	in %
Investment in Deposits including Bank Balance	-	506	506	95%
Other Assets including accrued interest	-	26	26	5%
Total	**-**	**532**	**532**	**100%**

None of the financial assets of SCI have been considered in the fair value of plan assets.

The expected rate of return on plan assets has been estimated on the basis of actual returns of the trust in the past years. The securities of trust have an effect on the fair value of plan assets as the value of the securities vary with the changes in the market interest rates.

Defined benefit liability and employer contributions:

Contribution expected to be paid in the next year is **NIL.**

The weighted average duration of the defined benefit obligation is 4.30 years (2022–4.52 years).

The expected future cash flows as at 31.03.2023 are as follows:

Projected benefits payable in future years from the date of reporting

Expected Contribution	Gratuity	Leave Encashment	PRMS
1st following year	621	446	462
2nd following year	490	333	359
3rd following year	772	613	310
4th following year	570	411	266
5th following year	725	584	226
Years 6 to 10	4,297	3,868	682

The expected future cash flows as at 31.03.2022 are as follows:

Projected benefits payable in future years from the date of reporting

Expected Contribution	Gratuity	Leave Encashment	PRMS
1st following year	519	251	442
2nd following year	905	665	354
3rd following year	517	345	310
4th following year	777	611	271
5th following year	592	410	235
Years 6 to 10	4,520	3,844	739

Note 31: Segment information

(a) Business Segments

The Company is managed by the Board which is the chief decision maker. The Board has determined the operating segments based on the pattern of vessels deployed by the Company, for the purposes of allocating resources and assessing performance. With effect from 1st April 2021, the Maritime Training Institute (Segment "Others") has been transferred to Shipping Corporation of India Land and Assets Limited (SCILAL) as per Demerger scheme.

(I) Liner

Liner segment includes break-bulk, container transport.

(II) Bulk

Bulk Carriers include dry bulk carriers.

(All amounts in INR lakhs, unless otherwise stated)

(III) Tanker

Tankers segment includes both crude and product carriers, gas carriers.

(IV) T&OS

Technical & Offshore services segment includes company owned offshore vessels, offshore vessels managed on behalf of other organisations, income from technical consultancy and passenger vessels & research vessels managed on behalf of other organisations.

(V) Unallocated

Unallocable items and interest income/expenses are disclosed separately.

Expense and Revenue items are allocated vessel wise wherever possible. Expenses and revenue items that cannot be allocated vessel wise are allocated on the basis of age of the vessel i.e. (Current year - Built year) +1.

(b) Geographical Segments

Presently, the Company's operations are predominantly confined in India.

(c) Adjusted Earnings before Interest & Tax (EBIT)

Adjusted EBIT excludes discontinued operations and the effects of significant items of income and expenditure which may have an impact on the quality of earnings such as restructuring costs, impairments when the impairment is the result of an isolated, non-recurring event. It also excludes the effects of gains or losses on financial instruments.

Interest income is not allocated to segments, as this type of activity is driven by the central treasury function, which manages the cash position of the Company.

Segment	31 March 2023	31 March 2022
Liner	(3,119)	61,227
Bulk	20,380	57,049
Tanker	82,245	(28,317)
T&OS	1,327	2,061
Unallocated	(13,792)	478
Total adjusted EBIT	**87,041**	**92,498**

Adjusted EBIT reconciles to profit before income tax as follows:

Segment	31 March 2023	31 March 2022
Total adjusted EBIT	87,041	92,498
Finance costs :		
Liner	3	5
Bulk	1,964	1,069
Tanker	2,035	1,761
T&OS	1,012	820
Unallocated	13,405	12,115
Total Finance costs	**18,419**	**15,770**
Interest income from investments	4,676	6,674
Profit before income tax from continuing operations	**73,298**	**83,402**

Depreciation included in adjusted EBIT

Segment	31 March 2023	31 March 2022
Liner	1,888	1,888
Bulk	12,464	10,629
Tanker	54,140	44,239

(All amounts in INR lakhs, unless otherwise stated)

T&OS	6,824	6,769
Unallocated	-	-
Total Depreciation included in adjusted EBIT	**75,316**	**63,525**

(d) Segment revenue

The segment revenue is measured in the same way as in the statement of profit or loss.

Segment	31 March 2023			31 March 2022		
	Total segment revenue	Inter segment revenue	Revenue from external customers	Total segment revenue	Inter segment revenue	Revenue from external customers
Liner	1,12,859	-	1,12,859	1,46,914	-	1,46,914
Bulk	81,900	-	81,900	1,15,299	-	1,15,299
Tanker	3,51,618	-	3,51,618	2,05,021	-	2,05,021
T&OS	37,167	-	37,167	32,690	-	32,690
Total Segment Revenue	**5,83,544**	**-**	**5,83,544**	**4,99,924**	**-**	**4,99,924**
Unallocated	2,445	-	2,445	2,027	-	2,027
Total segment revenue as per profit and loss	**5,85,989**	**-**	**5,85,989**	**5,01,951**	**-**	**5,01,951**

Information about major customers

Revenue to specific customers exceeding 7% of total revenue for the year ended 31 March 2023 and 31 March 2022 were as follows:

Revenue from external customers	31 March 2023			31 March 2022		
	Tanker segment	Liner Segment	Total	Tanker segment	Liner Segment	Total
Indian Oil Corporation Ltd.	73,632	565	74,197	43,448	154	43,602
Hindustan Petroleum Corporation Ltd.	56,236	-	56,236	62,749	-	62,749
Container Movement	-	45,281	45,281	-	59,413	59,413

The Company is domiciled in India. The amount of its revenue from external customers (exceeding 4%) broken down by location of the customers is shown in the table below:

Revenue from external customers	31 March 2023	31 March 2022
India	4,47,495	4,09,287
Singapore	55,196	48,074
Other Countries	80,853	42,563
Total	**5,83,544**	**4,99,924**

(e) Segment assets

Segment	31 March 2023		31 March 2022	
	Segment assets	Addition to non-current assets	Segment assets	Addition to non-current assets
Liner	43,182	-	47,680	-
Bulk	1,84,549	-	1,56,649	-
Tanker	5,46,350	-	5,56,647	-
T&OS	1,60,360	-	1,51,345	-
Total segment assets	**9,34,441**	**-**	**9,12,321**	**-**
Unallocated	1,56,732	-	1,33,781	-
Total assets as per the balance sheet	**10,91,173**	**-**	**10,46,102**	**-**

(f) Segment liabilities

Particulars	31 March 2023	31 March 2022

(All amounts in INR lakhs, unless otherwise stated)

Liner	62,816	43,732
Bulk	74,492	61,072
Tanker	80,006	89,284
T&OS	54,452	58,608
Total segment liabilities	**2,71,766**	**2,52,696**
Unallocated	1,82,263	2,35,709
Total liabilities as per the balance sheet	**4,54,029**	**4,88,405**

Note 32: Revenue from Contract with customers

The revenue from contracts with customers to the amounts disclosed as total revenue are as under:

Particulars	31 March 2023	31 March 2022
Revenue from Contract with Customers	4,63,917	3,89,576
Revenue from Other Sources		
Charter hire (lease)	1,19,905	1,11,387
Other income	6,843	7,662
Total Revenue	**5,90,665**	**5,08,625**

The disaggregation of Revenue from Contract with Customers is as under:

(A) Revenue from Contract with Customers - Segment wise

Particulars	31 March 2023	31 March 2022
Liner	1,12,860	1,46,914
Bulk	45,421	57,024
Tanker	2,88,414	1,69,129
T&OS	16,881	15,468
Unallocated	341	1,041
Total Revenue	**4,63,917**	**3,89,576**

(B) Revenue from Contract with Customers – Geographical Location

Particulars	31 March 2023			
	India	Singapore	Others	Total
Liner	89,839	(6)	23,027	1,12,860
Bulk	44,525	876	20	45,421
Tanker	2,17,986	24,884	45,544	2,88,414
T&OS	16,896	-	(15)	16,881
Unallocated	345	-	(4)	341
Total Revenue	**3,69,591**	**25,754**	**68,572**	**4,63,917**

Particulars	31 March 2022			
	India	Singapore	Others	Total
Liner	1,20,797	14	26,103	1,46,914
Bulk	57,109	(1)	(84)	57,024
Tanker	1,52,945	8,582	7,602	1,69,129
T&OS	15,455	-	13	15,468
Unallocated	676	-	365	1,041
Total Revenue	**3,46,982**	**8,595**	**33,999**	**3,89,576**

C) On the basis of Timing of Revenue Recognition:

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023		
	At Point in time	At Point over time	Total
Liner	90	1,12,770	1,12,860
Bulk	3,806	41,615	45,421
Tanker	22,561	2,65,853	2,88,414
T&OS	16,573	308	16,881
Unallocated	341	-	341
Total Revenue	**43,371**	**4,20,546**	**4,63,917**

Particulars	31 March 2022		
	At Point in time	At Point over time	Total
Liner	174	1,46,740	1,46,914
Bulk	4,579	52,445	57,024
Tanker	13,714	1,55,415	1,69,129
T&OS	15,289	179	15,468
Unallocated	422	619	1,041
Total Revenue	**34,178**	**3,55,398**	**3,89,576**

Contract Asset

Particulars	31 March 2023	31 March 2022
Opening Balance of Contract Asset	45,975	29,809
Opening Balance reclassified as Trade Receivable in current period	45,557	29,400
Current year Contract Asset - Carried Forward	47,644	45,566
Closing Balance of Contract Asset	**48,062**	**45,975**

Contract Liability

Particulars	31 March 2023	31 March 2022
Opening Balance of Contract Liability	3,450	2,029
Revenue Recognised from the opening balance of Contract Liability	3,450	2,029
Current year Contract liability - Carried Forward	3,086	3,450
Closing Balance of Contract Liability	**3,086**	**3,450**

The nature of services and its disclosure of timing of satisfaction of performance obligation is mentioned in para 1.18 of Note No. 1.

Contract Assets in the balance sheet constitutes unbilled amounts to customers representing the Company's right to consideration for the services transferred to date. Any amount previously recognised as Contract Assets is reclassified to trade receivables at the time it is invoiced to the customer.

Contract Liabilities in the balance sheet constitutes advance payments and billings in excess of revenue recognised. The Company expects to recognise such revenue in the subsequent financial years.

There were no significant changes in contract assets and contract liabilities during the reporting period except amount as mentioned in the table and explanation given above.

Trade receivables as disclosed in note no 7(d) includes contract balances. Impairment losses as disclosed in Note 37 includes receivables arising from contracts with customers.

Under the payment terms generally applicable to the Company's revenue generating activities, prepayments are received only to a limited extent. Typically, payment is due upon or after completion of the services.

The Company generates revenue from shipping activities.Revenue from a voyage charter is recognised over time, which is determined on a percentage of voyage completion method. The Company has recognised revenue over a period of time basis following output method. Since, the Company can tracks the progress toward completion of the contract by measuring days to date relative to total estimated days needed to

(All amounts in INR lakhs, unless otherwise stated)

satisfy the performance obligation, the percentage of voyage completion method/ straight-line basis over the period of the charter i.e. output method provide a faithful depiction of transfer of goods or services.

Note 33: LEASE

The Company as lessee has agreements/contracts relating to charter in of vessel on time basis, land, building, Cars, Photocopier machine etc. The Company as lessor has entered into agreements/contracts of out charter of vessel on time, etc. The right-of-use and lease liability are disclosed in the financial statements at note no 5 & 14 (b) respectively. The Payments associated with short-term leases and leases of low-value assets are recognised on a straight-line basis as an expense in profit or loss.

The following table shows the effects of Leases in the Statement of the Profit and Loss in financial year 2022-23:

Amounts recognised in profit and loss	31 March 2023	31 March 2022
Depreciation cost on right-of-use assets	270	283
Interest expenses (included in finance costs)	197	210
Expenses relating to service elements of leases	-	-
Expenses relating to short-term leases	266	138
Expenses relating to variable lease payments	-	-
Expenses relating to leases of low-value assets	-	-
Total recognised in operating costs	**733**	**631**

Total cash outflow impact for leases for the year 2022-23 was ₹ 364 lakhs, of which ₹ 199 lakhs relates to interest expense.

OPERATING LEASE COMMITMENTS

(1) As a Lessee - Payments

At the balance sheet date, the Company has the following contractual committed future minimum lease payables under non-cancellable operating leases from time - charter contracts, land, building, Cars, Photocopier machine etc in the aggregate and each of the following periods:

Particulars	31 March 2023*	31 March 2022
Not later than 1 year	327	375
Later than 1 year and not later than 5 years	1,522	1,428
Later than 5 Years	1,183	1,595

*The lease payables include both interest and principal cash flows.

The lease has varying terms and renewal rights. The Group's operating lease for vessels have terms ranging from less than 1 year to 5 years.

Vessels on time charter hire are considered as operating lease.

(2) As a Lessor - Receipts

At the balance sheet date, the Company has the following contractual committed future minimum lease receivable under non-cancellable operating leases from time - charter contracts in the aggregate and each of the following periods:

Particulars	31 March 2023	31 March 2022
Not later than 1 year	38,455	31,069
Later than 1 year and not later than 5 years	10,319	25,369
Later than 5 Years	-	-

The Company's operating lease for vessels have terms ranging from less than 1 year to 5 years. Certain of the leases have varying terms and renewal rights.

(All amounts in INR lakhs, unless otherwise stated)

Vessels on time charter hire are considered as operating lease.

Note 34: Assets pledged as security

Particulars	Notes	31 March 2023	31 March 2022
Current			
Financial Assets			
Other bank balances	**7(c)**	2,818	2,687
Total current assets pledged as security		**2,818**	**2,687**
Non-current			
Financial Assets			
Non-current investments	**7(a)**	7,359	7,359
Non Financial Assets			
Property, Plant and Equipment	**3**	5,72,060	5,82,813
Total non-current assets pledged as security		**5,79,419**	**5,90,172**
Total assets pledged as security		**5,82,237**	**5,92,859**

Note 35: Offsetting Financial Assets and Financial Liabilities

The following table presents the recognised financial instruments and other agreements that can be offset but were not offset, as at March 31, 2023 and March 31, 2022. The column 'net amount' shows the impact on the Company's Balance Sheet if all set-off rights were exercised.

Particulars	Effects of offsetting on the balance sheet			Related amounts not offset		
	Gross amount	Gross amounts set off in the balance sheet	Net amount presented in the balance sheet	Amounts subjects to master netting arrangements	Financial instruments collateral	Net amount
March 31, 2023						
Financial assets						
i. Investments	7,898	-	7,898	-	-	7,898
ii. Trade receivables	1,01,811	-	1,01,811	-	-	1,01,811
iii. Cash and cash equivalents	31,721	-	31,721	-	-	31,721
iv. Bank balances other than (iii) above	23,615	-	23,615	-	2,818	20,797
v. Loans	22,491	-	22,491	-	-	22,491
vi. Other financial assets	75,292	-	75,292	-	-	75,292
Total	**2,62,828**	**-**	**2,62,828**	**-**	**2,818**	**2,60,010**
Financial liabilities						
i. Borrowings	2,58,294	-	2,58,294	-	-	2,58,294
ii. Lease Liabilities	2,164	-	2,164	-	-	2,164
iii. Trade payables						
Micro, Small and Medium Enterprises	5,054	-	5,054	-	-	5,054
Others	1,34,230	-	1,34,230	-	-	1,34,230
iv. Other financial liabilities	30,290	-	30,290	-	-	30,290
Total	**4,30,032**	**-**	**4,30,032**	**-**	**-**	**4,30,032**
March 31, 2022						
Financial assets						
i. Investments	7,837	-	7,837	-	-	7,837
ii. Trade receivables	63,721	-	63,721	-	-	63,721
iii. Cash and cash equivalents	28,296	-	28,296	-	-	28,296
iv. Bank balances other than (iii) above	10,278	-	10,278	-	2,687	7,591

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Effects of offsetting on the balance sheet			Related amounts not offset		
	Gross amount	Gross amounts set off in the balance sheet	Net amount presented in the balance sheet	Amounts subjects to master netting arrangements	Financial instruments collateral	Net amount
v. Loans	21,051	-	21,051	-	-	21,051
vi. Other financial assets	76,300	-	76,300	-	-	76,300
Total	**2,07,483**	**-**	**2,07,483**	**-**	**2,687**	**2,04,796**
Financial liabilities						
i. Borrowings	3,17,738	-	3,17,738	-	-	3,17,738
ii. Lease Liabilities	2,299	-	2,299	-	-	2,299
ii. Trade payables						
Micro, Small and Medium Enterprises	3,714	-	3,714	-	-	3,714
Others	1,19,896	-	1,19,896	-	-	1,19,896
iii. Other financial liabilities	22,242	-	22,242	-	-	22,242
Total	**4,65,889**	**-**	**4,65,889**	**-**	**-**	**4,65,889**

Note 36: Fair value measurements

Financial instruments by category

Particulars	31 March 2023			31 March 2022		
	FVTPL	FVTOCI	Amortised cost	FVTPL	FVTOCI	Amortised cost
Financial assets						
Investments						
- Equity instruments	434	-	-	373	-	-
- Mutual funds	-	-	-	-	-	-
Loans	-	-	22,491	-	-	21,051
Trade receivables	-	-	1,01,811	-	-	63,721
Cash and cash equivalents	-	-	31,721	-	-	28,296
Other bank balances	-	-	23,615	-	-	10,278
Bank deposits with more than 12 months maturity	-	-	16,857	-	-	21,347
Derivative financial assets	-	-	-	-	-	-
Other financial assets	-	-	58,435	-	-	54,953
Total financial assets	**434**	**-**	**2,54,930**	**373**	**-**	**1,99,646**
Financial liabilities						
Borrowings	-	-	1,91,402	-	-	2,57,615
Lease Liabilities	-	-	2,164	-	-	2,299
Trade payables	-	-	1,39,284	-	-	1,23,610
Current maturities of long term debt	-	-	66,892	-	-	60,123
Other financial liabilities	-	-	30,290	-	-	22,242
Total financial liabilities	**-**	**-**	**4,30,032**	**-**	**-**	**4,65,889**

(i) Fair value hierarchy

This section explains the judgements and estimates made in determining the fair values of the financial instruments that are (a) recognised and measured at fair value and (b) measured at amortised cost and for which fair values are disclosed in the financial statements. To provide an indication about the reliability of the inputs used in determining fair value, the Company has classified its financial instruments into the three levels prescribed under Ind AS 113. An explanation of each level follows underneath the table.

Financial assets measured at fair value - recurring fair value measurements At 31 March 2023	Notes	Level 1	Level 2	Level 3	Total
Financial assets					
Financial Investments at FVTPL					
Unquoted equity instruments -Woodland Speciality Hospital Ltd	7(a)	-	-	434	434

(All amounts in INR lakhs, unless otherwise stated)

Total financial assets		**-**	**-**	**434**	**434**

Assets and liabilities which are measured at amortised cost for which fair values are disclosed At 31 March 2023	**Notes**	**Level 1**	**Level 2**	**Level 3**	**Total**
Financial assets					
Loans to related parties	7(b)	-	-	20,231	20,231
Loans to others	7(b)	-	-	2,084	2,084
Bank deposits	7(c)	-	-	-	-
Total financial assets		**-**	**-**	**22,315**	**22,315**
Financial Liabilities					
Borrowings	14(a)	-	2,32,807	-	2,32,807
Security deposits	14(c)	-	-	131	131
Total financial liabilities		**-**	**2,32,807**	**131**	**2,32,938**

Financial assets measured at fair value - recurring fair value measurements At 31 March 2022	**Notes**	**Level 1**	**Level 2**	**Level 3**	**Total**
Financial assets					
Financial Investments at FVTPL					
Unquoted equity instruments -Woodlands Multispeciality Hospital Ltd.	7(a)	-	-	373	373
Total financial assets		**-**	**-**	**373**	**373**
Assets and liabilities which are measured at amortised cost for which fair values are disclosed At 31 March 2022	**Notes**	**Level 1**	**Level 2**	**Level 3**	**Total**
Financial assets					
Investments					
Loans to related parties	7(b)	-	-	18,590	18,590
Loans to others	7(b)	-	-	2,292	2,292
Bank deposits	7(c)	-	492	-	492
Total financial assets		**-**	**492**	**20,882**	**21,374**
Financial Liabilities					
Borrowings	14(a)	-	2,74,742	-	2,74,742
Security deposits	14(c)	-	-	135	135
Total financial liabilities		**-**	**2,74,742**	**135**	**2,74,877**

The fair value of financial instruments referred above have been classified into three categories depending on the inputs used in the valuation technique. The hierarchy gives the highest priority to quoted prices in active market for identical assets or liabilities (level 1 measurements) and lowest priority to unobservable inputs (level 3 measurements).

The categories used are as follows:

Level 1: Level 1 hierarchy includes financial instruments measured using quoted prices. This includes mutual funds that have a quoted price. The mutual funds are valued using the closing NAV.

Level 2: The fair value of financial instruments that are not traded in an active market is determined using valuation techniques which maximise the use of observable market data and rely as little as possible on entity-specific estimates. If all significant inputs required to fair value an instrument are observable, the instrument is included in level 2.

Level 3: If one or more of the significant inputs is not based on observable market data, the instrument is included in level 3. This is the case for unlisted equity securities which are included in level.

There were no transfers between any levels during the year.

(ii) Valuation technique used to determine fair value

Specific valuation techniques used to value financial instruments include:

- the use of closing NAV for investment in mutual funds

(All amounts in INR lakhs, unless otherwise stated)

- the use of book values for investment in unlisted equity securities
- the fair value of the remaining financial instruments is determined using discounted cash flow analysis.

All of the resulting fair value estimates are included in level 1 and 2 except for unlisted equity securities, where the fair values have been determined based on present values and the discount rates used were adjusted for counterparty or own credit risk.

(iii) Fair value measurements using significant unobservable inputs (level 3)

The following table presents the changes in level 3 items for the periods ended 31 March 2023 and 31 March 2022:

Particulars	Unlisted Equity Securities
As at 31 March 2021	**349**
Gains(losses) recognised in Statement of profit or loss	24
As at 31 March 2022	**373**
Gains(losses) recognised in Statement of profit or loss	61
As at 31 March 2023	**434**

Particulars	Fair Value as at		Significant unobservable inputs	Sensitivity	
	31 March 2023	31 March 2022		2023	2022
Valuation inputs and relationship to fair value - Unlisted Equity Securities (recurring)*	434	373	Net book values	Increase (Decrease) in the book value would result in Increase (Decrease) in fair value	

* Net book value as on 31 March, 2023 is calculated based on latest available Financial Statements (i.e. 31 March 2022)

(iv) Valuation processes

The finance department of the Company includes a team that along with treasury function performs the valuations of financial assets and liabilities required for financial reporting purposes, including level 3 fair values. This team reports directly to the Director (finance).

For unlisted equity securities, their fair values are estimated based on the book values of the investee companies.

(v) Fair value of financial assets and liabilities measured at amortised cost

Particulars	31 March 2023		31 March 2022	
	Carrying amount	Fair value	Carrying amount	Fair value
Financial assets				
Loans to related parties	20,231	20,231	18,590	18,590
Loans to employee	2,084	2,084	2,292	2,292
Bank deposits	-	-	492	492
Total financial assets	**22,315**	**22,315**	**21,374**	**21,374**
Financial liabilities				
Borrowings	2,32,807	2,32,807	2,74,742	2,74,742
Security deposits	131	131	135	135
Total financial liabilities	**2,32,938**	**2,32,938**	**2,74,877**	**2,74,877**

The carrying amounts of trade receivables, trade payables, short term security deposits, bank deposits with more than 12 months maturity, cash and cash equivalents including other bank balances and other current financial assets and liabilities are considered to be the same as their fair values. Hence the current financial assets & liabilities have not been considered for Fair value hierarchy above.

The fair values of non-current borrowings (with floating rate of interest) is not impacted due to interest rate changes and will not be significantly different from their carrying amount as there is no significant change in the underlying credit risk of the Company's borrowings.

The fair values of non-current borrowings (with fixed rate of interest) are based on discounted cash flows using a current borrowing rate. They are classified as level 2 fair values in the fair value hierarchy due to the use of observable inputs.

For financial assets and liabilities that are measured at fair value, the carrying amounts are equal to the fair values.

Note 37: Financial risk management

The Company has exposure to the Credit risk, Liquidity risk and Market risk.

The Company's Board of Directors has overall responsibility for the establishment and supervision of the Company's risk management

(All amounts in INR lakhs, unless otherwise stated)

framework. The Board of Directors has established the Risk Management Committee (RMC), which is responsible for developing and monitoring the Company's risk management policies. The Audit Committee oversees how management monitors compliance with the Company's risk management policies and procedures, and reviews the adequacy of the risk management framework in relation to the risks faced by the Company.

(A) Credit Risk:

(i) Credit risk is the risk of financial loss to the Company if a customer to a financial instrument fails to meet its contractual obligations. Company's exposure to credit risk primarily arises on account of its Trade receivables. Trade receivables consist of a large number of customers spread across diverse geographical areas. A default on a trade receivable is considered when the customer fails to make contractual payments within the credit period. This credit period has been determined by considering the business environment in which the Company operates. The Company considers dealing with creditworthy customers and obtaining sufficient collateral, where appropriate, as a means of mitigating the risk of financial loss from defaults. The credit risk due to above is periodically monitored. Based on the periodical analyses, the credit risk is managed by continuous review and follow-up.

(ii) Provision for expected credit losses (ECL):

The Company provides for expected credit loss on trade receivables based on a provision matrix. This matrix is a simplified basis of recognition of expected credit losses in case of trade receivables. The model uses historical credit loss experience for trade receivables i.e. this model uses aging analysis of trade receivables as at the reporting date and is based on the number of days that a trade receivables is past due. The aging has been done for bracket of 90 days over a period of last 3 years. Receivables that are more than 3 years old are considered uncollectible. Further, customers declaring bankruptcy or failing to engage in repayment plan with the Company, provisioning is made on case to case basis i.e. such customers do not form part of this impairment exercise and provided for separately.

(iii) Reconciliation of Trade receivables:

Particulars	31 March 2023	31 March 2022
Gross carrying amount of trade receivables	1,33,366	88,382
Less : Expected credit losses	12,703	9,298
Less : Provision made separately for bankrupt/terminated agents	4,195	3,702
Less : Other Provision (i.e. Off Hire, Demurrage, others)	14,657	11,661
Carrying amount of trade receivables (net of impairment)	**1,01,811**	**63,721**

(iv) Reconciliation of loss allowance provision (ECL)- Trade receivables:

Particulars	Amount
Loss allowance on 31 March 2021	**9,649**
Changes in loss allowance	(351)
Loss allowance on 31 March 2022	**9,298**
Changes in loss allowance	3,405
Loss allowance on 31 March 2023	**12,703**

(B) Liquidity risk

(i) Prudent liquidity risk management refers to the management of the Company's short term and long term funding and liquidity management requirements. The Company's treasury maintains flexibility in funding by maintaining availability of funds under committed credit lines.

Company manages liquidity risk by maintaining adequate reserves, banking facilities and reserve borrowing facilities, by continuously monitoring forecast and actual cash flows, and by matching the maturity profiles of financial assets and liabilities.

(ii) Maturities of financial liabilities

The tables below analyse the Company’s non-derivative financial liabilities into relevant maturity groupings based on their contractual maturities.

The tables have been drawn up based on the undiscounted cash flows of financial liabilities based on the earliest date on which the Company can be required to pay. In the table below, borrowings include both interest and principal cash flows. To the extent that interest rates are floating rate, the undiscounted amount is derived from interest rate curves at the end of the reporting period.

Contractual maturities of financial liabilities 31 March 2023	Less than 1 year	Between 1 and 5 years	More than 5 years	Total

(All amounts in INR lakhs, unless otherwise stated)

Borrowings	79,571	1,81,477	-	2,61,048
Trade payables	1,39,284	-	-	1,39,284
Lease Liabilities	327	1,522	1,183	3,032
Security and other deposits	855	131	-	986
Others financial liabilities	29,304	-	-	29,304
Total liabilities	**2,49,341**	**1,83,130**	**1,183**	**4,33,654**

Contractual maturities of financial liabilities 31 March 2022	Less than 1 year	Between 1 and 5 years	More than 5 years	Total
Borrowings	1,09,055	2,12,216	12,130	3,33,401
Trade payables	1,23,610	-	-	1,23,610
Lease Liabilities	375	1,428	1,595	3,398
Security and other deposits	866	135	-	1,001
Others financial liabilities	21,241	-	-	21,241
Total liabilities	**2,55,147**	**2,13,779**	**13,725**	**4,82,651**

(C) Market risk

Market risk is the risk that changes in market indicators such foreign exchange rates, interest rates and commodity prices will affect the Company's income or the value of its financial instruments. The Company's activities mainly expose it to risks arising from changes in foreign exchange rate and interest rate and freight/charter hire rates.

(i) Foreign currency risk

The Company operates vessels in foreign waters, earns revenues and incurs expenditure in foreign currencies, primarily with respect to USD, EURO and certain other foreign currencies. Foreign currency risk arises from future commercial transactions and recognised assets and liabilities denominated in a currency that is not the Company's functional currency (INR).

Considering the business environment in which Company operates, exposure to foreign exchange rate risk is largely managed by collection of income in foreign currencies in bank accounts abroad.

(a) Foreign currency risk exposure:

The Company's exposure to foreign currency risk at the end of the reporting period expressed in INR, are as follows:

Particulars	31 March 2023			31 March 2022		
	USD	EUR	Others	USD	EUR	Others
Financial assets						
Non Current Loans & Advances	20,091	-	-	18,540	-	-
Non Current Other Assets	431	-	-	397	-	-
Current assets	8,836	-	49	6,636	-	48
Current Loans & Advances	-	-	-	-	-	-
Cash and cash equivalents	1,253	4,513	1,855	1,486	3,417	1,295
Other Bank Balances	-	-	-	-	-	-
Trade Receivables	46,597	7,236	5,577	22,788	5,159	8,099
Exposure to foreign currency risk (assets)	**77,208**	**11,749**	**7,481**	**49,847**	**8,576**	**9,442**
Financial liabilities						
Long Term (Non-Current) Borrowings	1,65,915	-	-	2,14,619	-	-
Other current Liabilities	4,058	-	132	1,798	48	93
Short Term Borrowings	92,379	-	-	1,03,119	-	-
Trade Payables	42,942	6,326	7,593	51,141	5,895	6,690

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023			31 March 2022		
	USD	EUR	Others	USD	EUR	Others
Exposure to foreign currency risk (liabilities)	**3,05,294**	**6,326**	**7,725**	**3,70,677**	**5,943**	**6,783**

(b) Sensitivity

The following table details the Company's sensitivity to a 5% increase/ decrease in INR as against USD and 4% increase / decrease in INR as against EUR. The sensitivity analysis includes only foreign currency denominated monetary items.

Particulars	Impact on profit after tax	
	31 March 2023	31 March 2022
USD sensitivity		
INR/USD -Increase by 5% (31 March 2022- 3%)	(11,404)	(9,625)
INR/USD -Decrease by 5% (31 March 2022- 3%)	11,404	9,625
EUR sensitivity		
INR/EUR -Increase by 4% (31 March 2022- 4%)	217	105
INR/EUR -Decrease by 4% (31 March 2022- 4%)	(217)	(105)

(ii) Interest rate risk

Interest rate risk is the risk that the future cash flows of floating interest bearing borrowings will fluctuate because of fluctuations in the interest rates. The Company’s main interest rate risk arises from long-term borrowings with variable rates, which expose the Company to cash flow interest rate risk.

The Company's fixed rate borrowings are carried at amortised cost. They are therefore not subject to interest rate risk as defined in Ind AS 107, since neither the carrying amount nor the future cash flows will fluctuate because of a change in market interest rates.

The Company manages its interest rate risk by regularly monitoring the interest rate movement and deciding on type of interest rate i.e. fixed or fluctuating.

(a) Interest rate risk exposure

The exposure of the Company’s borrowing to interest rate changes at the end of the reporting period are as follows:

Particulars	31 March 2023	31 March 2022
Variable rate borrowings	2,58,779	3,18,365
Total borrowings at variable rate	**2,58,779**	**3,18,365**

(b) Sensitivity

The sensitivity analysis has been determined based on the exposure to interest rate risk on the borrowings outstanding as at the end of the reporting period. The analysis is prepared assuming the amount of the liability outstanding at the end of the reporting period was outstanding for the whole year with a 100 basis point increase or decrease.

Particulars	Impact on profit after tax	
	31 March 2023	31 March 2022
Interest rates – increase by 100 basis points (100 bps)	(2,588)	(3,184)
Interest rates – decrease by 100 basis points (100 bps)	2,588	3,184

(iii) Freight/Charter hire risk

Shipping industry is governed by various national and international economic and geopolitical developments. Local and international demand and supply determine freight and charter hire rates. Since Company's vessels ply in international waters, it is affected by such developments. Also, bunker cost is major component of Company's cost structure and bunker prices are highly volatile. Informatively, as per GST return filed during FY 2022-23, Export Revenue of the group is ₹ 171,809 lakhs (previous year ₹ 151,814 lakhs).

Note 38: Capital management

(a) Risk management

The Company’s objectives when managing capital are to safeguard the company’s ability to continue as a going concern in order to

(All amounts in INR lakhs, unless otherwise stated)

provide returns for shareholders and benefits for other stakeholders and to maintain an optimal capital structure to reduce the cost of capital.

The Company monitors capital on the basis of the debt equity ratio. This ratio is calculated as total debt divided by total equity.

Particulars	31 March 2023	31 March 2022
Total Debt	2,58,294	3,17,738
Total Equity	6,37,144	5,57,697
Net debt to equity ratio	**0.41**	**0.57**

(b) Loan covenants

The Company has ECB loan agreements with two Banks and these banks have covenants of DSCR, total liabilities to shareholders equity and Total Fixed assets to long term secure debt. The Corporation is comfortably meeting all the financial loan covenants for both the banks for FY 2022-23.

Note 39

As per the guidelines dated 27.5.2016 issued by Department of Investment and Public Asset Management (DIPAM), MOF, GOI in respect of dividend, bonus shares, etc. the Company has an obligation to comply with these guidelines. However, the company shall take in to consideration and be guided by the provisions of the Companies Act 2013, Companies (Declaration and Payment of Dividend) Rules, 2014 and Guidance Note on Dividend & Secretarial Standard 3 (SS3) for taking necessary action appropriate and deemed fit in the circumstances.

Note 40

The matter of payment of Performance Related Pay (PRP) of ₹ 1,103 lakhs vis-à-vis DPE guidelines w.r.t. computation of profits from core activities and non-observance of "Bell Curve” is continued since the FY 2014-15. The Action Taken Notes (ATNs) furnished by the Ministry of Ports, Shipping and Waterways (MoPSW) are yet to be examined by Committee of Public Undertakings. The Company is pursuing the matter with the aforesaid Ministry and awaiting their further instructions for resolution and final decision in the matter.

Note 41

During the quarter and year ended 31.03.2023, Hon’ble ITAT Mumbai has passed an order in favor of the company in respect of an appeal filed for A.Y. 2008-09. Accordingly, the Company has reversed provision for income tax for the said assessment year consequent to the ruling. The Provision for tax for F.Y. 2021-22 has also been revised on the basis of this ruling and the same has been reflected under “Tax pertaining to earlier Years”.

Note 42

The proposed strategic disinvestment of SCI is being handled by Department of Investment and Public Asset Management (DIPAM) with the engagement of Transaction Advisor. In this regard, Preliminary Information Memorandum (PIM) for inviting expression of interest was released on 22.12.2020. The Virtual Data Room is open and is being managed by the Transaction Advisor for the process of due diligence by the Qualified Interested Parties.

Note 43

The Demerger Scheme (‘the Scheme’) for hiving off the identified Non-Core assets had been approved by the SCI Board on 03.08.2021. Pursuant to the instructions of Ministry of Ports, Shipping and Waterways (MoPSW), the Company incorporated a 100 % subsidiary viz. Shipping Corporation of India Land and Assets Limited (SCILAL) on 10.11.2021 for the demerger of Non-Core assets in terms of the Scheme. The Board of SCILAL approved the Scheme on 16.11.2021. The Scheme had been approved by the stock exchange vide approval dated 02.03.2022.

Subsequent to the approval of Scheme by the Boards of SCI as well as SCILAL, assets and liabilities to be transferred to SCILAL had been categorised as “Non-Core Assets / Liabilities Held for Demerger” and consequential impact had been given in the Profit and Loss account w.r.t reversal of amortisation of deferred tax liability, depreciation and foreign exchange loss during the quarter ended 31.12.2021.

The Board of Directors of the Company in its meeting held on 06.05.2022, had approved certain modifications in the Scheme of Arrangement for Demerger of Non-Core Assets. Revised Demerger Scheme was approved by Department of Investment and Public Asset Management (DIPAM), MoPSW and by the SCILAL Board at its meeting held on 25.05.2022 and thereafter it was filed with the stock exchanges and

(All amounts in INR lakhs, unless otherwise stated)

Ministry of Corporate Affairs (MCA). Further to filing of First Motion Petition, the MCA vide its order dated 01.09.2022, directed the Company to convene the Meetings of the Shareholders, Secured and Unsecured Creditors.

The Revised Demerger Scheme was duly approved by the requisite number of Shareholders, Secured and Unsecured Creditors of the Company in accordance with aforesaid MCA Order. Subsequently, the Company filed the Second Motion Petition requesting further orders from the MCA on 21.10.2022, pursuant to which, MCA had called for final hearing on 29.12.2022 and directed SCI to provide responses to the Objections. Thereafter, the MCA vide its order dated 22.02.2023 approved the Demerger Scheme. The Company filed FORM INC 28 with ROC on 14.03.2023 and thereby the Demerger Scheme became effective from 14.03.2023 (effective date).

"As per the Demerger Scheme and MCA order, investment of ₹ 1 lakh by SCI in the Shares of SCILAL stands cancelled w.e.f. 01.04.2021 (appointed date) and SCILAL shall allot equity shares to shareholders. Also, SCILAL ceased to be a subsidiary of SCI w.e.f. 01.04.2021.

Further, Inter-ministerial Group (IMG) in its meeting held on 15.03.2023 decided that Maritime Training Institute(MTI) will be transferred to SCILAL as Unit/ undertaking under demerger Scheme. Pursuant to the above decision, all MTI business assets and liabilities become part of Demerger Scheme and are deemed to be transferred to SCILAL w.e.f. Appointed date i.e. 01.04.2021 at their book value. The above decision has been placed for the information of the respective Boards. Upto disinvestment of SCI, SCI will run business of SCILAL on its behalf and post disinvestment of SCI, SCILAL will run its business.

In accordance with the Demerger Scheme, all the Non-Core assets and liabilities including MTI unit/undertaking, which ceased to be assets / liabilities of SCI as at Appointed date of 01.04.2021 has been reduced from the books of accounts of the Company. Non-Core Assets and Liabilities (excluding MTI Unit/ Undertaking) were classified under "Assets / Liabilities held for Demerger" during FY 2021-22 and have been reduced from same, while MTI business assets have been reduced from the respective assets / liabilities. Retained Earnings of MTI business is adjusted from General Reserve of SCI. The financial results for F.Y. 2021-22 have been restated for giving effect to the above.

As per Appendix C of Ind AS 103, for all business combinations under common controls, the financial information in the financial statements in respect of prior period should be reinstated as if business combination had occurred from the beginning of preceding period in the financial statements, irrespective ofactual date of the combination. Hence, upon transfer of Non-Core Assets / Liabilities including MTI unit/ undertaking, financial statement for the year ended 31.03.2022 have been restated.

Assets and Liabilities demerged from SCI and impact in other Equity is given below:

Sr. No.	Assets / Liabilities transferred under Demerger Scheme	Value As on 31.03.2021
A	Assets transferred under Demerger Scheme	2,39,169
B	Surplus Cash as per Demerger Scheme	1,00,000
C	Liabilities Transferred from SCI as per Demerger Scheme	(27,299)
D	MTI Business Assets	132
E	MTI Business Liabilities	(203)
F	Retained Earnings of MTI	(4,373)
G	**Net Asset Liabilities transferred Under Demerger Scheme**	**3,07,426**
H	**Adjustment from Other Equity**	
	i) From Retained Earnings	
	a) Upward Valuation of Land	(2,37,359)
	b) Deferred Tax Liability on upward valuation of Land	5,502
	ii) Balance from General Reserve	75,569

As per Demerger, Income and Expenses related to Non-Core Assets, MTI Business have been transferred to SCILAL w.e.f. 16.11.2021, whereas Interest on Surplus cash has been transferred w.e.f. 16.11.2021 and 25.05.2022. Interest on Surplus cash of ₹ 45,000 lakhs has been transferred from 16.11.2021 whereas Interest on ₹ 1,00,000 lakhs has been transferred from 25.05.2022 i.e. from the date of approval scheme / revised demerger scheme by both the Boards.

(All amounts in INR lakhs, unless otherwise stated)

Impact of Demerger on profit & loss account for year ended 31.03.2022 is given below:

Sr. No.	Particulars	31.03.2022 (Pre Demerger)	Demerger Impact - Increase / (decrease)	31.03.2022 (Post Demerger)
I	Revenue From operations	4,99,455	(652)	4,98,803
II	Other Income	10,404	(582)	9,822
III	**Total Income (I+II)**	**5,09,859**	**(1,234)**	**5,08,625**
IV	**Expenses**			
	Cost of services rendered	2,90,048	(163)	2,89,885
	Employee benefits expense	48,542	(200)	48,342
	Finance costs	15,770	-	15,770
	Depreciation and amortisation expense	63,544	(19)	63,525
	Other expenses	8,137	(436)	7,701
	Total expenses (IV)	**4,26,041**	**(818)**	**4,25,223**
V	**Profit/(Loss) before exceptional items and tax (III-IV)**	**83,818**	**(416)**	**83,402**
VI	Exceptional items	-	-	-
VII	**Profit/(Loss) before tax (V-VI)**	**83,818**	**(416)**	**83,402**
VIII	Tax expense			
	Current tax	4,230	52	4,282
	Tax pertaining to earlier years	104	-	104
	Deferred tax	5	-	5
	Total tax expense (VIII)	**4,339**	**52**	**4,391**
IX	**Profit/(Loss) for the period (VII-VIII)**	**79,479**	**(468)**	**79,011**

Note 44

The Company has the practice of seeking confirmations of balances from all the parties in respect of the Trade Receivables, Trade Payables and Deposits. During the year, the Company has sent letters to all such parties seeking confirmations of balances. There are fewer responses to the confirmation requests. The company is in the process of following up with the parties for the purpose of recovery / payment of dues. In case of Trade Receivables, approx. 66% of the Total Trade receivables pertain to Government and Public Sector Undertaking Customers. While the reconciliation is an on-going process, the management does not expect any material difference affecting the financial statements of the current year due to the same.

Note 45

The Board of Directors recommended a dividend of ₹ 0.44/- per equity share of face value of ₹ 10/- each. The outgo on this account will be approximately ₹ 2049.52 Lakhs, subject to the approval of members at the ensuing Annual General Meeting.

Note 46

The Company is undertaking a review of all open charges as per MCA records and taking necessary action for filing of satisfaction of charges for which liability has already been discharged.

Note 47: Analytical Ratios

SR NO.	Ratio	Numerator	Denominator	UNITS	As at 31 March 2023 Ratio	As at 31 March 2022 Ratio	Variance
1)	**Current Ratio** (Current Assets/Current Liablities)	Current Assets	Current Liablities	Times	0.96	0.81	18.52
	Reason For Variance :-						

(All amounts in INR lakhs, unless otherwise stated)

SR NO.	Ratio	Numerator	Denominator	UNITS	As at 31 March 2023 Ratio	As at 31 March 2022 Ratio	Variance
2)	**Debt- Equity Ratio**	Total Debt	Shareholder's Equity	Times	0.41	0.57	(28.07)
	(Total Debt/Shareholder's Equity)						
	Reason For Variance :- Debt -Equity ratio is improved due to Profit in the current year.						
3)	**Debt Service Coverage Ratio** (Earnings available for debt service/ Debt Service)	Earnings available for debt service	Debt Service	Times	1.89	2.48	(23.79)
	Reason For Variance :-						
4)	**Return on Equity (ROE)** (Net Profits after taxes – Preference Dividend/Average Shareholder's Equity)	Net Profits after taxes less Preference Dividend	Average Shareholder's Equity	Percentage	13.39	11.72	14.25
	Reason For Variance :-						
5)	**Inventory Turnover Ratio** (Cost of goods sold or sales/Average Inventory)	Cost of goods sold or sales	Average Inventory	Times	8.49	7.39	14.88
	Reason For Variance :-						
6)	**Trade receivables turnover ratio** (Net Credit Sales/Avg. Accounts Receivable)	Net Credit Sales	Avg. Accounts Receivable	Times	7.00	7.87	(11.05)
	Reason For Variance :-						
7)	**Trade payables turnover ratio** (Net Credit Purchases/Average Trade Payables)	Net Credit Purchases	Average Trade Payables	Times	2.65	2.80	(5.36)
	Reason For Variance :-						
8)	**Net capital turnover ratio** (Net Sales/Working Capital)	Net Sales	Working Capital	Times	(56.55)	(9.79)	477.63
	Reason For Variance:- Net capital turnover ratio improved due to improvement in working capital.						
9)	**Net profit ratio** (Net Profit/Net Sales)	Net Profit	Net Sales	Percentage	13.81	15.84	(12.82)
	Reason For Variance :-						
10)	**Return on capital employed (ROCE)** Earning before interest and taxes/ Capital Employed	Earning before interest and taxes	Capital Employed	Percentage	10.24	11.33	(9.62)
	Reason For Variance :-						

<table>
<tr><th rowspan="2">SR NO.</th><th rowspan="2">Ratio</th><th rowspan="2">Numerator</th><th rowspan="2">Denominator</th><th rowspan="2">UNITS</th><th>As at 31 March 2023</th><th>As at 31 March 2022</th><th rowspan="2">Variance</th></tr>
<tr><th>Ratio</th><th>Ratio</th></tr>
<tr><td rowspan="4">11)</td><td>Return on investment - Mutual Funds
{MV(T1) – MV(T0) – Sum [C(t)]} / {MV(T0) + Sum [W(t) * C(t)]}</td><td>{MV(T1) – MV(T0) – Sum [C(t)]}</td><td>{MV(T0) + Sum [W(t) * C(t)]}</td><td>Percentage</td><td>5.25</td><td>3.43</td><td>53.06</td></tr>
<tr><td colspan="7">Reason For Variance :- Return on investment - Mutual Funds is increased due to improved returns in the debt market.</td></tr>
<tr><td>Return on investment - Shares (Majority investment are in Joint Ventures)
{MV(T1) – MV(T0) – Sum [C(t)]} / {MV(T0) + Sum [W(t) * C(t)]}</td><td>{MV(T1) – MV(T0) – Sum [C(t)]}</td><td>{MV(T0) + Sum [W(t) * C(t)]}</td><td>Percentage</td><td>31.35</td><td>35.11</td><td>(10.71)</td></tr>
<tr><td colspan="7">Reason For Variance :-</td></tr>
</table>

Note 48

The figures of previous year have been regrouped or rearranged wherever necessary to conform to current year's presentation as per Schedule III (Division II) to the Companies Act 2013.

For Note no.1 to 48 of Standalone Financial Statements

As per our report of even date attached hereto.

For and on behalf of the Board of Directors,

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

For Chokshi & Chokshi LLP,
Chartered Accountants
FR. No. 101872W/W100045

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

CA S Nagabushanam
Partner
Membership No. 107022

CA Kiran Bhoir
Partner
Membership No. 159960

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Mumbai, Dated the 9th May, 2023

To the Members of

The Shipping Corporation of India Limited

Report on the Audit of the Consolidated Financial Statements

Opinion

We have audited the accompanying Consolidated Financial Statements of The Shipping Corporation of India Limited (hereinafter referred to as "the Holding Company") and its subsidiary (the Holding Company and its subsidiary together referred to as "the Group"), and its joint ventures, comprising of the Consolidated Balance Sheet as at 31.03.2023, the Consolidated Statement of Profit and Loss (including Other Comprehensive Income), the Consolidated Statement of Changes in Equity and the Consolidated Statement of Cash Flows for the year then ended, and notes to the Consolidated Financial Statements including a summary of the significant accounting policies and other explanatory information (hereinafter referred to as "Consolidated Financial Statements").

In our opinion and to the best of our information and according to the explanations given to us and based on the consideration of reports of other auditors on separate Financial Statements and on the other financial information of the subsidiary and joint ventures, the aforesaid Consolidated Financial Statements give the information required by the Companies Act, 2013 ("the Act") in the manner so required and give a true and fair view in conformity with Indian Accounting Standards ("Ind AS") prescribed under section 133 of the Act read with the Companies (Indian Accounting Standards) Rules, 2015, as amended, ("Ind AS"), and other accounting principles generally accepted in India,of the consolidated state of affairs of the Group and its joint venturesas at 31.03.2023, their consolidated profit (including other comprehensive income), their consolidated changes in equity and their consolidated cash flows for the year ended on that date.

Basis for Opinion

We conducted our audit Consolidated Financial Statements in accordance with the Standards on Auditing (SAs) specified under section 143(10) of the Act. Our responsibilities under those Standards are further described in the Auditor's Responsibilities for the Audit of the Consolidated Financial Statements section of our report. We are independent of the Group and its joint ventures in accordance with the Code of Ethics issued by the Institute of Chartered Accountants of India ("ICAI") together with the ethical requirements that are relevant to our audit of the Consolidated Financial Statements under the provisions of the Act and Rules thereunder, and we have fulfilled our other ethical responsibilities in accordance with these requirements and the Code of Ethics. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on the Consolidated Financial Statements.

Key Audit Matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the Consolidated Financial Statements of the current year. These matters were addressed in the context of our audit of the Consolidated Financial Statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters. We have determined the matters described below to be the key audit matters to be communicated in our report.

Sr. No.	Key Audit Matter	Auditor's Response
1	**Accuracy of recognition, measurement, presentation and disclosures of revenues and other related balances in view of adoption of Ind AS 115 "Revenue from Contracts with Customers" (revenue accounting standard)** The application of the new revenue accounting standard involves certain key judgments relating to identification of distinct performance obligations, determination of transaction price of the identified performance obligations, the appropriateness of the basis used to measure revenue recognized over a period. Additionally, revenue accounting standard contains disclosures which involves collation of information in respect of disaggregated revenue and periods over which the remaining performance obligations will be satisfied subsequent to the balance sheet date. In view of these reasons, this matter is identified as a Key Audit Matter. (Refer Note No 32 to the Consolidated Financial Statements)	Our audit approach consisted testing of the design and operating effectiveness of the internal controls and substantive testing as follows: • Evaluated the design of internal controls relating to Implementation of the revenue accounting standard. • Selected a sample of continuing and new contracts, and tested the operating effectiveness of the internal control, relating to identification of the distinct performance obligations and determination of transaction price. • Selected a sample of continuing and new contracts and performed the following procedures: • Read, analyzed and identified the distinct performance obligations in these contracts. • Compared these performance obligations with that identified and recorded by the Company. • Considered the terms of the contracts to determine the transaction price including any variable consideration to verify the transaction price used to compute revenue. • In respect of samples relating to fixed price contracts, progress towards satisfaction of performance obligation used to compute recorded revenue was verified. • Sample of revenues disaggregated by type and service offerings was tested with the performance obligations specified in the underlying contracts.

Sr. No.	Key Audit Matter	Auditor's Response
2	**Impairment testing of Fleets in line with the Ind AS 36** The Company at every reporting period, assesses market conditions and other specific risks to determine if there are any triggering events that may be indicators of an impairment of the fleets. The impairment loss, if any, is recognized in the Statement of Profit and Loss in the period in which impairment takes place. The provision for impairment of fleets is identified as a Key Audit Matter as it involves significant management assumptions and judgment to assess the market conditions and other associated risks in assessment of provisions.	We have obtained the management's view to gain an overview of the triggering events, market conditions (present & future) operational factors and other key assumptions supporting the impairment assessment. We have performed the following procedures for verification of impairment testing of Fleets: • Understanding the process for collecting the inputs into the valuation models to evaluate the design of the Company's controls over its impairment assessment and challenged the appropriateness of the inputs and significant assumptions, including the cash flow projections, discount rate, costs and expenses. • Assessing the reasonableness of fair value of vessel considered by the management by comparing the same with the valuations provided by external professional valuers.
3	**The direct access of certain overseas foreign agents to fund collected on account of freight and other charges** Liner division of the Company has been carrying out its vessels operations and container marketing activities at various ports in India and abroad through its agency network. Agents perform various activities such as marketing, booking, clearing of cargo, port calls of vessels & also collection of freight on behalf of the Company. The Company depends on its agents for operation of Liner segment business. Since all the activities are performed by the agents, there is requirement of funds.Collection of income is done directly by agents and subsequently remitted to the Company. Therefore, it involves a risk on the part of the Company and hence is identified as a Key Audit Matter.	We assessed the Company's process to evaluate Agents on timely basis to identify the impact of on the revenue and collection of funds. • The Company has obtained bank guarantee from major agents & also reviewed the same periodically to confirm its validity and completeness with respect to risk exposure on revenue due to direct access to agents. • The Company has provided Statement of Account (SOA) obtained from these foreign agents for confirmation of transactions and closing balance.
4	**Evaluation of Dry Docking Cost & Repair Expenses of Vessels** As per Ind AS 16 'Property, Plant and Equipment', subsequent costs like expenditure on major maintenance refits or repairs including planned dry-dock are included in the asset's carrying amount or recognized as a separate asset, as appropriate, when they meet the recognition criteria, i.e., only when it is probable that future economic benefits associated with the item will flow to the Company and the cost of the item can be measured reliably. A shipping company on periodic basis is required to bring all ships into dry dock for major inspection and overhaul. Overhaul expenditure might at first sight seem to be a repair to the ships but it is actually a cost incurred in getting the ship back into seaworthy condition. The dry-docking cost and repairs expenses of vessels are considered as Key Audit Matter as it requires management judgment to assess future economic benefits from the expenditure incurred and the measurement of the cost.	To assess the recognition of dry docking cost & repair cost, we performed the following procedure: • Evaluated the design of internal controls relating to the major cost like repairs & dry-docking which are of two types i.e. planned dry-dock & Emergency dry-dock. • Selected a sample to verify the operating effectiveness of the internal control, relating to identification of the distinction between the two cost i.e. repair & dry-dock cost. • Tested the relevant information technology systems' relating to the dry-dock & Fleet related expenses.

Sr. No.	Key Audit Matter	Auditor's Response
5	**Provisions for taxes and Contingent Liabilities** The Company is involved in various taxes and other disputes for which final outcomes cannot be easily predicted and which could potentially result in significant liabilities. The assessment of the risks associated with the litigations is based on complex assumptions, which require the use of judgment and such judgment relates, primarily, to the assessment of the uncertainties connected to the prediction of the outcome of the proceedings and to the adequacy of the disclosures in the financial statements. Because of the judgment required, the materiality of such litigations and the complexity of the assessment process, this is identified as a Key Audit Matter. (Refer Note no 27 to the Consolidated Financial Statements regarding disclosure of contingent liabilities)	Our audit procedure in response to this key Audit Matter inter-alia included, • Assessment of the process and relevant controls implemented to identify legal and tax litigations, and pending administrative proceedings. • Assessment of assumptions used in the evaluation of potential legal and tax risks performed by the legal and tax department of the Company considering the legal precedence and other rulings in similar cases. • Inquiry with the legal and tax departments personnel regarding the status of the most significant disputes and perusal inspection of the key relevant documentation . • Analysis of opinion obtained by the Company from external experts, wherever available. • Review of the adequacy of the disclosures in the notes to the financial statements. • We have observed that the provision for tax estimated as above including the deferred tax, has not resulted in material deviation from the applicable rate of tax after considering the exemptions, deductions and disallowances as per the provisions of the Income Tax Act.
6	**Demerger of Non-Core Assets of the Company** The MCA vide its order dated 22.02.2023 has approved the Scheme of Arrangement for Demerger ('Demerger Scheme') between The Shipping Corporation of India Limited ("SCI/ Demerged Company"), The Shipping Corporation of India Land and Assets Limited ("SCILAL/Resulting Company") and their respective Shareholders and Creditors. SCI filed Demerger Scheme with ROC on 14.03.2023 (effective date) and thereafter transferred its Non-core assets (including MTI unit/undertaking) to SCILAL at their carrying value, with effect from the appointed date (01.04.2021) and made an adjustment equal to the book value of Non-Core Assets from its Retained Earnings and General Reserve in accordance with Ind AS 103 – "Business Combination". This matter is identified as Key Audit Matter since it is a non-recurring transaction involving significant amounts, which requires exercise of judgement and interpretation of the relevant Ind AS and applicable tax and other statutes/regulations. (Refer Note no.43 to the Consolidated Financial Statements regarding demerger)	The procedures performed by us included the following: • Read the Demerger Scheme and the MCA order dated 22.02.2023. • Examined the accounting treatment as per the Demerger Scheme vis-à-vis applicable Ind AS and accounting guidance; • Verified computation of amounts in respect of the relevant assets and liabilities identified for transfer as part of the Demerger Scheme; • Perused external expert's opinion provided by the company on matters arising from implementation of the Demerger Scheme and verified the accounting effects given by the Company in the books of account. • The Company has been advised by an external legal consultant on the demerger process vis-à-vis various statutory/regulatory requirements. The reports/views of aforesaid consultant have been considered while performing our verification. • Verified disclosure made by the company in the financial statements keeping in view the requirements as per Demerger Scheme, MCA order and applicable statues/regulations.

Emphasis of Matter

We draw attention to the following matters in the notes to the Consolidated Financial Statements:

1. Note 40 on the matter continued since FY 2014-15 regarding payment of Performance Related Pay (PRP) of ₹ 1,103 lakhs vis-a-vis DPE guidelines with respect to computation of profits from core activities and non-observance of "Bell Curve". The Company is pursuing the matter with the Ministry of Ports, Shipping and Waterways for resolution and final decision.
2. Note 42 regarding selection of the Company for Strategic Disinvestment process by the Government of India. The disinvestment process and the procedural aspects in relation to the same are in progress.
3. Note 43 regarding MCA's approval vide its order dated 22.02.2023 (effective date 14.03.2023) of the Scheme of Arrangement for Demerger between The Shipping Corporation of India Limited ("Demerged Company"), The Shipping Corporation of India Land and Assets Limited ("Resulting Company") and their respective Shareholders and Creditors, consequent transfer of Non-Core Assets from the Demerged Company to the Resulting Company and necessary effects given in the current year 2022-23 with effect from 01.04.2021 (appointed date), including restatement of figures for the previous year 2021-22.
4. Note 44 regarding the practice of seeking balance confirmations in respect of Trade receivables, Trade payables and Deposits, the process of reconciliation and the management's assertion that it would not have any material difference affecting the financial results.

Our opinion is not modified in respect of these matters.

Other Information

The Holding Company's Board of Directors is responsible for the other information. The other information comprises the information included in the Company's Director's Report including Annexures to Director's Report, Business Responsibility Report, Corporate Governance and Shareholder's Informationbut does not include the Consolidated Financial Statements and our auditor's report thereon.

Our opinion on the Consolidated Financial Statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the Consolidated Financial Statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the Consolidated Financial Statements or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performedon the other information obtained prior to the date of this auditor's report and the reports of other auditors, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Consolidated Financial Statements

The Holding Company's Management and Board of Directors are responsible for the matters stated in section 134(5) of the Act with respect to the preparation and presentation of these Consolidated Financial Statements in terms of the requirements of the Act that give a true and fair view of the consolidated financial position, consolidated financial performance (including other comprehensive income), consolidated changes in equity and consolidated cash flows of the Group including its joint ventures in accordance with the Ind AS and other accounting principles generally accepted in India, The respective Board of Directors of the companies included in the Group and of its joint ventures are responsible for maintenance of adequate accounting records in accordance with the provisions of the Act for safeguarding the assets of the Group and of its joint ventures and for preventing and detecting frauds and other irregularities; the selection and application of appropriate accounting policies; making judgments and estimates that are reasonable and prudent; and design, implementation and maintenance of adequate internal financial controls, that were operating effectively for ensuring the accuracy and completeness of the accounting records, relevant to the preparation and presentation of the Financial Statements that give a true and fair view and are free from material misstatement, whether due to fraud or error, which have been used for the purpose of preparation of the Consolidated Financial Statements by the Directors of the Holding Company, as aforesaid.

In preparing the Consolidated Financial Statements, the respective Board of Directors of the companies included in the Group and of its joint ventures are responsible for assessing the ability of the Group and of its joint ventures to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless respective Board of Directors either intends to liquidate their respective entities or to cease operations, or has no realistic alternative but to do so.

The respective Board of Directors of the companies included in the Group and of its joint ventures are also responsible for overseeing the financial reporting process of the Group and of its joint ventures.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the Consolidated Financial Statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with SAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these Consolidated Financial Statements. As part of an audit in accordance with SAs, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the Consolidated Financial Statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances. Under section 143(3)(i) of the Act, we are also responsible for expressing our opinion on whether the Holding Company and its subsidiary company, which are companies incorporated in India, have adequate internal financial controls with reference to financial statements in place and the operating effectiveness of such controls.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the ability of the Group and its joint ventures to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the Consolidated Financial Statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group and its joint ventures to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the Consolidated Financial Statements, including the disclosures, and whether the Consolidated Financial Statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities within the Group and its joint ventures to express an opinion on the Consolidated Financial Statements. We are responsible for the direction, supervision and performance of the audit of the Financial Statements of such entities included in the Consolidated Financial Statements of which we are the independent auditors. For the other entities included in the Consolidated Financial Statements, which have been audited by other auditors, such other auditors remain responsible for the direction, supervision and performance of the audits carried out by them. We remain solely responsible for our audit opinion.

  Materiality is the magnitude of misstatements in the Consolidated Financial Statements that, individually or in aggregate, makes it probable that the economic decisions of a reasonably knowledgeable user of the Consolidated Financial Statements may be influenced. We consider quantitative materiality and qualitative factors in (i) planning the scope of our audit work and in evaluating the results of our work; and (ii) to evaluate the effect of any identified misstatements in the Consolidated Financial Statements.

We communicate with those charged with governance of the Holding Company and such other entities included in the Consolidated Financial Statements of which we are the independent auditors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the Consolidated Financial Statements of the current year and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Other Matters

(a) We did not audit the Financial Statementsof one subsidiary company, whose Financial Statements reflects total assets of ₹ 89.69 lakhs as at 31.03.2023, total revenues of ₹ 56.27 lakhs and net cash inflows amounting to ₹ 13.85 lakhs for the year ended on that date, as considered in the Consolidated Financial Statements. The Consolidated Financial Statements also include Group's share of net profit of ₹ 5,497.69 lakhs for the year ended 31.03.2023, as considered in the Consolidated Financial Statements, in respect of three joint venturesviz., ILT 1, 2 & 3, whose Financial Statements have not been audited by us. These Financial Statements have been audited by their respective independent auditors whose reports have been furnished to us by the management and our opinion on the Consolidated Financial Statements, in so far as it relates to the amounts and disclosures included in respect of thissubsidiary andjoint ventures,and our report in terms of section 143(3) of the Act, in so far as it relates to the aforesaid subsidiary and joint ventures, is based solely on the reports of the other auditors.

    The Consolidated Financial Statements also include Group's share of net profit of ₹ 1,540.30 lakhs for the year ended

31.03.2023, as considered in the Consolidated Financial Statements, in respect of joint venture ILT-4. These Financial Statements are unaudited and have been furnished to us by the management and our opinion on the Consolidated Financial Statements, in so far as it relates to the amounts and disclosures included in respect of this joint venture, and our report in terms of section 143(3) of the Act, in so far as it relates to the aforesaid joint venture, is based solely on such unaudited Financial Statements. In our opinion and according tothe information and explanations given to us by the management, these Financial Statements are not material to the Group including its joint ventures.

All the joint ventures are located outside India whose financial statements have been prepared in accordance with accounting principles generally accepted in their respective countries and which have been audited by other auditors under generally accepted auditing standards applicable in their respective countries and certified by the management in respect of ILT-4. The Holding Company's management has converted the financial statements of such joint ventures located outside India from accounting principles generally accepted in their respective countries to accounting principles generally accepted in India. We have audited these conversion adjustments made by the Holding Company's management. Our opinion in so far as it relates tothe balances and affairs of such joint ventures located outside India is basedon the report of other auditors for three joint ventures and for one joint venture, certified by the management.

(b) Pursuant to the MCA's approval of the Demerger Scheme on 22.02.2023, with effective date as 14.03.2023 and appointed date as 01.04.2021, the said Scheme has been implemented by the Holding Company and consequently, its investment in the form of equity shares of SCILAL stands cancelled. Hence, SCILAL ceases to be a subsidiary of SCIwith effect from the appointed date and its financial statements are not considered in the consolidated financial statements of SCI for the years ended 31.03.2023 and 31.03.2022.

Our opinion on the Consolidated Financial Statementsand our report on Other Legal and Regulatory Requirements below,is not modified in respect of the above matters with respect to our reliance on the work done and the reports of the other auditors and the Financial Statementscertified by the management.

Report on Other Legal and Regulatory Requirements

1. As required by section 143(3) of the Act andbased on our audit,we report, to the extent applicable, that:

   a. We have sought and obtained all the information and explanations which to the best of our knowledge and belief were necessary for the purposes of our audit of the aforesaid Consolidated Financial Statements;

   b. In our opinion, proper books of account as required by law relating to preparation of the aforesaid Consolidated Financial Statementshave been kept so far as it appears from our examination of those books and the reports of the other auditors;

   c. The Consolidated Balance Sheet, the Consolidated Statement of Profit and Loss (including Other Comprehensive Income), the Consolidated Statement of Changes in Equity and the Consolidated Statement of Cash Flows dealt with by this report are in agreement with the relevant books of account maintained for the purpose of preparation of the Consolidated Financial Statements;

   d. In our opinion, the aforesaid Consolidated Financial Statements comply with the IndAS specified under section 133 of the Act read with the Companies (Indian Accounting Standards) Rules, 2015, as amended;

   e. In our opinion and to the best of our information and according to the explanations given to us, the Holding and Subsidiary Company being Government Companies, section 164(2) related to disqualifications for appointment of directors are not applicable, in accordance with exceptions modifications and adaptations provided vide Notification No. G.S.R. 463 (E) dated June 5,2015 issued by Ministry of Corporate Affairs (the "Notification").

   f. With respect to the adequacy of the internal financial controls with reference to financial statements of the Holding Company and its subsidiary company incorporated in India and the operating effectiveness of such controls, refer to our separate report in "Annexure1";

   g. With respect to the other matters to be included in the Auditor's Report in accordance with the requirements of section 197(16) of the Act:

      In our opinion and to the best of our information and according to the explanations given to us, the Holding Company and the subsidiary company incorporated in India beingGovernment Companies, section 197 of the Act related to the managerial remuneration are not applicable to in accordance with exceptions modifications and adaptations provided vide the Notification referred earlier under clause (e) above

   h. With respect to the other matters to be included in the Auditor's Report in accordance with Rule 11 of the Companies (Audit and Auditors) Rules, 2014, in our opinion and to the best of our information and according to the explanations given to us:

      i. The Consolidated Financial Statementsdisclose the impact of pending litigations on the consolidated financial position of the Group and its joint ventures– Refer Note No.27 to the Consolidated Financial Statements;

ii. Provision has been made in the Consolidated Financial Statements, as required under the applicable law or accounting standards, for material foreseeable losses, if any, on long-term contracts including derivative contracts;

iii. There were no amounts which were required to be transferred to the Investor Education and Protection Fund by the Holding Company and its subsidiary company incorporated in India.

iv. (a) The respective Managements of the Company and its subsidiary which are companies incorporated in India, whose financial statements have been audited under the Act, have represented to us that, to the best of their knowledge and belief, no funds (which are material either individually or in the aggregate) have been advanced or loaned or invested (either from borrowed funds or share premium or any other sources or kind of funds) by the Company or its subsidiary to or in any other person or entity, including foreign entity ("Intermediaries"), with the understanding, whether recorded in writing or otherwise, that the Intermediary shall, directly or indirectly lend or invest in other persons or entities identified in any manner whatsoever by or on behalf of the Company or its subsidiary ("Ultimate Beneficiaries") or provide any guarantee, security or the like on behalf of the Ultimate Beneficiaries.

(b) The respective Managements of the Company and its subsidiary which are companies incorporated in India, whose financial statements have been audited under the Act, have represented to us that, to the best of their knowledge and belief, no funds (which are material either individually or in the aggregate) have been received by the Company or its subsidiary from any person or entity, including foreign entity ("Funding Parties"), with the understanding, whether recorded in writing or otherwise, that the Company or its subsidiary shall, directly or indirectly, lend or invest in other persons or entities identified in any manner whatsoever by or on behalf of the Funding Party ("Ultimate Beneficiaries") or provide any guarantee, security or the like on behalf of the Ultimate Beneficiaries.

(c) Based on the audit procedures that have been considered reasonable and appropriate in the circumstances performed by us on the Company and its subsidiary which are companies incorporated in India whose financial statements have been audited under the Act, nothing has come to our notice that has caused us to believe that the representations under sub-clause (i) and (ii) of Rule 11 (e), as provided under (a) and (b) above, contain any material misstatement.

v. As stated in Note 45 to the consolidated financial statements–

The dividend declared or paid during the year by the Company is in compliance with section 123 of the Companies Act, 2013.

vi. Proviso to Rule 3(1) of the Companies (Accounts) Rules, 2014 for maintaining books of account using accounting software which has a feature of recording audit trail (edit log) facility is applicable to the Company with effect from 01.04.2023, and accordingly, reporting under Rule 11(g) of Companies (Audit and Auditors) Rules, 2014 is not applicable for the financial year ended 31.03.2023.

2. With respect to the matters specified in paragraphs 3(xxi) and 4 of the Companies (Auditor's Report) Order, 2020 (the "Order"/ "CARO") issued by the Central Government in terms of Section 143(11) of the Act, to be included in the Auditor's report, according to the information and explanations given to us, and based on the CARO reports issued by us for the Company and by the statutory auditor of the subsidiary included in the consolidated financial statements of the Company, to which reporting under CARO is applicable, we report that there are no qualifications or adverse remarks in these CARO reports.

3. Pursuant to the requirement under of section 143(5) of the Act, applicable in case of Holding Company and its subsidiary company being the Government Companies and its joint ventures not being Government Companies, whose financial statements have been consolidated, under the Act, we give in "Annexure 2" a statement containing our comments on the matters specified in the directions and additionaldirections issued by the Office of the Comptroller and Auditor General of India with respect to the Holding Company only.

For V.Sankar Aiyar & Co.
Chartered Accountants
FRN: 109208W

S Nagabushanam
Partner
Membership No.107022
UDIN: 23107022BGXGSO2689

For Chokshi & Chokshi LLP,
Chartered Accountants
FRN: 101872W/W100045

Kiran Bhoir
Partner
Membership No.159960
UDIN: 23159960BGZABF4901

Place: Mumbai
Date: 09.05.2023

[Referred to in paragraph 2(f) under 'Report on Other Legal and Regulatory Requirements' section in our Independent Auditor's Report of even date to the members of The Shipping Corporation of India Limited on the Consolidated Financial Statements for the year ended March 31, 2023]

Report on the Internal Financial Controls with reference to Financial Statements under clause (i) of sub-section 3 of section 143 of the Companies Act, 2013 ("the Act")

In conjunction with our audit of the Consolidated Financial Statements of The Shipping Corporation of India Limited ("Holding Company") as of and for the year ended March 31, 2023, we have audited the internal financial controls with reference to financial statements of the Holding Company and its subsidiary company, which are companies incorporated in India, as of that date.

Management's Responsibility for Internal Financial Controls

The respective Board of Directors of the Holding Company and its subsidiary company, which are companies incorporated in India, are responsible for establishing and maintaining internal financial controls based on the internal control with reference to financial statements criteria established by the respective companies considering the essential components of internal control stated in the Guidance Note on Audit of Internal Financial Controls Over Financial Reporting (the "Guidance Note") issued by the Institute of Chartered Accountants of India ("ICAI"). These responsibilities include the design, implementation and maintenance of adequate internal financial controls that were operating effectively for ensuring the orderly and efficient conduct of its business, including adherence to the respective company's policies, the safeguarding of its assets, the prevention and detection of frauds and errors, the accuracy and completeness of the accounting records, and the timely preparation of reliable financial information, as required under the Act.

Auditor's Responsibility

Our responsibility is to express an opinion on the internal financial controls with reference to financial statements of Holding Company and its subsidiary company, which are companies incorporated in India, based on our audit. We conducted our audit in accordance with the Guidance Note issued by the ICAI and the Standards on Auditing specified under section 143(10) of the Act, to the extent applicable to an audit of internal financial controls. Those Standards and the Guidance Note require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether adequate internal financial controls with reference to financial statements was established and maintained and if such controls operated effectively in all material respects.

Our audit involves performing procedures to obtain audit evidence about the adequacy of the internal financial controls with reference to financial statements and their operating effectiveness. Our audit of internal financial controls with reference to financial statements included obtaining an understanding of internal financial controls with reference to financial statements, assessing the risk that a material weakness exists, and testing and evaluating the design and operating effectiveness of internal control based on the assessed risk. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error.

We believe that the audit evidence we have obtained and the audit evidence obtained by the other auditor, in terms of their report referred to in the Other Matters paragraph below, is sufficient and appropriate to provide a basis for our audit opinion on the internal financial controls with reference to financial statements of Holding Company and its subsidiary company, which are companies incorporated in India.

Meaning of Internal Financial Controls with reference to Financial Statements

A company's internal financial control with reference to financial statements is a process designed to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles. A company's internal financial control with reference to financial statements includes those policies and procedures that (1) pertain to the maintenance of records that, in reasonable detail, accurately and fairly reflect the transactions and dispositions of the assets of the company; (2) provide reasonable assurance that transactions are recorded as necessary to permit preparation of financial statements in accordance with generally accepted accounting principles, and that receipts and expenditures of the company are being made only in accordance with authorisations of management and directors of the company; and (3) provide reasonable assurance regarding prevention or timely detection of unauthorised acquisition, use, or disposition of the company's assets that could have a material effect on the financial statements.

Inherent Limitations of Internal Financial Controls with reference to Financial Statements

Because of the inherent limitations of internal financial controls with reference to financial statements, including the possibility of collusion or improper management override of controls, material misstatements due to error or fraud may occur and not be detected. Also, projections of any evaluation of the internal financial controls with reference to financial statements to future periods are subject to the risk that the internal financial control with reference to financial statements may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate.

Opinion

In our opinion, to the best of our information and according to explanations given to us, the Holding Company and its subsidiary company, which are companies incorporated in India, have, in all material respects, adequate internal financial controls with reference to financial statements as of March 31, 2023, based on the internal control with reference to financial statements criteria established by the respective companies considering the essential components of internal control stated in the Guidance Note issued by the ICAI, the internal financial controls with reference to financial statements of Holding Company and its subsidiary company were operating effectively as of March 31, 2023.

Other Matters

Our aforesaid reports under section 143(3)(i) of the Act on the adequacy and operating effectiveness of the internal financial controls with reference to financial statements in so far as it relates to a subsidiary company, which is a company incorporated in India, is based on the corresponding report of the auditors of such company.

For V.Sankar Aiyar & Co.
Chartered Accountants
FRN: 109208W

S Nagabushanam
Partner
Membership No.107022
UDIN: 23107022BGXGSO2689

For Chokshi & Chokshi LLP,
Chartered Accountants
FRN: 101872W/W100045

Kiran Bhoir
Partner
Membership No.159960
UDIN: 23159960BGZABF4901

Place: Mumbai
Date: 09.05.2023

Annexure 2(a) - Directions under Section 143(5) of the Companies Act, 2013

On the Accounts of The Shipping Corporation of India Limited for the financial year 2022-23

Sr. No.	Directions	Auditors' comments including Action taken wherever required to be taken	Impact on the Accounts and financial statements
1	Whether the company has system in place to process all the accounting transactions through IT system? If No, the implications of processing of accounting transactions outside IT system on the integrity of the accounts along with the financial implications, if any, may be stated.	The company has SAP as Accounting System and other major operating software's such as Danaos, Afsys etc. All these software's are integrated with each other and there are no transactions, which are accounted outside the IT System.	No Impact
2	Whether there is any restructuring of an existing loan or cases of waiver/write off of debts /loans/ interest etc. made by a lender to the company due to the company's inability to repay the loan? If yes, the financial impact may be stated.	As observed during the course of audit and explained to us, there is no restructuring of an existing loan or cases of waiver/write off of debts /loans/interest etc. made by a lender to the company due to the company's inability to repay the loan.	No Impact
3	Whether funds received/receivable for specific schemes from central/ state agencies were properly accounted for/ utilized as per its term and conditions? List the cases of deviation.	As observed during the course of audit and explained to us, the Company has received two subsidies in earlier years, status of the same is as follows:- **a) Subsidies towards Cargo Shipping Service between India and Maldives:** During the financial year 2020-21, the Company has received subsidy amounting to ₹ 2110 lakhs, out of which, ₹ 187 lakhs has been utilised as per the terms and conditions specified in the sanction letter dated 10.08.2020 issued by the then Ministry of Shipping (Now Ministry of Ports, Shipping and Waterways) ('MoPSW'). Also, during the financial year 2022-23, the Company has received subsidy amounting to ₹ 1616 lakhs vide sanction letter dated 17.03.2023 from MoPSW. The said amount has remained unutilised as on 31.03.2023. Further, the unutilized amount of ₹ 3539 lakhs has been disclosed as liability after adjusting the expenses net of income against the subsidy amount as on 31.03.2023. The balance amount is placed in Fixed Deposit and Interest earned against such deposit will be remitted to the Consolidated Fund of India after finalisation of accounts for the year ended 31.03.2023. Also, the same is in compliance with the provisions of Ind AS 20 Government Grants	Impact

Sr. No.	Directions	Auditors' comments including Action taken wherever required to be taken	Impact on the Accounts and financial statements
		b) Related to Myanmmar Service, the Company has accounted and utilised the grant as per its terms and conditions and the amount spent in excess of the grant amounting to ₹ 467 lakhs is shown as receivable and being doubtful advances, full provision has been made on the same.	No Impact

Annexure 2(b) –Additional Directions under Section 143(5) of the Companies Act, 2013 in respect of The Shipping Corporation of India Limited for the financial year 2022-23

Sr. No.	Additional Directions	Auditors' comments including Action taken wherever required to be taken	Impact on the Accounts and financial statements
1	Whether Substantial portion of Revenue Booked/ invoices raised are reversed or cancelled?	As observed during the course of audit and explained to us, no substantial portion of revenue booked / invoices raised by the company are reversed or cancelled except that in the normal course of business and due to provision created at the cut-off date as per relevant Ind AS.	No Impact
2	State the system for providing Impairment to vessels	To determine Impairment of each vessel, carrying amount of the vessel is compared with its recoverable amount. Where the carrying amount of the vessel exceeds the recoverable amount, an impairment loss for the vessel is recognized. Recoverable amount of the vessel is higher of its Market Value or Value in use as on the balance sheet date. Market value of vessels at Balance Sheet date are based on valuation reports provided by reputed valuation firms. Value in use of vessels is based on projections of Future Cash inflows & Outflows generated from the use of the vessel and its subsequent sale. Cash inflows and outflows used in the calculation are based on market report of research and advisory firms as well as best available management estimates. Cash Inflow on sale of vessels is considered as their Scrap Value at the end of their useful life. The Value in use of Vessels as on the reporting date is arrived at by discounting the Net Cash Inflows by using Weighted Average Cost of Capital (WACC).	No Impact
3	State the system for bifurcating repairs and expense for capitalization and charging to revenue. Whether repairs and expenses which do not add to useful life of vessels are capitalized?	As per the company's accounting policy, expenses incurred during the planned dry docking of vessels and other major repair expenses of vessels like replacement of auxiliary engine etc. are capitalised in the asset's carrying amount if it is probable that future economic benefits associated with the item will flow to the entity and the cost of the item can be measured reliably as per the recognition criteria of Ind AS 16. All other repairs and expenses that do not meet the recognition criteria of Ind AS 16 are charged to revenue.	No Impact

Sr. No.	Additional Directions	Auditors' comments including Action taken wherever required to be taken	Impact on the Accounts and financial statements
		As observed during the course of audit, repairs and other expenses which do not add to useful life of vessels are not capitalised by the Company and the same are charged to revenue.	
4	Whether Title to all investments / FD actually available with the Company?	Title to all Investments including investments in shares & fixed deposits are available with the except for the Surplus cash as per Demerger Scheme kept in Fixed Deposits, and which are in the process of getting transferred to SCILAL with effect from appointed date as per MCA order dated 22.02.2023.	No Impact
5	Whether balance payable to Agents as at the year-end is correctly reflected under the "Liability" head in Balance Sheet?	Yes, as observed during the course of audit at the end of the year and explained to us, where money is payable to the agent, such balances are disclosed under the "Liability" head in the balance sheet, subject to reconciliation with Agents.	No Impact
6	Whether the company is rendering services to other entities without any formal agreement? If yes, whether the company is getting reimbursement of the same in time and whether any interest is claimed / received for delayed payments?	In respect of Andaman and Nicobar Administration and Union Territory of Lakshadweep, the respective agreements have expired and not renewed after 2015 and 31.03.2022. In case of Technical Consultancy Income the Company is accounting income as per new rates and making provision for the differential amount between new rate and old rate. However, no interest is claimed on delayed payments. In case of O&M Vessels the Company is accounting income as per old rates only. Interest is being charged on outstanding amount on yearly basis for delayed payments.	Impact

For V.Sankar Aiyar & Co.
Chartered Accountants
FRN: 109208W

S Nagabushanam
Partner
Membership No.107022
UDIN: 23107022BGXGSO2689

For Chokshi & Chokshi LLP,
Chartered Accountants
FRN: 101872W/W100045

Kiran Bhoir
Partner
Membership No.159960
UDIN: 23159960BGZABF4901

Place: Mumbai
Date: 09.05.2023

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Notes	As at 31 March 2023	As at 31 March 2022
ASSETS			
Non-current assets			
Property, plant and equipment	3	7,38,767	7,60,588
Capital work-in-progress	4	3,351	5,831
Right-of-use asset	5	1,569	1,809
Other intangible assets	6	-	9
Investments accounted for using the equity method	6(a)	60,641	47,204
Financial assets			
i. Investments	7(a)	434	373
ii. Loans	7(b)	22,175	20,832
iii. Other financial assets	7(c)	892	1,347
Deferred tax assets (net)		-	-
Income Tax assets (net)	8	32,858	21,143
Other non-current assets	9	14,574	13,019
Total non-current assets		**8,75,261**	**8,72,155**
Current assets			
Inventories	10	15,001	17,482
Financial assets			
i. Investments		-	-
ii. Trade receivables	7(d)	1,01,815	63,732
iii. Cash and cash equivalents	7(e)	31,745	28,306
iv. Bank balances other than (iii) above	7(f)	23,615	10,279
v. Loans	7(b)	176	169
vi. Other financial assets	7(c)	74,400	74,980
Other current assets	9	22,285	18,768
Total current assets		**2,69,037**	**2,13,716**
Assets classified as held for sale	11	-	-
Total assets		**11,44,298**	**10,85,871**
EQUITY AND LIABILITIES			
Equity			
Equity share capital	12	46,580	46,580
Other Equity	13	6,43,653	5,50,838
Total equity		**6,90,233**	**5,97,418**
LIABILITIES			
Non-current liabilities			
Financial liabilities			
i. Borrowings	14(a)	1,65,915	2,14,619
ii. Lease Liabilities	14(b)	1,960	2,101
iii. Other financial liabilities	14(c)	131	135
Provisions	15	6,733	6,863
Deferred tax liabilities (net)	16	98	83
Other non-current liabilities	17	6	-
Total non-current liabilities		**1,74,843**	**2,23,801**

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Notes	As at 31 March 2023	As at 31 March 2022
Current liabilities			
Financial liabilities			
i. Borrowings	14(d)	92,379	1,03,119
ii. Lease Liabilities	14(b)	204	198
iii. Trade payables			
(a) total outstanding dues of micro enterprises and small enterprises; and	14(e)	5,054	3,714
(b) total outstanding dues of creditors other than micro enterprises and small enterprises	14(e)	1,34,235	1,19,905
iv. Other financial liabilities	14(c)	30,159	22,108
Other current liabilities	17	15,528	14,229
Provisions	15	1,663	1,379
Total current liabilities		**2,79,222**	**2,64,652**
Total liabilities		**4,54,065**	**4,88,453**
Total equity and liabilities		**11,44,298**	**10,85,871**

The accompanying note no.1 to 51 are an integral part of these Consolidated Financial Statements.

As per our report of even date attached hereto.

For and on behalf of the Board of Directors,

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

For Chokshi & Chokshi LLP,
Chartered Accountants
FR. No. 101872W/W100045

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

CA S Nagabushanam
Partner
Membership No. 107022

CA Kiran Bhoir
Partner
Membership No. 159960

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Mumbai, Dated the 9th May, 2023

CONSOLIDATED STATEMENT OF PROFIT AND LOSS

(All amounts in INR lakhs, unless otherwise stated)

Sr. No	Particulars	Note	Year ended 31 March 2023	Year ended 31 March 2022
I	Revenue From operations	18,19	5,79,401	4,98,808
II	Other Income	20	11,320	9,855
III	**Total Income (I+II)**		**5,90,721**	**5,08,663**
IV	**Expenses**			
	Cost of services rendered	21	3,48,000	2,90,004
	Employee benefits expense	22	47,781	48,342
	Finance costs	23	18,419	15,770
	Depreciation and amortisation expense	24	75,316	63,525
	Other expenses	25	27,975	7,709
	Total expenses (IV)		**5,17,491**	**4,25,350**
V	**Profit/(Loss) before exceptional items,share of net profits of investments accounted for using equity method and tax (III-IV)**		**73,230**	**83,313**
VI	Share of net profit of associates and joint ventures accounted for using equity method		7,072	7,132
VII	**Profit/(Loss) before exceptional items and tax (V+VI)**		**80,302**	**90,445**
VIII	Exceptional items		-	-
IX	**Profit/(Loss) before tax (VII+VIII)**		**80,302**	**90,445**
X	**Tax expense**	28		
	Current tax		2,581	4,282
	Tax pertaining to earlier years		(9,309)	104
	Deferred tax		14	5
	Total tax expense (X)		**(6,714)**	**4,391**
XI	**Profit/(Loss) for the period (IX-X)**		**87,016**	**86,054**
XII	**Other comprehensive income**			
	Items that will not be reclassified to profit or loss:			
	Remeasurements gain/(loss) of defined benefit plans		972	1,447
	Share of OCI of associates and joint ventures, net of tax		6,364	6,128
	Other comprehensive income for the period, net of tax (XII)		**7,336**	**7,575**
XIII	**Total comprehensive income for the period**		**94,352**	**93,629**
XIV	**Earnings per equity share**	26		
	(1) Basic earnings per share (in ₹)		18.68	18.47
	(2) Diluted earnings per share (in ₹)		18.68	18.47

The accompanying note no.1 to 51 are an integral part of these Consolidated Financial Statements.

As per our report of even date attached hereto.

For and on behalf of the Board of Directors,

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

For Chokshi & Chokshi LLP,
Chartered Accountants
FR. No. 101872W/W100045

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

CA S Nagabushanam
Partner
Membership No. 107022

CA Kiran Bhoir
Partner
Membership No. 159960

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Mumbai, Dated the 9th May, 2023

(All amounts in INR lakhs, unless otherwise stated)

	Particulars		Year ended 31 March 2023	Year ended 31 March 2022
A	**Cash Flow from operating activities**			
	Profit/(Loss) before income tax		80,302	90,445
	Adjustments for			
	Add:			
	Depreciation and amortisation expenses		75,316	63,525
	Finance costs		12,073	6,543
	Bad debts and irrecoverable balances written off		454	31
	Provision for doubtful debts		3,878	781
	Write off of Fixed Assets		60	135
	Write off of Investment in SCILAL		-	1
	Foreign Currency Fluctuations		6,958	14,699
	Less:			
	Dividend received from Joint Ventures		(1,478)	(394)
	Interest received		(4,676)	(6,675)
	Share of profit of associates and joint ventures		(7,072)	(7,132)
	Excess Provisions written back		(8)	(690)
	Profit on sale of investment		(565)	(569)
	Surplus on sale of fixed assets		62	-
	Change in non-current investment due to fair valuation		(62)	(24)
	Change in operating assets and liabilities			
	(Increase)/Decrease in Trade Receivables		(38,242)	(310)
	(Increase)/Decrease in Other Current / Non Current Assets		(6,274)	(42,058)
	(Increase)/Decrease in inventories		2,481	(8,713)
	Increase/(Decrease) in Trade Payables		17,958	37,173
	Increase/(Decrease) in Other Current / Non Current Liabilities		10,365	3,309
	Cash generated from operations		**1,51,530**	**1,50,077**
	Income taxes paid		(4,987)	(6,052)
	Net cash inflow from operating activities	**(A)**	**1,46,543**	**1,44,025**
B	**Cash flow from investing activities:**			
	Purchase of property, plant and equipment/ intangible assets		(47,581)	(49,179)
	Sale proceeds of property, plant and equipment		-	31
	Dividend Received from Joint Ventures		1,478	394
	Purchase of investments		-	(1)
	Purchase/sale of investments (net)		565	569
	Loan remmited / Recovery to/from employees and Joint venture		156	(1,753)
	Other Deposits with banks		(12,842)	(29,657)
	Advances and other Deposits		197	43
	Interest received		6,089	6,532
	Net cash inflow / (outflow) from investing activities	**(B)**	**(51,938)**	**(73,021)**
C	**Cash flow from financing activities**			
	Long term loans repaid		(60,556)	(56,814)
	Short term loans borrowed/(repaid)		(19,497)	(556)
	Interest paid		(10,887)	(6,211)
	Dividend Paid		(1,532)	(1,161)

(All amounts in INR lakhs, unless otherwise stated)

Particulars		Year ended 31 March 2023	Year ended 31 March 2022
Payment of Lease liability		(165)	(160)
Other financing costs		(357)	(365)
Net cash outflow from financing activities	**(C)**	**(92,994)**	**(65,267)**
Net increase/(decrease) in cash and cash equivalents	**(A+B+C)**	**1,611**	**5,737**
Cash and cash equivalents at the beginning of the financial year		**28,306**	**22,477**
Exchange difference on translation of foreign currency cash and cash equivalents		1,828	92
Cash and cash equivalents at the end of the year**		**31,745**	**28,306**
** Comprises of			
Balances with banks in current accounts#		7,257	8,932
Balances with banks in deposits account with original maturity of less than three months @		24,488	19,374
Total		**31,745**	**28,306**

#Balances with banks in current accounts unavailable for use	31 March 2023	31 March 2022
Unspent CSR money	48	3
Unpaid dividend	15	10
Unspent Staff welfare fund	-	115
Total	**63**	**128**

@ Balances with banks in deposits account with original maturity of less than three months unavailable for use	31 March 2023	31 March 2022
Unutilized Govt subsidy fund of Male service	1,691	200
Superannuation Fund	5,853	3,625
Total	**7,544**	**3,825**

Note:

Fixed deposit of ₹ 1,00,000 lakhs is having maturity more than three months transferred to SCILAL consequent to demerger, which hitherto were considered as cash outflow in investing activity, have been excluded from the statement of cash flows.

The accompanying note no.1 to 51 are an integral part of these Consolidated Financial Statements.

As per our report of even date attached hereto.

For and on behalf of the Board of Directors,

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

For Chokshi & Chokshi LLP,
Chartered Accountants
FR. No. 101872W/W100045

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

CA S Nagabushanam
Partner
Membership No. 107022

CA Kiran Bhoir
Partner
Membership No. 159960

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Mumbai, Dated the 9th May, 2023

(All amounts in INR lakhs, unless otherwise stated)

A. EQUITY SHARE CAPITAL

For the Year ended 31 March 2023

Balance at the beginning of the current reporting period	Changes in Equity Share Capital due to prior period errors	Restated balance at the beginning of the current reporting period	Changes in equity share capital during the current year	Balance at the end of the current reporting period
4,65,79,90,100	-	-	-	4,65,79,90,100

For the Year ended 31 March 2022

Balance at the beginning of the previous reporting period	Changes in Equity Share Capital due to prior period errors	Restated balance at the beginning of the previous reporting period	Changes in equity share capital during the previous year	Balance at the end of the previous reporting period
4,65,79,90,100	-	-	-	4,65,79,90,100

B. OTHER EQUITY

For the Year ended 31 March 2023

			Reserves and Surplus						Debt instruments through Other Comprehensive Income	Equity Instruments through Other Comprehensive Income	Effective portion of Cash Flow Hedges	Revaluation Surplus	Exchange differences on translating the financial statements of a foreign operation	Other items of Other Comprehensive Income(specify nature)	Money received against share warrants	Total
Particulars	Share application money pending allotment	Equity component of compound financial instrument	Capital Reserve	Securities Premium	General Reserve	Tonnage Tax Reserve	Tonnage Tax Reserve (Utilised)	Retained Earnings								
Balance at the beginning of the current reporting period	-	-	15,205	52,177	4,77,958	26,660	-	(21,226)	-	-	383	-	(319)	-	-	5,50,838
Changes in accounting policy or prior period errors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Restated balance at the beginning of the current reporting period	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Comprehensive Income for the current year	-	-	-	-	-	-	-	87,988	-	-	3,840	-	2,524	-	-	94,352
Dividends	-	-	-	-	-	-	-	(1,537)	-	-	-	-	-	-	-	(1,537)
Dividend distribution tax paid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to retained earnings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Tonnage Tax Reserve pertains to Previous year	-	-	-	-	-	-	-	(1,107)	-	-	-	-	-	-	-	(1,107)

(All amounts in INR lakhs, unless otherwise stated)

			Reserves and Surplus						Debt instruments through Other Comprehensive Income	Equity Instruments through Other Comprehensive Income	Effective portion of Cash Flow Hedges	Revaluation Surplus	Exchange differences on translating the financial statements of a foreign operation	Other items of Other Comprehensive Income(specify nature)	Money received against share warrants	Total
Particulars	Share application money pending allotment	Equity component of compound financial instrument	Capital Reserve	Securities Premium	General Reserve	Tonnage Tax Reserve	Tonnage Tax Reserve (Utilised)	Retained Earnings								
Transfer to Tonnage tax reserve	-	-	-	-	-	-	-	(13,032)	-	-	-	-	-	-	-	(13,032)
Transfer from surplus in Statement of Profit & Loss account pertains to Previous year	-	-	-	-	-	1,107	-		-	-	-	-	-	-	-	1,107
Transfer from surplus in Statement of Profit & Loss account	-	-	-	-	-	13,032	-	-	-	-	-	-	-	-	-	13,032
Transfer to Tonnage tax reserve (utilised)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Tonnage tax reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Capital Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to General Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Retained Earnings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance at the end of the current reporting period	-	-	15,205	52,177	4,77,958	40,799	-	51,086	-	-	4,223	-	2,205	-	-	6,43,653

(All amounts in INR lakhs, unless otherwise stated)

For the Year ended 31 March 2022

Particulars	Share application money pending allotment	Equity component of compound financial instruments	Reserves and Surplus						Debt instruments through Other Comprehensive Income	Equity Instruments through Other Comprehensive Income	Effective portion of Cash Flow Hedges	Revaluation Surplus	Exchange differences on translating the financial statements of a foreign operation	Other items of Other Comprehensive Income(specify nature	Money received against share warrants	Total
			Capital Reserve	Securities Premium	General Reserve	Tonnage Tax Reserve	Tonnage Tax Reserve (Utilised)	Retained Earnings								
Balance at the beginning of the previous reporting period	-	-	15,205	52,177	5,53,527	12,450	-	1,42,877	-	-	(4,857)	-	(1,206)	-	-	7,70,173
Changes in accounting policy or prior period errors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Restated balance at the beginning of the previous reporting period	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Comprehensive Income for the previous year	-	-	-	-	-	-	-	87,501	-	-	5,240	-	887	-	-	93,628
Dividends	-	-	-	-	-	-	-	(1,164)	-	-	-	-	-	-	-	(1,164)
Dividend distribution tax paid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to retained earnings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Tonnage tax reserve	-	-	-	-	-		-	(14,210)	-	-	-	-	-	-	-	(14,210)
Transfer from surplus in Statement of Profit & Loss account	-	-	-	-	-	14,210	-	-	-	-	-	-	-	-	-	14,210
Transfer to Tonnage tax reserve (utilised)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Tonnage tax reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Capital Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to General Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Assets/ Liabilities as per Demerger Scheme	-	-	-	-	(75,569)	-	-	-	-	-	-	-	-	-	-	(75,569)

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Share application money pending allotment	Equity component of compound financial instruments	Reserves and Surplus						Debt instruments through Other Comprehensive Income	Equity Instruments through Other Comprehensive Income	Effective portion of Cash Flow Hedges	Revaluation Surplus	Exchange differences on translating the financial statements of a foreign operation	Other items of Other Comprehensive Income(specify nature	Money received against share warrants	Total
			Capital Reserve	Securities Premium	General Reserve	Tonnage Tax Reserve	Tonnage Tax Reserve (Utilised)	Retained Earnings								
Upward valuation of MTI land as per demerger scheme	-	-	-	-	-	-	-	(2,37,359)	-	-	-	-	-	-	-	(2,37,359)
DTL on Upward valuation on MTI land as per demerger scheme	-	-	-	-	-	-	-	5,502	-	-	-	-	-	-	-	5,502
Retained earning of MTI segment as per demerger scheme	-	-	-	-	-	-	-	(4,373)	-	-	-	-	-	-	-	(4,373)
Balance at the end of the previous reporting period	-	-	15,205	52,177	4,77,958	26,660	-	(21,226)	-	-	383	-	(319)	-	-	5,50,838

The accompanying notes no. 1 to 51 are an integral part of these Consolidated Financial Statements.

As per our report of even date attached hereto.

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

CA S Nagabushanam
Partner
Membership No. 107022

For Chokshi & Chokshi LLP,
Chartered Accountants
FR. No. 101872W/W100045

CA Kiran Bhoir
Partner
Membership No. 159960

Mumbai, Dated the 9th May, 2023

For and on behalf of the Board of Directors,

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Corporate Information

The Shipping Corporation of India Limited ("the Company") together with its subsidiary and joint ventures ("the Group") is the largest Indian Shipping Company Limited by shares, incorporated in 1961. The Group is involved in business of transporting goods. The Group's owned fleet includes Bulk Carriers, Crude Oil Tankers, Product Tankers, Container Vessels, LPG/LNG Carrier and Offshore Supply Vessels. In addition, Group manages a large number of vessels on behalf of various government departments and other organizations.

The registered office of the Company is located at Shipping House, 245, Madame Cama Road, Nariman Point, Mumbai - 400 021.

Authorisation of Financial Statements: The Consolidated Financial Statements were authorized for issue in accordance with a resolution of the Board of Directors in its meeting held on 09th May, 2023. The consolidated financial statements are for the Group consisting of the Company and its subsidiary and joint ventures.

Note 1: Significant Accounting Policies

The principal accounting policies applied in the preparation of these financial statements are set out below. The accounting policies applied are consistent with those of the previous financial years.

1.1 Basis of Preparation

(a) Compliance with the Indian Accounting Standards

The Consolidated Financial Statements of the Group have been prepared in accordance with the Indian Accounting Standards ("Ind AS") notified under Section 133 of the Companies Act, 2013 ("the Act") read with the Companies (Indian Accounting Standards) Rules, 2015 (as amended from time to time) to the extent applicable and current accounting practices prevailing within the Shipping Industry in India. The policies set out below have been consistently applied during the years presented.

(b) Historical Cost Convention

The Consolidated Financial Statements have been prepared on a historical cost basis, except for the following assets and liabilities which have been measured at fair value:

- Certain financial asset and financial liabilities;
- Defined Benefits Plans – Plan assets.

Fair value is the price that would be received on sale of an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The Group uses valuation techniques that are appropriate in the circumstances and for which sufficient data are available to measure fair value, maximising the use of relevant observable inputs and minimising the use of unobservable inputs.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within the fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

- Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities
- Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable
- Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable

For assets and liabilities that are recognised in the financial statements on a recurring basis, the Group determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level of input that is significant to the fair value measurement as a whole) at the end of each reporting period.

(c) Current/Non- Current Classification:

The assets and liabilities reported in the balance sheet are classified as "current/non-current" as per the Group's normal operating cycle and other criteria set out in Schedule III to the Companies Act, 2013. Current assets are assets that are intended to be realized, sold or consumed since during the normal operating cycle of the Group or within the 12 months following the balance sheet date; current liabilities are liabilities that are expected to be settled during the normal operating cycle of the Group or within the 12 months following the balance sheet date.

(d) All material prior period errors are adjusted retrospectively in the first set of financial statements approved for issue after their discovery by:

(i) Restating the comparative amounts for the prior period(s) presented in which the error occurred; or

(ii) If the error occurred before the earliest prior period presented, restating the opening balances of assets, liabilities and equity for the earliest prior period presented.

(e) The Consolidated Financial Statements are presented in 'Indian Rupees' (INR), which is also the Group's functional currency and all amounts are rounded to the nearest lakhs, unless otherwise stated.

(f) Amendment in Ind AS-Standards issued but not Effective: On March 31 2023, the Ministry of Corporate Affairs (MCA) has notified Companies (Indian Accounting Standards) Amendment Rules 2023. The notification has resulted into amendments in the following existing accounting standards. The effective date for adoption of this amendment is annual periods beginning from or after 01.04.2023. The Company has evaluated the amendment and adoption of amendments does not have any effect on financial statements.

i) Ind AS 102- Share Based Payments

ii) Ind AS 103- Business Combination

iii) Ind AS 1- Presentation of Financial Statements

iv) Ind AS 109- Financial Instruments

v) Ind AS 115- Revenue from Contracts with Customers

vi) Ind AS 8- Accounting Policies, Changes in Accounting Estimates and Errors

vii) Ind AS 12- Income Taxes

viii) Ind AS 34- Interim Financial Reporting

1.2 Basis of Consolidation

Subsidiaries

i. The Consolidated Financial Statements comprise the financial statements of the Company and its subsidiary over which the group has control which has been prepared in accordance with Ind AS 110 -"Consolidated Financial Statements". Control is achieved when the Group is exposed, or has rights, to variable returns from its involvement with the investee and has the ability to affect those returns through its power over the investee.

ii. The financial statements of the Company and its subsidiary have been combined on a line by line basis by adding together the book values of like items of assets, liabilities, income and expenses after fully eliminating intra-group balances and unrealised profits or losses on intra-group transactions.

iii. The consolidated financial statements have been prepared using uniform accounting policies for like transactions and other events in similar circumstances and are presented to the extent possible, in the same manner as the Company's separate financial statements.

iv. The financial statements of the subsidiary used in consolidation are drawn up to the same reporting date as that of the Company i.e. year ended 31 March 2023.

Joint Arrangements

Under Ind AS 111, "Joint Arrangements", investments in joint arrangements are classified as either joint operations or joint ventures. The classification depends on the contractual rights and obligations of each investor, rather than the legal structure of the joint arrangement. The Company has only joint ventures.

Joint Ventures

The consolidated financial statements include the interest of the Company in joint ventures which are accounted using the equity method.

Under the equity method of accounting, the investments are initially recognised at cost and adjusted thereafter to recognise the Company's share of the post-acquisition profits or losses of the investee in profit and loss, and the Company's share of other comprehensive income of the investee in other comprehensive income. Dividend received or receivables from joint ventures are recognised as reduction in the carrying amount of the investments.

When the Company's share of losses in the equity accounted investments equals or exceeds its interest in the investee, including any other unsecured long term receivables, the Company does not recognise further losses, unless it has incurred obligations.

The financial statements of the joint ventures used in the consolidation have been prepared under IFRS. For India LNG Transport Company (No. 1, 2, 3, 4) period 1 April 2022 to 31 March 2023 has been taken. Since, the India LNG Transport Company (No. 1, 2, 3, 4) are preparing audited financial statements following calendar year, The audited financial results of ILT 1, ILT 2 & ILT 3 and limited reviewed financial results of ILT 4 for the period January 2023 to March 2023 are added to January 2022 to December 2022 audited financial results whereas audited financial results of ILT 1, ILT 2, ILT 3 and limited reviewed results of ILT 4 for the period Jan 2022 to March 2022 are deducted to arrive financial results for the period April 2022 to March 2023 of JV Companies.

The results and financial position of foreign operations such as joint ventures that have a functional currency different from the presentation currency are translated into the presentation currency as follows:

- assets and liabilities are translated at the closing rate at the date of that balance sheet
- income and expenses are translated at average exchange rates and
- All resulting exchange differences are recognised in other comprehensive income.

1.3 Foreign currency translation

(a) Functional and Presentational Currency

Items included in the consolidated financial statements of the Group are measured using the currency of the primary economic environment in which the Group operates ('the functional currency'). The consolidated financial statements are presented in 'Indian Rupees' (INR), which is the Group's functional and presentation currency.

(b) Transactions and Balances

All foreign currency transactions are recorded at the previous day's available RBI reference rate/exchange rate published through FBIL (Financial Benchmarks India Private Limited). Since the RBI reference rate published through FBIL is available for four major currencies only i.e, USD, GBP, EUR, YEN, exchange rates of other currencies are taken from xe.com website.

The foreign currency balances in US Dollars, UK Pounds, Euro and Japanese YEN appearing in the books of account at the period end are translated into Indian Rupees at the available RBI reference rate/exchange rate published through FBIL at the period end. The foreign currency balances other than US Dollars, UK Pounds, Euro and Japanese YEN appearing in the books of account at the period end are translated into Indian Rupeesat the rate available on xe.com website at the period end. Thereafter, the monetary assets and monetary liabilities as well as the Long Term Loans are translated into rupees at rate prevailing at the period end.

Exchange difference arising on repayment of liabilities and conversion of foreign currency closing balances pertaining to long term loans for acquiring ships / containers / other depreciable assets and asset under construction is recognised as follows:

(i) In respect of long term loans outstanding as on 31.03.2016, exchange difference is adjusted in the carrying cost of respective assets.

(ii) In respect of long term loans taken after 31.03.2016, the exchange difference is charged / credited to Statement of Profit & Loss.

The exchange differences arising on translation of other monetary assets and liabilities are recognised in the Statement of profit and loss.

Non-monetary items carried at fair value that are denominated in foreign currencies are retranslated at the rates prevailing at the date when the fair value is determined. Non-monetary items that are measured in terms of historical cost in a foreign currency are not retranslated.

1.4. Property, Plant and Equipment

Items of property, plant and equipment acquired or constructed are stated at historical cost net of recoverable taxes, less accumulated depreciation and impairment of loss, if any. The cost of tangible assets comprises of its purchase price, borrowing costs and adjustment arising for exchange rate variations attributable to the assets, wherever applicable including any cost directly attributable till completion of maiden voyage for bringing the asset to the condition of its intended use.

Expenditure incurred on assets which are not ready for their intended use comprising direct cost, related incidental Expenses and attributable borrowing cost (net of revenues during constructions) are disclosed under Capital Work-in-Progress.

Subsequent costs like expenditure on major maintenance refits or repairs including planned drydock are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Group and the cost of the item can be measured reliably. The carrying amount of the replaced part is derecognised.All other repair and maintenance costs are recognised in Statement of Profit and Loss as incurred.

Transition to Ind AS:

On transition to Ind AS–

a) Items of fleet have been measured at fair value and that fair value is used as deemed cost as on transition date.

b) All other assets which are not fair valued have been measured in accordance with Ind AS 16 retrospectively.

Depreciation:

Depreciation on all vessels is charged on "Straight Line Method" less residual value.In the case of Liner and Bulk Carrier vessels, the Group has adopted useful life of 25 years as mentioned in Schedule II to the Companies Act, 2013. In case of Tankers & Offshore Vessels, the Group has adopted a useful life of 25 years based on the technical parameters including design life and the past record. In case of VLGC vessel, the Group has adopted a useful life of 30 years as mentioned in Schedule II to the Companies Act, 2013. Second hand vessels are depreciated over their remaining useful lives as determined by technical evaluation not exceeding 25/30 years from the date of original built.

Capitalised expenditures on dry-dock are depreciated until the next planned dry-docking and derecognised on recognition of new dry dock asset.

Depreciation on other tangible assets is provided on the straight line basis, over the estimated useful lives of assets as prescribed in the Schedule II of the Act, except in following cases:

1) Assets costing individually ₹ 5,000/- and below are fully depreciated in the year of acquisition.

2) Furnishing allowances given to Senior Executives are depreciated over a period of 3 years.

Depreciation on additions / deductions to PPE made during the year is provided on pro-rata basis from / up to the date of such additions / deductions, as the case may be.

Estimated useful lives, residual values and depreciation methods are reviewed annually, taking into account commercial and technological obsolescence as well as normal wear and tear and adjusted prospectively, if appropriate.

Retirement and Disposal of Assets

a) Assets which have been retired from operations for eventual disposal are exhibited separately as Assets classified as held for sale.

b) Anticipated loss, if any, in the disposal of such assets is provided in the accounts for the year in which these have been retired from active use. For the purpose of determining the loss, the sale price is recognised, if contract for sale is concluded. In other cases, assessment of the realisable value is made on the basis of the prevailing market conditions. Losses on such assets are provided for after taking into account the expenses such as customs duty, sales tax / value added tax, GST etc. in connection with the disposal, as well as estimated expenses in maintaining the asset, till its sale. Wherever the exact amount under each item of expenses is not known, an assessment is done on the best estimate basis.

c) Profits on sale of assets are accounted for only upon completion of sale thereof.

1.5 Intangible Assets

Intangible assets acquired are stated at cost less accumulated amortization and accumulated impairment losses, if any. The cost comprises of purchase price, borrowing costs and directly attributable costs for bringing the asset to the condition of its intended use.

Transition to Ind AS:

On transition to Ind AS, the Group has elected to continue with the carrying value of all of intangible assets recognised as at April 1, 2015 measured as per the previous GAAP and use that carrying value as the deemed cost of intangible assets.

Amortisation:

Amortization is charged on a straight-line basis over the estimated useful lives. The useful lives of intangible assets are either finite or indefinite. Finite-life intangible assets are amortised on a straight line basis over the period of their estimated useful lives. An intangible asset having indefinite useful life is not amortised but is tested for impairment annually. The estimated useful life and amortization method are reviewed at the end of each annual reporting period, with the effect of any changes in the estimate being accounted for on a prospective basis.

Intangible assets including software is amortised over the useful life not exceeding five years.

1.6 Borrowing Costs

Borrowing costs include interest, ancillary cost incurred in connection with the arrangement of borrowings,interest on lease liability and exchange differences arising from foreign currency borrowings availed on or after April 1, 2016, to the extent they are regarded as an adjustment to the interest cost as per Ind AS 23 Borrowing costs that are directly attributable to the acquisition or construction of qualifying assets are capitalised as part of the cost of such assets. A qualifying asset is one that necessarily takes substantial period of time to get ready for its intended use. All other borrowing costs are charged to the Statement of Profit and Loss in the period in which they are incurred.

1.7 Impairment of non-financial assets

Non-financial assets that are subject to depreciation or amortisation are reviewed for impairment as on 31 March of every year or whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. The impairment loss, if any, is recognised in the Statement of Profit and Loss to the extent, asset's carrying amount exceeds its recoverable amount. The Group estimates asset's recoverable amount, which is higher of an asset's fair value less cost of disposal and its value in use. Value in use is based on the estimated future cash flows, discounted to their present value using pre-tax discount rate that reflects current market assessment of the time value of money and risk specific to the assets.

1.8 Inventories

Inventories are valued at cost (Moving average method / Weighted Average method) or net realisable value, whichever is lower, unless otherwise stated. Net realisable value is the estimated selling price in the ordinary course of business.

Fuel oil purchases are initially booked as stock. The value of year-end stock is arrived at after charging consumption on "moving average /weighted average" method.

Store/Spares including paints, etc. are charged to revenue as consumed when delivered to ships.

1.9 Non-current assets held-for-sale

Non-current assets are classified as assets held for sale when their carrying amount is to be recovered principally through a sale transaction and a sale is considered highly probable. They are stated at the lower of carrying amount and fair value less costs to sell. Property, plant and equipment classified as held for sale are not depreciated.

1.10 Trade Receivable

Trade receivables are amounts due from customers for sale of goods or services performed in the ordinary course of business. Trade receivables are recognized initially at fair value. They are subsequently measured at amortised cost using the effective interest method, net of provision for impairment. The carrying value less impairment provision of trade receivables, are assumed to be approximate to their fair values.

1.11 Cash and cash equivalents

Cash and cash equivalents include cash at bank and in hand, deposits with banks, other short-term highly liquid investments with original maturities of three months or less.

For the purpose of the statement of cash flows, cash and cash equivalents consist of cash and short-term deposits, as defined above. Cash and Cash Equivalents consists of Balances with Banks which are restricted for withdrawl and usage.

1.12 Investments and other financial assets

i. Initial recognition and measurement

All financial assets are recognised initially at fair value plus, in the case of financial assets not recorded at fair value through profit or loss, transaction costs that are attributable to the acquisition of the financial asset.

ii. Subsequent measurement

For purposes of subsequent measurement, the Group classifies its financial assets in the following measurement categories:

- those to be measured subsequently at fair value (either through other comprehensive income, or through profit or loss), and
- those measured at amortised cost.

The classification depends on the Group's business model for managing the financial assets and the contractual terms of the cash flows. For assets measured at fair value, gains and losses will either be recorded in profit or loss or other comprehensive income. For investments in debt instruments, this will depend on the business model in which the investment is held. For investments in equity instruments, this will depend on whether the Group has made an irrevocable election at the time of initial recognition to account for the equity investment at fair value through other comprehensive income.

The Company reclassifies debt instruments when and only when its business model for managing those assets changes.

ii(a) Debt instruments

Subsequent measurement of debt instruments depends on the Group's business model for managing the asset and the cash flow characteristics of the asset. There are three measurement categories into which the Group classifies its debt instruments:

Financial Assets measured at Amortised Cost:

Financial assets such as trade receivables, security deposits and loans given are measured at the amortised cost if both the following conditions are met:

- The asset is held within a business model whose objective is to hold assets for collecting contractual cash flows, and
- Contractual terms of the asset give rise on specified dates to cash flows that are solely payments of principal and interest (SPPI) on the principal amount outstanding.

After initial measurement, such financial assets are subsequently measured at amortised cost using effective interest (EIR) method.

Gain or loss on a debt instrument that is subsequently measured at amortised cost is recognised in profit or loss when the asset is derecognised or impaired. Interest income from these financial assets is included in finance income using the effective interest rate method.

Financial Assets measured at Fair Value through Other Comprehensive Income (FVTOCI):

A financial asset is classified as at the FVTOCI if both the following criteria met:

- The asset is held within a business model whose objective is achieved by both collecting contractual cash flows and selling financial assets and
- The contractual terms of the financial assets give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Movements in the carrying amount are taken through OCI, except for the recognition of impairment gains or losses, interest revenue and foreign exchange gains and losses which are recognised in profit and loss. When the financial asset is derecognised, the cumulative gain or loss previously recognised in OCI is reclassified from equity to profit or loss. Interest income from these financial assets is included in other income using the effective interest rate method.

Financial Assets measured at Fair Value through Profit or Loss (FVTPL): Assets that do not meet the criteria for amortised cost or FVTOCI are measured at fair value through profit or loss. A gain or loss on a financial asset that is subsequently measured at fair value through profit or loss is recognised in profit or loss in the period in which it arises. Interest income from these financial assets is included in other income.

ii(b) Equity Instruments

a) Subsidiary and Joint Ventures

Investments in equity instruments of subsidiary and joint ventures are carried at cost less impairment, if any.

b) Others

The company subsequently measures all equity instruments at fair value. Equity instruments which are held for trading are classified as FVTPL. For all other equity instruments, the Company decides to classify the same either as at FVTOCI or FVTPL. Changes in the fair value of financial assets at fair value through profit or loss are recognised in the statement of profit and loss.

iii. Derecognition

A financial asset is derecognised only when:

i. the rights to receive cash flows from the asset have expired, or

ii. the Group has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows to one or more recipient

Where the entity has transferred an asset, the Group evaluates whether it has transferred substantially all risks and rewards of ownership of the financial asset. In such cases, the financial asset is derecognised. Where the entity has not transferred substantially all risks and rewards of ownership of the financial asset, the financial asset is not derecognised.

Where the entity has neither transferred a financial asset nor retains substantially all risks and rewards of ownership of the financial asset, the financial asset is derecognised if the Group has not retained control of the financial asset. Where the Group retains control of the financial asset, the asset is continued to be recognised to the extent of continuing involvement in the financial asset.

iv. Impairment of Financial Assets

The Group assesses on a forward looking basis the expected credit losses associated with its assets carried at amortised cost and FVTOCI debt instruments. The impairment methodology applied depends on whether there has been a significant increase in credit risk.

The impairment methodology for each class of financial assets stated above is as follows:

Debt instruments measured at amortised cost and FVTOCI: Debt instruments at amortised cost and those at FVTOCI where there has been a significant increase in credit risk, lifetime expected credit loss provision method is used and in all other cases, the impairment provision is determined as 12 months expected credit losses.

Trade receivables from customers: The Group applies the simplified approach for providing expected credit losses prescribed by Ind AS 109, which requires the use of the lifetime expected loss provision for all trade receivables.

1.13 Offsetting financial instruments

Financial assets and liabilities are offset and the net amount reported in the balance sheet when there is a legally enforceable right to offset the recognised amounts and there is an intention to settle on a net basis, or realise the asset and settle the liability simultaneously.

1.14 Contributed equity

Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of new shares or options are shown in equity as a deduction, net of tax, from the proceeds.

1.15 Financial liabilities

i. Classification as debt or equity

Debt and equity instruments issued by the Group are classified as either financial liabilities or as equity in accordance with the substance of the contractual arrangements and the definitions of a financial liability and an equity instrument.

An equity instrument is any contract that evidences a residual interest in the assets of an entity after deducting all of its liabilities.

ii. Initial recognition and measurement

All financial liabilities are recognised initially at fair value and, in the case of borrowings and payables, net of directly attributable transaction costs.

The Group's financial liabilities include trade and other payables, loans and borrowings including bank overdrafts.

iii. Subsequent measurement

The measurement of financial liabilities depends on their classification, as described below:

Borrowings: Borrowings are subsequently carried at amortised cost; any difference between the proceeds (net of transaction costs) and the redemption value is recognised in the statement of profit and loss over the period of the borrowings using the effective interest method.

Trade and other payable: These amounts represent obligations to pay for goods or services that have been acquired in the ordinary course of business from suppliers. They are recognized initially at fair value and subsequently measured at amortised cost using the effective interest method.

iv. Derecognition

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expires. When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as the derecognition of the original liability and the recognition of a new liability. The difference in the respective carrying amounts is recognised in the statement of profit or loss.

1.16 Income tax

Provision for income tax liability is made as per special provisions relating to income of shipping companies under the Income Tax Act, 1961 on the basis of deemed tonnage income of the Company. Provision for income- tax on non- shipping income is made as per the normal provisions of the Income-Tax Act 1961. The tax rates and tax laws used to compute the amount are those that are enacted or substantively enacted, at the reporting date.

Deferred income tax is provided in full, using the liability method, on temporary differences (other than those which are covered in tonnage tax scheme) arising between the tax bases of assets and liabilities and their carrying amounts in the Financial Statements. Deferred tax assets are recognized to the extent that it is probable that future taxable profit will be available against which the deductible temporary differences can be utilised.

Deferred tax assets and liabilities are measured based on the tax rates that are expected to apply in the period when the asset is realized or the liability is settled, based on tax rates and tax laws that have been enacted or substantively enacted by the balance sheet date.

Current and deferred tax is recognised in profit or loss, except to the extent that it relates to items recognised in other comprehensive income or directly in equity.

1.17 Employee benefits

a) Short-term / long term obligations

All employee benefits payable wholly within twelve months of rendering the service including performance incentives and compensated absences are classified as short term employee benefits. The undiscounted amount of short term employee benefits expected to be paid in exchange for the services rendered by employees are charged off to the Statement of Profit and Loss. The employee benefits which are not expected to occur within twelve months are classified as long term benefits and are recognised as liability at the net present value.

b) Defined contribution plan

Employee benefits under defined contribution plans comprising of post-retirement medical benefits (w.e.f 01.01.2007), provident fund andpension contribution are recognized based on the undiscounted amount of obligations of the Group to contribute to the plan. This contribution is recognised based on its undiscounted amount and paid to a fund administered through a separate trust except post-retirement medical benefit for employee's retired w.e.f 01.01.2007. The Group has taken Group Medishield Insurance policy for Employees who have retired after 01.01.2007 under PRMS Scheme.

c) Defined benefit plan

Employee benefits under defined benefit plans comprising of gratuity, leave encashment and post-retirement medical benefits for employees retired before 01.01.2007 are recognized based on the present value of defined benefit obligation, which is computed on the basis of actuarial valuation

The defined benefit obligation is calculated annually by independent actuaries using the projected unit credit method.

Re-measurements, comprising of actuarial gains and losses, the effect of the asset ceiling, excluding amounts included in net interest on the net defined benefit liability and the return on plan assets (excluding amounts included in net interest on the net defined benefit liability), are recognised immediately in the balance sheet with a corresponding debit or credit to retained earnings through OCI in the period in which they occur. Remeasurements are not reclassified to profit or loss in subsequent periods.

Net interest is calculated by applying the discount rate to the net defined benefit liability or asset.

1.18 Provisions, contingent liabilities and contingent assets

Provisions

Provisions are recognised when the Group has a present legal or constructive obligation as a result of past events; it is probable that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated.

Contingent liabilities

Contingent liabilities are disclosed when there is a possible obligation arising from past events, the existence of which will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Group. A present obligation that arises from past events where it is either not probable that an outflow of resources will be required to settle or reliable estimate of the amount cannot be made, is treated as contingent liability.

Contingent Assets

A contingent assets are not recognised but disclosed, where an inflow of economic benefits is probable.

1.19 Revenue Recognition

Revenue Income is recognised in the Statement of Profit and Loss when:

- The income generating activities have been carried out on the basis of a binding agreement
- The income can be measured reliably
- It is probable that the economic benefits associated with the transaction will flow to the Group
- Costs relating to the transaction can be measured reliably

Revenue for all businesses is recognised when the performance obligation has been satisfied, which happens upon the transfer of control to the customer at an amount that reflects the consideration to which the Group expects to be entitled in exchange for the goods and services.

Revenue is recognised when or as performance obligations are satisfied by transferring the promised goods or services to the customer, i.e. at a point in time or over time provided that the stage of completion can be measured reliably.

Revenue mainly comprises freight, charter hire and demurrage revenues from the vessels.

Freight - The Group generates revenue from shipping activities. Revenues from vessels are mainly derived from a combination of time charters and voyage charters. Revenue from a voyage charter is recognised over time, which is determined on a percentage of voyage completion method.

Charter-hire - Revenue from a time charter is recognised on a straight-line basis over the period of the charter.

Demurrage revenue - Freight contracts contain conditions regarding the amount of time available for loading and discharging of the vessel. If these conditions are breached, the Group is compensated for the additional time incurred in the form of demurrage revenue. Demurrage revenue is recognised upon delivery of services in accordance with the terms and conditions of the contract. Upon completion of the voyage, the Group assesses the time spent in port, and a demurrage claim based on the relevant contractual conditions is submitted to the charterers. (Further, refer Note No 2 (g) – Demurrage).

Profit from sale of vessels - Revenue from the sale of vessel is recognised upon the transfer of control to the buyer.

O&M contracts – The Group has entered into contracts with its customers for Operation & Management of vessels owned by them. These are cost plus contracts and the Group is entitled for reimbursement of all costs incurred on these vessels plus a fixed percentage of remuneration on these costs. The Group accounts for the remuneration earned as and when the costs are incurred and booked in the accounts. The reimbursement of costs is netted off against the relevant expense head to which the cost was originally debited.

Interest Income - Interest income from debt instruments is recognised using the effective interest rate method. The effective interest rate is the rate that exactly discounts estimated future cash flows through the expected life of the financial asset to the gross carrying amount of a financial asset. When calculating the effective interest rate, the Group estimates the expected cash flows by considering all the contractual terms of the financial instrument (for example, prepayment, extension, call and similar options) but does not consider the expected credit losses.

Dividends: Dividends are recognised in profit or loss only when the right to receive payment is established, it is probable that the economic benefits associated with the dividend will flow to the Group, and the amount of the dividend can be measured reliably.

Cost of services rendered includes port expenses, bunkers (Fuel Oil), commissions, hire of chartered steamers, stores, spares, repair and maintenance expenses, Insurance expenses etc.

Employee Benefit Expenses - Operating expenses, which comprise of shore staff & floating staff expenses.

Financial expenses - Financial expenses comprise interest expenses.

Other expenses – Other expenses which comprise office expenses, provisions, managements cost and other expenses relating to administration.

1.20 Insurance, P&I and Other Claims

(a) Provision in respect of claims against the Group is made as under:-

i. In respect of collision claims and P & I claims (other than crew & cargo claims), to the extent of deductible limit based on the assessment provided by the surveyors.

ii. In case of Cargo claims, actual claims registered and/ or paid pertaining to the relevant year's voyages as ascertained at the period end or the P&I deductible limit whichever is lower.

(b) No provision is made in respect of claims by the Group covered under Hull & Machinery insurance and treatment of such claims is as under:-

i. Expenses on account of particular and general average claims/ damages to ships are charged off in the period in which they are incurred.

ii. Claims against the underwriters are initially accounted for based on the admission of the claims liability by the underwriters. The final adjustment in the recoverable amount is done on submission of the Adjuster's report to the underwriters which reflect the exact recoverable amount from the underwriters.

(c) Claims made by the Group against other parties not covered under insurance including ship repair yards, ship-owners, ship charterers, customs and others, etc. are recognised on realisation, due to uncertainty in the amounts of their ultimate recovery.

1.21 Leases

A contract or parts of contracts that conveys the right to control the use of an identified asset for a period of time in exchange for payments to be made to the owners (lessors) are accounted for as leases. Contracts are assessed to determine whether a contract is, or contains, a lease at the inception of a contract or when the terms and conditions of a contract are significantly changed.

Where the Group is the lessee in a lease arrangement at inception, the lease contracts are recognized as rights-of use assets and lease liabilities are measured at present value of lease payments at initial recognition except for short-term leases and leases of low value. The rights of use assets are depreciated on a straight line basis over a lease term. Lease payments are discounted using the interest rate implicit in the lease. If that rate is not readily available, the incremental borrowing rate is applied. The incremental borrowing rate reflects the rate of interest that the lessee would have to pay to borrow over a similar term, with a similar security, the funds necessary to obtain an asset of a similar nature and value to the right-of-use asset in a similar economic environment. Payments associated with short-term leases and leases of low-value assets are recognised basis as an expense in profit & loss Account.

Where the Group is the lessor in a lease arrangement at inception, the lease arrangement will be classified as a finance lease or an operating lease. Classification is based on the extent to which the risks and rewards incidental to ownership of the underlying asset lie with the lessor or the lessee. Under operating lease, where the Group is the lessor, the assets are included in the balance sheet and, where applicable, are depreciated in accordance with the Group's depreciation policies as set out in Note 1.4 Property, plant and equipment. Revenue arising from assets leased out under operating leases is recognised on overtime basis.

1.22 Segment Reporting

Operating segments are reported in a manner consistent with the internal reporting provided to the Chief Operating Decision-Maker (CODM). The Chief Operating Decision-Maker, who is responsible for allocating resources and assessing performance of the operating segments, has been identified as the Board of Directors that makes strategic decisions.

1.23 Earnings per share

Basic earnings per share is calculated by dividing the net profit or loss for the period attributable to the equity shareholders by the weighted average number of equity shares outstanding during the period. For the purpose of calculating Diluted Earnings per share, the net profit or loss for the period attributable to the equity shareholders and the weighted average number of shares outstanding during the period is adjusted for the effects of all dilutive potential equity shares.

1.24 Cash Flow Statement

Cash flows are reported using the indirect method, whereby profit before tax is adjusted for the effects of transactions of non-cash nature and any deferrals or accruals of past or future cash receipts or payments. The cash flows from operating, investing and financing activities of the Group are segregated based on the available information.

1.25 Government Grants

Grants from the government are recognised at their fair value where there is a reasonable assurance that the grant will be received and the Group will comply with all attached conditions. Government grants relating to duty scrips on export of services (Served from India Scheme) are related to income and are recognised in the profit or loss over the period necessary to match them with the costs that they are intended to compensate and presented within other income.

Government grants are recognised in profit or loss on a systematic basis over the periods in which the entity recognises as expenses the related costs for which the grants are intended to compensate.

Note 2: Critical Accounting Estimates and Judgements

Preparing the consolidated financial statements under Ind AS requires management to take decisions and make estimates and assumptions that may impact the value of revenues, costs, assets and liabilities and the related disclosures concerning the items involved as well as contingent assets and liabilities at the balance sheet date. Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.

The Group make estimates and assumptions concerning the future. The resulting accounting estimates will, by definition, seldom equal the related actual results. The estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are discussed below:

a) Useful lives of Vessels

Management of the Group decided the estimated useful lives of vessels and respective depreciation. The accounting estimate is based on the expected wears and tears. Wears and tears can be significantly different following renovation each time. When the useful lives differ from the original estimated useful lives, management will adjust the estimated useful lives accordingly. It is possible that the estimates made based on existing experience are different to the actual outcomes within the next financial period and could cause a material adjustment to the carrying amount of fixed assets.

b) Residual Value

Residual value is considered as 5% of original cost of Vessel. In case of other assets, the residual value, being negligible, has been considered as nil. The residual value of vessels is reviewed every year on 31st March.

c) Impairment of assets

The recoverable amount of an asset or a cash-generating unit is determined based on value-in-use calculations prepared on the basis of management's assumptions and estimates

An impairment loss is recognised for the amount by which the asset's or cash generating unit's carrying amount exceeds its recoverable amount and is recognised in the Statement of Profit and Loss. Recoverable amount is higher of an asset's net selling price and its value in use. Value in use is the present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life.

d) Defined Benefit Obligations

The present value of the defined benefit obligations depends on a number of factors that are determined on an actuarial basis using a number of assumptions. The assumptions used in determining the net cost (income) for post employments plans include the discount rate. Any changes in these assumptions will impact the carrying amount of such obligations.

Discount Rate for the valuation is determined by reference to market yields at the balance sheet date on Government Bonds. This is the rate that is used to determine the present value of estimated future cash out flows expected to be required to settle the defined benefit obligations.

e) Provision

Estimates of the amounts of provisions recognised are based on current legal and constructive requirements, technology and price levels. Because actual outflows can differ from estimates due to changes in laws, regulations, public expectations, technology, prices and conditions, and can take place many years in the future, the carrying amounts of provisions are regularly reviewed and adjusted to take account of such changes.

f) Impairment of Trade Receivable

The methodology followed by the Group is the use of a provision matrix as a practical expedient to measure expected credit losses on its portfolio of trade receivables. The model uses historical credit loss experience for trade receivables i.e. this model uses aging analysis of trade receivables as at the reporting date.

Considering the different services provided by the Group, provisioning is done segment wise basis analysis and computation of expected credit loss for trade receivables of different segments.

Impairment loss allowance on trade receivables during the year is recognised in the Statement of Profit and Loss.

g) Demurrage

Vessel Demurrage income due as per contractual terms is recognized. A provision on estimated basis is made towards deduction from demurrage based on past experience of settlements.

h) Income Tax

Due to Tonnage tax regime applicable on the main part of the Group's activities, resulting in a lower income tax payable in the future, the amount of deferred tax to be recognised is limited. Considering the tonnage tax regime applicable to shipping activities, difference between taxable and book values of assets and liabilities are generally of permanent nature. This is due to the fact that the taxable result for tonnage tax eligible activities has no correlation with either carrying value or the generally applicable tax value of assets and liabilities. As a consequence, temporary differences are limited to those arising from other activities which are subject to normal Income tax provisions.

i) Leases

Lease contracts contain extension or termination options. Assessment of the exercise or non-exercise of such options impacts the value of right-of-use asset recognised. Such assessments are reviewed whenever a significant event or change in circumstances occurs.

For the purpose of calculating the present value, the interest rate implicit in the lease or an incremental borrowing rate is used as discount factor. Where the rate implicit in the lease is not readily available, an incremental borrowing rate is applied. This incremental borrowing rate reflects the rate of interest that the lessee would have to pay to borrow over a similar term, with a similar security, the funds necessary to obtain an asset of a similar nature and value to the right-of-use asset. Determination of the incremental borrowing rate requires estimation.

Management has applied judgement and formed assumptions in relation to assessment of incremental borrowing rate, service components and extension options of leasing arrangements. Management has formed its judgements and assumptions based on historical experience, internal and external information and data available.

(All amounts in INR lakhs, unless otherwise stated)

Note 3: Property, plant and equipment

Particulars	Freehold Land	Buildings	Ownership Flats & Residential Buildings	Fleet*	Fleet Drydock	Own-ership Con-tainer	Furni-ture, Fittings & Equip-ments	Moter Vehi-cles	Total
Year ended 31 March 2022									
Gross carrying amount									
Opening gross carrying amount (01 April 2021)	2,37,630	1,278	139	11,89,977	1,00,974	-	2,159	18	15,32,175
Additions	-	-	44	11,443	32,576	-	623	-	44,686
Adjustment in carrying amount of cost**	-	-	-	-	(41,303)	-	-	-	(41,303)
Disposals	-	-	-	(224)	-	-	(29)	-	(253)
Transfer from CWIP	-	-	25	-	3,241	-	-	-	3,266
Transfer under Demerger Scheme	(2,37,630)	(1,278)	(208)	-	-	-	(560)	-	(2,39,676)
Closing gross carrying amount (31 March 2022)	**-**	**-**	**-**	**12,01,196**	**95,488**	**-**	**2,193**	**18**	**12,98,895**
Accumulated depreciation									
Opening accumulated depreciation (01 April 2021)	-	168	30	4,39,568	75,715	-	1,396	11	5,16,888
Depreciation charge for the year	-	-	-	48,976	14,101	-	124	1	63,202
Adjustment in carrying amount of cost**	-	-	-	-	(41,303)	-	-	-	(41,303)
Disposals	-	-	-	(84)	-	-	(28)	-	(112)
Transfer under Demerger Scheme	-	(168)	(30)	-	-	-	(170)	-	(368)
Closing accumulated depreciation (31 March 2022)	**-**	**-**	**-**	**4,88,460**	**48,513**	**-**	**1,322**	**12**	**5,38,307**
Net carrying amount (31 March 2022)	**-**	**-**	**-**	**7,12,736**	**46,975**	**-**	**871**	**6**	**7,60,588**
Year ended 31 March 2023									
Gross carrying amount									
Opening gross carrying amount (01 April 2022)	-	-	-	12,01,196	95,488	-	2,193	18	12,98,895
Additions	-	-	-	12,934	34,560	-	14	-	47,508
Adjustment in carrying amount of cost**	-	-	-	(16,322)	(19,578)	-	-	-	(35,900)
Disposals	-	-	-	(92)	-	-	(3)	(4)	(99)
Transfer from CWIP	-	-	-	-	5,831	-	-	-	5,831
Transfer of Assets Acquired during the year under Demerger Scheme	-	-	-	-	-	-	(2)	-	(2)
Closing gross carrying amount (31 March 2023)	**-**	**-**	**-**	**11,97,716**	**1,16,301**	**-**	**2,202**	**14**	**13,16,233**

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Freehold Land	Buildings	Ownership Flats & Residential Buildings	Fleet*	Fleet Drydock	Ownership Container	Furniture, Fittings & Equipments	Moter Vehicles	Total
Accumulated depreciation									
Opening accumulated depreciation (01 April 2022)	-	-	-	4,88,460	48,513	-	1,322	12	5,38,307
Depreciation charge for the year	-	-	-	49,911	24,841	-	284	1	75,037
Adjustment in carrying amount of cost**	-	-	-	(16,322)	(19,518)	-	-	-	(35,840)
Disposals	-	-	-	(32)	-	-	(3)	(3)	(38)
Closing accumulated depreciation (31 March 2023)	**-**	**-**	**-**	**5,22,017**	**53,836**	**-**	**1,603**	**10**	**5,77,466**
Net carrying amount (31 March 2023)	**-**	**-**	**-**	**6,75,699**	**62,465**	**-**	**599**	**4**	**7,38,767**

Notes

(1) Additions to Fleet include ₹3,278 lakhs (Previous year ₹1,294 lakhs) on account of currency exchange difference adjusted as per Significant Accounting Policy of foreign currency translation.

(2) *Refer Note 34 for Fleet pledged with banks for Borrowings.

(3) **Adjustments to carrying amount are as follows:

In Fleet includes Ind AS adjustment to carrying amount of cost and accumulated depreciation of vessel Desh Shanti.

In Fleet Dry Dock includes write off of Fleet Dry Dock assets from Gross Block and Net Block whose useful life has expired.

(4) There is no significant property, plant and equipment as on 31 March 2023 which is fully depreciated and is still in use.

(5) There were no Benami properties held by the company during FY 2022-23 and FY 2021-22 and no proceedings had been initiated against the company under Benami Transactions (Prohibition) Act, 1988 (45 of 1988).

Note 4: Capital work-in-progress

Particulars	As at 31 March 2021	Transfer of CWIP under demerger scheme	Incurred during the year	Capitalised/ Adjusted	As at 31 March 2022	Incurred during the year	Capitalised/ Adjusted	As at 31 March 2023
(A) Construction Work in Progress								
Asset under Construction excluding advance	3,266	25	5,831	3,241	5,831	3,351	5,831	3,351
(B) Construction Period Expenses								
a. Interest	-	-	-	-	-	-	-	-
b. Other directly attributable expenses	-	-	-	-	-	-	-	-
c. Exchange fluctuation	-	-	-	-	-	-	-	-
Total(A+B)	**3,266**	**25**	**5,831**	**3,241**	**5,831**	**3,351**	**5,831**	**3,351**

(All amounts in INR lakhs, unless otherwise stated)

Capital Work-in progress ageing schedule

Capital Work-in-progress	Amount of CWIP for a period of				Total
	Less than 1 year	1-2 years	2- 3 years	More than 3 years	
Projects in progress as on 31 March 2023					
Equipment installation in progress at shore	-	-	-	-	-
Fleet Drydock related CWIP	3,351	-	-	-	3,351
Total Projects in progress	**3,351**	**-**	**-**	**-**	**3,351**
Projects Temporarily Suspended	-	-	-	-	-
Projects in progress as on 31 March 2022					
Equipment installation in progress at shore	-	-	-	-	-
Fleet Drydock related CWIP	5,831	-	-	-	5,831
Total Projects in progress	**5,831**	**-**	**-**	**-**	**5,831**
Projects Temporarily Suspended	**-**	**-**	**-**	**-**	**-**

Disclosure for Time overrun for Capital Work-in-progress as on 31 March 2023

Capital Work-in-progress	To be completed in				Total
	Less than 1 year	1-2 years	2- 3 years	More than 3 years	
Projects in progress as on 31 March 2023					
1. Dry dock for Vessel 1 FY 2022-23	147	-	-	-	147
2. Dry dock for Vessel 2 FY 2022-23	111	-	-	-	111
3. Dry dock for Vessel 3 FY 2022-23	1,997	-	-	-	1,997
4. Dry dock for Vessel 4 FY 2022-23	541	-	-	-	541
5. Dry dock for Vessel 5 FY 2022-23	156	-	-	-	156
6. Dry dock for Vessel 6 FY 2022-23	7	-	-	-	7
7. Dry dock for Vessel 7 FY 2022-23	71	-	-	-	71
8. Dry dock for Vessel 8 FY 2022-23	103	-	-	-	103
9. Dry dock for Vessel 9 FY 2022-23	112	-	-	-	112
10. Dry dock for Vessel 10 FY 2022-23	106	-	-	-	106
Total CWIP as on 31 March 2023	**3,351**	**-**	**-**	**-**	**3,351**

(1) The drydock for Vessel 1 to Vessel 5 started in FY 2022-23 was ongoing as on 31 March 2023 and there was no time overrun.

(2) For Sr. No. 6 to 10 (INR 399 lakhs), drydock is yet to commence as on 31 March 2023 and the Company expects their completion within a period of one year.

Disclosure for Time overrun for Capital Work-in-progress as on 31 March 2022

Capital Work-in-progress	To be completed in				Total
	Less than 1 year	1-2 years	2- 3 years	More than 3 years	
Projects in progress as on 31 March 2022					
1. Dry dock for Vessel 1 FY 2021-22	1,531	-	-	-	1,531
2. Dry dock for Vessel 2 FY 2021-22	470	-	-	-	470
3. Dry dock for Vessel 3 FY 2021-22	413	-	-	-	413
4. Dry dock for Vessel 4 FY 2021-22	474	-	-	-	474
5. Dry dock for Vessel 5 FY 2021-22	2,317	-	-	-	2,317
6. Dry dock for Vessel 6 FY 2021-22	138	-	-	-	138
7. Dry dock for Vessel 7 FY 2021-22	99	-	-	-	99

(All amounts in INR lakhs, unless otherwise stated)

Capital Work-in-progress	To be completed in				Total
	Less than 1 year	1-2 years	2- 3 years	More than 3 years	
8. Dry dock for Vessel 8 FY 2021-22	85				85
9. Dry dock for Vessel 9 FY 2021-22	81				81
10. Dry dock for Vessel 10 FY 2021-22	44				44
11. Dry dock for Vessel 11 FY 2021-22	168	-	-	-	168
12. Dry dock for Vessel 12 FY 2021-22	11	-	-	-	11
Total CWIP as on 31 March 2022	**5,831**	**-**	**-**	**-**	**5,831**

(1) The drydock for Vessel 1 to Vessel 5 started in FY 2021-22 was ongoing as on 31 March 2022.

(2) For Sr. No. 6 to 12 (INR 626 lakhs), drydock is yet to commence as on 31 March 2022 and the Company expects their completion within a period of one year.

NOTE 5: Right of Use Asset

Particulars	Land	Buildings	Fleet	Furniture, Fittings & Equipments	Moter Vehicles	Total
Year ended 31 March 2022						
Gross carrying amount						
Opening gross carrying amount (01 April 2021)	428	2,013	-	49	169	2,659
Additions	-	-	-	-	-	-
Disposal	-	-	-	-	-	-
Transfer under Demerger Scheme	(9)	-	-	-	-	(9)
Closing gross carrying amount (31 March 2022)	**419**	**2,013**	**-**	**49**	**169**	**2,650**
Accumulated depreciation						
Opening accumulated depreciation (01 April 2021)	84	348	-	19	107	558
Depreciation charge for the year	42	174	-	14	53	283
Disposal	-	-	-	-	-	-
Transfer under Demerger Scheme	-	-	-	-	-	-
Closing accumulated depreciation (31 March 2022)	**126**	**522**	**-**	**33**	**160**	**841**
Net carrying amount (31 March 2022)	**293**	**1,491**	**-**	**16**	**9**	**1,809**
Year ended 31 March 2023						
Gross carrying amount						
Opening gross carrying amount (01 April 2022)	419	2,013	-	49	169	2,650
Additions	-	-	-	-	30	30
Disposal	-	-	-	-	-	-
Closing gross carrying amount (31 March 2023)	**419**	**2,013**	**-**	**49**	**199**	**2,680**
Accumulated depreciation						
Opening accumulated depreciation (01 April 2022)	126	522	-	33	160	841
Depreciation charge for the year	42	175	-	14	39	270
Disposal	-	-	-	-	-	-
Closing accumulated depreciation (31 March 2023)	**168**	**697**	**-**	**47**	**199**	**1,111**
Net carrying amount (31 March 2023)	**251**	**1,316**	**-**	**2**	**-**	**1,569**

(All amounts in INR lakhs, unless otherwise stated)

Note 6: Intangible assets

Particulars	Computer Software	Total
Year ended 31 March 2022		
Gross carrying amount		
Opening gross carrying amount (01 April 2021)	1,638	1,638
Additions	-	-
Disposal	(2)	(2)
Transfer under Demerger Scheme	(3)	(3)
Closing gross carrying amount (31 March 2022)	**1,633**	**1,633**
Accumulated amortisation		
Opening accumulated amortisation (01 April 2021)	1,588	1,588
Amortisation charge for the year	41	41
Disposal	(2)	(2)
Transfer under Demerger Scheme	(3)	(3)
Closing accumulated amortisation (31 March 2022)	**1,624**	**1,624**
Net carrying amount (31 March 2022)	**9**	**9**
Year ended 31 March 2023		
Gross carrying amount		
Opening gross carrying amount (01 April 2022)	1,633	1,633
Additions	-	-
Disposal	(24)	(24)
Closing gross carrying amount (31 March 2023)	**1,609**	**1,609**
Accumulated amortisation		
Opening accumulated amortisation (01 April 2022)	1,624	1,624
Amortisation charge for the year	9	9
Disposal	(24)	(24)
Closing accumulated amortisation (31 March 2023)	**1,609**	**1,609**
Net carrying amount (31 March 2023)	**-**	**-**

There were no intangible assets under development as on 31 March 2022 and 31 March 2023

Note 6(a): Investments accounted for using the equity method

Particulars	Face value	31 March 2023		31 March 2022	
		No.of shares/ Units	Rupees in lakhs	No.of shares/ Units	Rupees in lakhs
Investment in equity instruments (fully paid-up)					
Unquoted					
In Joint Venture					
India LNG Transport Company (No. 1) Ltd.	2.2037 USD	2,908	22,740	2,908	17,596
India LNG Transport Company (No.2) Ltd.	2.2037 USD	2,908	22,021	2,908	18,288
India LNG Transport Company (No. 3) Ltd.	1 USD	2,600	3,403	2,600	1,594
India LNG Transport Company (No. 4) Pvt Ltd.	1 USD	1,10,36,558	12,477	1,10,36,558	9,726
Total (equity instruments)			**60,641**		**47,204**

(A) India LNG Transport Companies No. 1 & 2 Ltd. are two joint venture companies promoted by the Corporation and three Japanese companies Viz. M/S Mitsui O.S.K. lines Ltd. (MOL), M/S Nippon Yusen Kabushiki Kaisha Ltd (NYK Lines) and M/S Kawasaki Kisen Kaisha Ltd (K Line) along with M/S Qatar Shipping Company (Q Ship), Qatar. SCI and MOL are the largest shareholders, each holding 29.08% shares while NYK Line 17.89%, K Line 8.95% & Q Ship holds 15% respectively. The Shares held by the Corporation and other partners in the two joint venture Companies have been pledged against loans provided by lender banks to these companies. India LNG Transport Company No.1 Ltd owns and operates one LNG Carrier Disha and India LNG Transport Company No. 2 Ltd owns and operates one LNG Carrier Raahi **(Refer Note no -34).**

(All amounts in INR lakhs, unless otherwise stated)

(B) India LNG Transport Company No. 3 Ltd. is the 3rd joint venture company which owns and operates one LNG Carrier Aseem. The company is promoted by the Corporation and three Japanese partners viz. MOL, NYK Lines, K Line along with M/S Qatar Gas Transport Company (QGTC), Qatar and M/s Petronet LNG Limited (PLL), India who are the other partners. SCI and MOL are the largest shareholders with 26% share each, while NYK, K Line, QGTC and PLL hold 16.67%, 8.33%, 20% and 3% respectively. The Shares held by the Corporation and other partners in the joint venture company have been pledged against loans provided by lender banks to this company **(Refer Note no -34).**

(C) India LNG Transport Company (No. 4) Pvt. Ltd. is the 4th Joint Venture Company is promoted by the Corporation and three Japanese partners viz NYK, MOL and K Line along with PLL, India. SCI, NYK and PLL are the largest shareholders with 26% share each, while MOL and Kline hold 15.67% and 6.33% respectively. The Shares held by the Corporation and other partners in the joint venture company have been pledged against loans provided by lender banks to this company. India LNG Transport Company (No. 4) Pvt. Ltd owns and operates one LNG Carrier Prachi **(Refer Note no -34).**

Note 7: Financial assets

Note 7(a): Non-current investments

Particulars	Face value	31 March 2023		31 March 2022	
		No. of shares/Units	Rupees in lakhs	No. of shares/ Units	Rupees in lakhs
Investment in equity instruments (fully paid-up)					
Unquoted					
(i) Investment carried at fair value through Profit or loss					
Sethusamudram Corp. Ltd.	₹ 10	5,00,00,000	5,000	5,00,00,000	5,000
Less: Loss allowance			5,000		5,000
			-		-
Scindia Steam Navigation Company Ltd., fully paid (₹ 0.30 lakhs; Prev. yr. ₹ 0.30 lakhs)	₹ 20	3,438	-	3,438	-
Less: Loss allowance			-		-
			-		-
Woodlands Multispeciality Hospital Ltd.	₹ 10	60,000	434	60,000	373
Total (equity instruments)			**434**		**373**
Total non-current investments			**434**		**373**
Aggregate amount of quoted investments and market value thereof			-		-
Aggregate amount of unquoted investments			5,434		5,373
Aggregate amount of impairment in the value of investments			5,000		5,000
Investments carried at fair value through Profit and Loss			**434**		**373**

Sethusamudram Corporation Ltd. (SCL), a Special Purpose Vehicle was incorporated on 06.12.2004 for developing the Sethusamudram Channel Project with Tuticorin Port Trust, Ennore Port Ltd, Visakhapatnam Port trust, Chennai Port Trust, Dredging Corporation of India Ltd., Shipping Corporation of India Ltd. and Paradip Port Trust as the shareholders. SCI participated with an investment of ₹ 5000 lakhs (previous year ₹ 5000 lakhs). The dredging work is suspended from 17.09.2009 consequent upon the direction of the Hon'ble Supreme Court of India. As there is no progress in the project since then, the Management had provided for diminution towards the investment in FY 2012-13.

Note 7(b): Loans

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
Considered good - Secured				
Loans to employees (including accrued interest)	176	2,084	169	2,292
Considered good - Unsecured				
Loans to related parties				
Loan to Joint Ventures				
India LNG Transport Company (No. 3) Ltd.	-	20,091	-	18,540
	-	20,091	-	18,540
Less: Allowance for doubtful debts	-	-	-	-
Total loans	**176**	**22,175**	**169**	**20,832**

(All amounts in INR lakhs, unless otherwise stated)

Loan repayable on demand

Type of Borrower	31 March 2023	31 March 2022	% to the Total Loans 31 March 2023	% to the Total Loans 31 March 2022
India LNG Transport Company (No. 3) Ltd.	20,091	18,540	100	100
Total	**20,091**	**18,540**	**100**	**100**

Note 7(c): Other financial assets

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
Financial Assets carried at amortised cost				
Security Deposits	-	885	-	848
Bank deposits with more than 12 months maturity				
- Term Deposits@	16,857	-	20,855	492
From Related Parties (Refer Note no 29 for details)				
- Interest Receivable	337	-	201	-
Receivable from Subsidiary-ICSL	-	-	-	-
Subsidy Receivable From GOI (for promotion of flagging of merchant ships in India)	7	-	93	-
Income accrued on deposits/investments	656	-	2,011	-
Unfinished Voyages Expenses	-	-	-	-
Interest Accrued on Loans to employees	-	-	-	-
Claim Recoverable	8,480	-	5,817	-
Unbilled Revenue (Contract Asset) (Refer Note no 32 for details)	48,062	-	46,002	-
Less: Provision for doubtful debts	-	-	-	-
	48,062	-	46,002	-
Others	1	7	1	7
Total other financial assets	**74,400**	**892**	**74,980**	**1,347**

@ Earmarked Deposits unavailable for use - Current	31 March 2023	31 March 2022
Unutilized Govt subsidy of Male service	306	-
Lien with Banks & others (Refer Note 34 for Deposits are given as collateral against court cases & bank guarantees)	2,818	2,687
Superannuation Fund	-	2,337
FPO money	13,385	13,385
Staff Welfare fund	-	100
Total	**16,509**	**18,509**

@ Earmarked Deposits unavailable for use - Non Current	31 March 2023	31 March 2022
Unutilized Govt subsidy for Male service	-	306
Total	**-**	**306**

(All amounts in INR lakhs, unless otherwise stated)

Note 7(d): Trade receivables

Particulars	31 March 2023	31 March 2022
Trade Receivable*	1,33,370	88,393
Less: Allowance for doubtful debts**	31,555	24,661
Total receivables	**1,01,815**	**63,732**
Current Portion	1,01,815	63,732
Non Current Portion	-	-

Break up of above details

Particulars	31 March 2023	31 March 2022
Considered good - Secured	10,554	8,300
Considered good - Unsecured	1,05,204	67,457
Trade Receivables which have significant increase in Credit Risk	6,990	4,794
Trade Receivables - credit impaired	10,622	7,842
Total	**1,33,370**	**88,393**
Allowance for doubtful debts	31,555	24,661
Total trade Receivables	**1,01,815**	**63,732**

*Significant Receivables from related parties (refer note 29)

** Refer Note no. 37 for further details

Trade receivables ageing schedule for the year ended as on 31 March 2023

Particulars		Not Due	0-6 months	6 months to 1 Year	1 Year to 2 Years	2 Years to 3 Years	More than 3 Years	Total
Undisputed	Considered Good	43	73,250	29,201	8,663	1,763	111	1,13,031
Undisputed	Significant increase in Credit Risk	-	-	-	-	-	6,499	6,499
Undisputed	Credit Impaired	-	-	-	-	-	-	-
Disputed	Considered Good	-	-	-	5	-	2,723	2,728
Disputed	Significant increase in Credit Risk	-	-	-	2	22	467	491
Disputed	Credit Impaired	-	651	4,476	286	149	5,060	10,621
	Total	**43**	**73,901**	**33,677**	**8,956**	**1,934**	**14,860**	**1,33,370**
Less	Allowances for Doubtful Debts							(31,555)
	Total Trade Receivables							**1,01,815**

Trade receivables ageing schedule for the year ended as on 31 March 2022

Particulars		Not Due	0-6 months	6 months to 1 Year	1 Year to 2 Years	2 Years to 3 Years	More than 3 Years	Total
Undisputed	Considered Good	1,229	54,793	10,345	2,918	2,900	244	72,429
Undisputed	Significant increase in Credit Risk	-	-	-	-	-	4,218	4,218
Undisputed	Credit Impaired	-	-	-	-	-	-	-
Disputed	Considered Good	-	61	11	-	-	3,256	3,328
Disputed	Significant increase in Credit Risk	-	4	6	25	8	533	576
Disputed	Credit Impaired	-	550	330	756	821	5,385	7,842
	Total	**1,229**	**55,408**	**10,692**	**3,699**	**3,729**	**13,636**	**88,393**
Less	Allowances for Doubtful Debts							(24,661)
	Total Trade Receivables							**63,732**

(All amounts in INR lakhs, unless otherwise stated)

Note 7(e): Cash and cash equivalents

Particulars	31 March 2023	31 March 2022
Balances with banks		
- in current accounts*	7,257	8,932
- in deposits account with original maturity of less than three months@	24,488	19,374
Total cash and cash equivalents	**31,745**	**28,306**

*Balance with banks in current account unavailable for use	31 March 2023	31 March 2022
Unspent CSR money	48	3
Unpaid dividend	15	10
Unspent Staff welfare fund	-	115
Total	**63**	**128**

@ Earmarked Deposits unavailable for use	31 March 2023	31 March 2022
Unutilized Govt subsidy for Male service	1,691	200
Superannuation Fund	5,853	3,625
Total	**7,544**	**3,825**

Note 7(f): Bank balances other than cash and cash equivalents

Particulars	31 March 2023	31 March 2022
Margin money for Bank Guarantee	-	-
Other Deposits with banks*	23,615	10,279
Total Bank balances other than cash and cash equivalents	**23,615**	**10,279**

*Earmarked Deposits unavailable for use	31 March 2023	31 March 2022
Unutilized Govt subsidy for Male service	1,616	900
Superannuation Fund	-	1,179
Total	**1,616**	**2,079**

Note 8: Income Tax Assets(net)

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
Income Tax Assets (Net of Provision)	-	32,858	-	21,143
Income Tax Assets (Net)	**-**	**32,858**	**-**	**21,143**

Note 9: Other Assets

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
(a) Advances other than Capital Advances				
Advances to employees				
i) Secured, Considered Good	-	-	-	-
ii) Unsecured, Considered Good	2,460	-	1,059	-
	2,460		1,059	
Less : Provision for Doubtful Advances	-	-	-	-
	2,460	-	1,059	-
Advances to Others				
i) Unsecured, Considered Good	11,772	-	9,450	-
ii) Unsecured, Considered Doubtful	1,735	-	1,706	-
	13,507	-	11,156	-
Less : Provision for Doubtful Advances	1,735	-	1,706	-
	11,772	-	9,450	-

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
(b) Others				
Excess - Gratuity Fund	-	8,423	-	7,418
- Cenvat Credit Receivables	-	95	-	95
- Service tax paid under Protest	-	4,326	-	3,823
- Advance Service Tax	-	-	-	-
- GST Receivable*	7,413	-	7,526	-
- Predeposit with Income Tax Department	-	974	-	974
	7,413	5,395	7,526	4,892
Subsidy for Passenger service (Myanmmar)**	467	-	467	-
Less : Provision for Doubtful Advances	467	-	467	-
	-	-	-	-
Financial Assitance from IWAI (ICSL)	33	-	-	-
Prepaid Expenses	418	-	685	-
Others	189	756	48	709
Total other current assets	**22,285**	**14,574**	**18,768**	**13,019**

*As a prudent practice, the Group is taking Goods and Service Tax Credit in the Electronic Credit Ledger upon payment of the liabilities. Hence, there is a difference in the amount of credit appearing in books of accounts and the Electronic Credit Ledger of the respective states. Therefore, the balance in Input Tax Credit ledgers will be progressively reviewed and availed for discharge of Goods and Service Tax liability payable by the Corporation.

** This pertains to India Myanmmar Service started on 02.10.2014 on the directions of Ministry of Ports, Shipping & Waterways. The service was completed on November 2016.

Note 10: Inventories

Particulars	31 March 2023	31 March 2022
Fuel Oil*	15,001	17,482
Total inventories	**15,001**	**17,482**

Valuation of inventories are done as per point no 1.8 of significant accounting policies (Note - 1)

Note 11: Assets classified as held for sale

Particulars	31 March 2023	31 March 2022
Fleet and Container held for Sale	1	1
Less: Impairment loss allowance	(1)	(1)
	-	-
Total assets held for sale	-	-

Note 12: Equity Share capital

Particulars	As at 31 March 2023	As at 31 March 2022
Authorised		
1,00,00,00,000 [31 March 2022: 1,00,00,00,000] Equity Shares of INR 10 each	1,00,000	1,00,000
Issued, subscribed and fully paid up		
46,57,99,010 [31 March 2022: 46,57,99,010] Equity Shares of INR 10 each	46,580	46,580
	46,580	**46,580**

(All amounts in INR lakhs, unless otherwise stated)

a) Reconciliation of number of shares

Particulars	As at 31 March 2023		As at 31 March 2022	
	Number of shares	Amount (₹)	Number of shares	Amount (₹)
Equity Shares :				
Balance as at the beginning of the year	46,57,99,010	4,65,79,90,100	46,57,99,010	4,65,79,90,100
Add: Bonus shares issued during the year				
Less: Shares bought back during the year				
Balance as at the end of the year	**46,57,99,010**	**4,65,79,90,100**	**46,57,99,010**	**4,65,79,90,100**

b) Details of equity shares held by shareholders holding more than 5% of the aggregate shares

Particulars	As at 31 March 2023		As at 31 March 2022	
	Number of shares	% of share holding	Number of shares	% of share holding
Equity shares				
1. President of India	29,69,42,977	63.75	29,69,42,977	63.75
2. Life Insurance Corporation of India	2,46,89,964	5.30	2,74,98,852	5.90
	32,16,32,941	69.05	32,44,41,829	69.65

c) Disclosure of Shareholding of Promoters

Shares held by Promoters at the year ended 31 March 2023				
S.No.	Promoter Name*	Number of Shares	% of Total shares	% Change during the year**
1	President of India	29,69,42,977	63.75	-

Shares held by Promoters at the year ended 31 March 2022				
S.No.	Promoter Name*	Number of Shares	% of Total shares	% Change during the year**
1	President of India	29,69,42,977	63.75	-

*Promoter here means promoter as defined in the Companies Act, 2013

** percentage change shall be computed with respect to the number at the beginning of the year or if issued during the year for the first time then with respect to the date of issue.

d) For the period of five years immediately preceding the date as at which the Balance Sheet is prepared, no shares have been issued for consideration other than cash, no shares have been issued as bonus shares & no shares have been bought back.

e) Rights/Preference/Restriction attached to Equity Shares:

The Company has only one class of Equity shares having par value of ₹ 10. Each shareholder of equity shares is entitled to one vote per share. In the event of liquidation of the Company, the holder of equity shares will be entitled to receive the remaining assets of the company after distribution of all preferential allotment in proportion to their shareholding. The dividend whenever proposed by the Board of Directors is subject to the approval of the shareholders in the ensuing Annual General Meeting.

f) The Company does not have holding company.

g) There are no shares reserved for issue under option and contract/ commitment for the sale of shares/ disinvestment.

Note 13: Other Equity

Surplus

Particulars	As at 31 March 2023	As at 31 March 2022
Capital reserve	15,205	15,205
Securities premium	52,177	52,177
General reserve	4,77,958	4,77,958
Tonnage Tax Reserve	40,799	26,660
Retained Earnings	51,086	(21,226)
Total surplus	**6,37,225**	**5,50,774**

(All amounts in INR lakhs, unless otherwise stated)

(i) Capital reserve

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	15,205	15,205
Add: Transfer from Retained Earnings	-	-
Less: Transferred to general reserve	-	-
Closing Balance	**15,205**	**15,205**

(ii) Securities premium

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	52,177	52,177
Add: Premium on shares held in trust for employees under ESOS Scheme	-	-
Add: Liability pertaining to share issue expenses no longer required written back	-	-
Closing Balance	**52,177**	**52,177**

(iii) General reserve

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	4,77,958	5,53,527
Add: Transfer from Tonnage Tax Reserve (Utilised)	-	-
Less: Net Assets/Liabilities transferred as per Demerger Scheme (Refer note no. 43)	-	75,569
Closing Balance	**4,77,958**	**4,77,958**

(iv) Tonnage Tax Reserve

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	26,660	12,450
Less: Transfer to Tonnage Tax Reserve (Utilised)	-	-
Add: Transfer from Surplus in the Statement of Profit or Loss pertains to Previous Year	1,107	-
Add: Transfer from Surplus in the Statement of Profit or Loss	13,032	14,210
Closing Balance	**40,799**	**26,660**

(v) Retained Earnings

Particulars	As at 31 March 2023	As at 31 March 2022
Opening balance	(21,226)	142,877
Add: Profit/(Loss) for the year	79,944	78,922
Items of other comprehensive income recognised directly in retained earnings		
Remeasurements gain/(loss) of defined benefit plans	972	1,447
Share of profits of associates and joint ventures, net of tax	7,072	7,132
Adjustments:		
Less:Adjustment in retained earning	-	-
Less: Dividend paid on equity shares	1,537	1,164
Less: Tonnage Tax Reserve pertains to Previous year	1,107	-
Less: Tonnage Tax Reserve	13,032	14,210
Less: Upward valuation of MTI land transferred as per demerger scheme (Refer note no. 43)	-	2,37,359
Less: DTL on Upward valuation of MTI land transferred as per demerger scheme (Refer note no. 43)	-	(5,502)
Less: Retained earning of MTI transferred as per demerger scheme (Refer note no. 43)	-	4,373
Closing Balance	**51,086**	**(21,226)**

(All amounts in INR lakhs, unless otherwise stated)

Retained earnings include accumulated OCI {Remeasurements gain/(loss) of defined benefit plans} of ₹ 6,973.28 lakhs (Previous year ₹ 6,001.28 lakhs)

Note 13(b): Other Surplus

Particulars	Cash Flow Hedging Reserve	Foreign currency translation reserve	Total other reserves
As at 31 March 2021	**(4,858)**	**(1,206)**	**(6,064)**
Share of OCI of associates and joint ventures, net of tax	5,241	-	5,241
Currency translation differences	-	887	887
As at 31 March 2022	**383**	**(319)**	**64**
Share of OCI of associates and joint ventures, net of tax	3,840	-	3,840
Currency translation differences	-	2,524	2,524
As at 31 March 2023	**4,223**	**2,205**	**6,428**

Nature and Purpose of other reserves

Capital Reserve: The amount of sales proceeds in excess of original cost of ships sold by the Group. This is not available for distribution of dividend but can be utilised for issuing bonus shares.

Securities Premium: The amount received in excess of face value of the equity shares is recognised in Share Premium Reserve. This is not available for distribution of dividend but can be utilised for issuing bonus shares.

General Reserve: General Reserve represents appropriation of retained earnings and are available for distribution to shareholders.

Tonnage Tax Reserve/Tonnage Tax Reserve (Utilised): This reserve is a statutory reserve as per requirement of section 115VT of the Income Tax Act, 1961 for the purpose of complying with the conditions for applicability of tonnage tax scheme.

Retained Earnings: Retained Earnings represents surplus/accumulated earnings of the Corporation and are available for distribution to shareholders.

Other comprehensive income (OCI): OCI comprises items of income and expenses (including reclassification adjustments) that are not recognised in profit or loss as required or permitted by Indian Accounting Standards. The components of OCI include: re-measurements of defined benefit plans, gains and losses arising from translating the financial statements of a foreign operation etc.

Note 14 : Financial Liabilities

Note 14(a): Long-term borrowings

Particulars		31 March 2023		31 March 2022	
		Non Current	Current*	Non Current	Current*
Secured					
Term Loans:					
Rupee loans from banks	A	-	-	-	-
Foreign currency loans from banks	B	76,745	31,116	99,414	27,136
Total	**C**	**76,745**	**31,116**	**99,414**	**27,136**
Unsecured					
Term Loans:					
Rupee loans from banks	A	-	-	-	-
Foreign currency loans from banks	B	89,170	35,776	1,15,205	32,987
Total	**C**	**89,170**	**35,776**	**1,15,205**	**32,987**
Long-term borrowings #		**1,65,915**	**66,892**	**2,14,619**	**60,123**

Details of Borrowings

Name of facility	Amount of Loan (₹ In Lakhs)	Rate of interest	Repayment Terms	Maturity Date	Security Mortgaged
Secured					
Standard Chartered Gift City 41.456 mn	24,711	Six Month USD LIBOR plus 1.60%	Half yearly	Aug-27	Secured Against Vessels
SBI London 40.495 mn	22,606	Overnight SOFR plus 1.75%	Half yearly	Nov-25	Secured Against Vessels

(All amounts in INR lakhs, unless otherwise stated)

Name of facility	Amount of Loan (₹ In Lakhs)	Rate of interest	Repayment Terms	Maturity Date	Security Mortgaged
SBI Mumbai Term Loan ₹ 160 cr - FCNR	8,955	Six Month SOFR plus 1%	Quarterly	Mar-27	Secured Against Vessels
SBI Mumbai Term Loan ₹ 495 cr - FCNR	21,243	Six Month SOFR plus 1%	Quarterly	Jun-27	Secured Against Vessels
Exim Bank Loan 75 million	30,831	Overnight SOFR plus 1.35%	Quarterly	Jul-25	Secured Against Vessels
Unsecured					
Exim Bank Loan 75 million	44,045	SOFR plus 1.35%	Quarterly	Jan-28	Unsecured
Bank of India 164 million	80,901	SOFR plus 0.9%	Half yearly	Mar-26	Unsecured
TOTAL	**2,33,292**				

Maturity Profile

	1-2 years	2-3 years	3-4 years	Beyond 4 years
Secured Loans	31,116	28,506	12,970	4,153

	1-2 years	2-3 years	3-4 years	Beyond 4 years
Unsecured Loans	35,776	35,776	8,809	8,809

* Represents current maturities of Long term borrowings included in "Current Borrowings"

The carrying amounts of non-financial assets pledged as security are disclosed in note 34.

Includes ₹ (485) (previous year ₹ (627)) lakhs of Unamortised Upfront fees

Note 14(b): Other financial liabilities

Particulars	31 March 2023		31 March 2022	
	Non-Current	Current	Non-Current	Current
Lease Liabilities	1,960	204	2,101	198
Total Lease Liabilities	**1,960**	**204**	**2,101**	**198**

Note 14(c): Other financial liabilities

Particulars	31 March 2023		31 March 2022	
	Current	Non Current	Current	Non-Current
Financial Liabilities at amortised cost				
Security Deposits				
Security Deposits (others)	855	131	866	135
Security Deposits against employee Bond	9	-	-	-
Security Deposits from subsidiary	-	-	-	-
Interest accrued but not due on borrowings	1,467	-	634	-
Unpaid Dividend	15	-	10	-
Others				
Other Deposits payable	276	-	297	-
Payable to Related Parties (Refer Note no 29 for details)	29	-	20	-
Payable to SCILAL.	280	-	366	-
Employee related Liabilities	20,519	-	18,718	-
Others*	6,709	-	1,197	-
Total other financial liabilities	**30,159**	**131**	**22,108**	**135**

* Includes book overdraft of ₹ 3,866 lakhs (Previous year ₹ 249 lakhs) for which reconciliation has been done.

(All amounts in INR lakhs, unless otherwise stated)

Note 14(d): Current borrowings

Particulars	31 March 2023	31 March 2022
Secured		
Current maturities of long-term debt	31,116	27,136
Unsecured		
From Banks repayable on demand		
Rupee loans from banks	-	-
Foreign currency loans from banks	25,487	42,996
Current maturities of long-term debt	35,776	32,987
Total current borrowings	**92,379**	**1,03,119**

Statement of changes in liabilities for which cash flows have been classified as Financing Activities

Particulars	Liabilities from Financing Activities		
	Long Term borrowings	Short Term borrowings	Total
Net debt as at 1 April 2022	2,75,376	42,996	3,18,372
Cash flows	(60,556)	(19,497)	(80,053)
Foreign Exchange adjustments	18,625	1,988	20,613
Interest expense	11,469	604	12,073
Interest Paid	(10,640)	(604)	(11,244)
Net debt as at 31 March 2023	**2,34,274**	**25,487**	**2,59,761**

Note 14(e): Trade payables

Particulars	31 March 2023	31 March 2022
Trade payables		
(a) total outstanding dues of micro enterprises and small enterprises; and	5,054	3,714
(b) total outstanding dues of creditors other than micro enterprises and small enterprises*	1,34,235	1,19,905
Total trade payables	**1,39,289**	**1,23,619**

* Significant Payable to related parties (refer note 29)

Disclosure requirement under MSMED Act, 2006

Particulars	31 March 2023	31 March 2022
(a) (i) the principal amount remaining unpaid to any supplier at the end of each accounting year;	5,054	3,714
(ii)the interest due thereon (to be shown separately) remaining unpaid to any supplier at the end of each accounting year;	13	1
(b) the amount of interest paid by the buyer in terms of section 16 of the Micro, Small and Medium Enterprises Development Act, 2006 (27 of 2006), along with the amount of the payment made to the supplier beyond the appointed day during each accounting year;	-	-
(c) the amount of interest due and payable for the period of delay in making payment (which has been paid but beyond the appointed day during the year) but without adding the interest specified under the Micro, Small and Medium Enterprises Development Act, 2006;	-	-
(d) the amount of interest accrued and remaining unpaid at the end of each accounting year; and	13	1
(e) the amount of further interest remaining due and payable even in the succeeding years, until such date when the interest dues above are actually paid to the small enterprise, for the purpose of disallowance of a deductible expenditure under section 23 of the Micro, Small and Medium Enterprises Development Act, 2006.	13	1

The information has been given in respect of such vendors to the extent they could be identified as Micro, Small and Medium enterprises on the basis of information available with the Group.

(All amounts in INR lakhs, unless otherwise stated)

Trade payables ageing schedule for the year ended as on 31 March 2023

Particulars	Not Due	0 to 1 year	1 to 2 years	2 to 3 years	more than 3 years	Total
(i) MSME	(14)	4,540	133	348	47	**5,054**
(ii) Others	(983)	1,28,453	6,069	(822)	(177)	**1,32,539**
(iii) Disputed dues- MSME	-	-	-	-	-	**-**
(iv) Disputed dues- Others	-	20	-	54	1,621	**1,696**
Grand Total	**(997)**	**1,33,013**	**6,202**	**(420)**	**1,491**	**1,39,289**

Trade payables ageing schedule for the year ended as on 31 March 2022

Particulars	Not Due	0 to 1 year	1 to 2 years	2 to 3 years	more than 3 years	Total
(i) MSME	11	3,311	355	8	29	**3,714**
(ii) Others	4,975	1,14,578	1,134	(732)	1,159	**1,21,114**
(iii) Disputed dues- MSME	-	-	-	-	-	**-**
(iv) Disputed dues- Others	-	(729)	(156)	-	(324)	**(1,209)**
Grand Total	**4,986**	**1,17,160**	**1,333**	**(724)**	**864**	**1,23,619**

Note 15: Provisions

Particulars	31 March 2023		31 March 2022	
	Current	Non-Current	Current	Non-Current
Employee Benefit Obligations				
Provision for leave encashment	415	5,608	236	5,802
Post Retirement Medical Scheme	431	1,125	416	1,061
	846	**6,733**	**652**	**6,863**
Other Provisions				
Insurance & cargo claims	817	-	727	-
	817	**-**	**727**	**-**
Total	**1,663**	**6,733**	**1,379**	**6,863**

Short term provision	As at 31 March 2022	Provided during the year	Utilised during the year	Amount reversed	As at 31 March 2023
Other Provisions					
Insurance & cargo claims*	**727**	103	-	13	817
Total	**727**	**103**	**-**	**13**	**817**

* Represents provision of amount payable/borne by the Group against Insurance & cargo claims

Note 16: Deferred Tax Liabilities

Particulars	31 March 2023	31 March 2022
Deferred tax -upward valuation of Financial Asset	98	83
Deferred Tax Liabilities(Net)	**98**	**83**

(All amounts in INR lakhs, unless otherwise stated)

Note 17: Other current liabilities

Particulars	31 March 2023		31 March 2022	
	Current	Non Current	Current	Non-Current
Deferred Trade Receivable (Contract Liability) (Refer Note no 32 for details)	3,086	-	3,450	-
Advances and Deposits	5,257	6	4,815	-
Others				
Statutory dues	3,380	-	4,597	-
Others Current Liabilities	187	-	57	-
Subsidy for Maldives Service*	3,539	-	1,307	-
Interest Payable to GOI on deposits (Subsidy for Maldives Service)	79	-	3	-
Total other current liabilities	**15,528**	**6**	**14,229**	**-**

*On 10th August 2020, Ministry of Ports, Shipping and Waterways had sanctioned a subsidy of ₹ 21.10 crores as assistance for running cargo shipping service between India and Maldives. The Male service was flagged off on 21st September 2020. The net expenditure incurred (Expenses less Income earned) pertaining to this service is booked against the Subsidy for Maldives Service. The balance amount is placed in Fixed Deposit and Interest earned against such deposit is remitted to the Consolidated Fund of India. A further subsidy of ₹ 16.16 crores was received in March 2023 to continue running cargo shipping service between India and Maldives.

Note 18: Revenue From operations

Particulars	31 March 2023	31 March 2022
Freight	4,20,907	3,54,603
Charter Hire	1,19,908	1,11,389
Demurrage	17,100	10,409
Contract Revenue:		
Core shipping activities	309	179
Incidental activities	8,191	7,359
Reimbursement of expenses	10,627	9,196
Total	**5,77,042**	**4,93,135**

Note 19: Other Operating Revenue

Particulars	31 March 2023	31 March 2022
Training & Consultancy fee	226	1,518
Sundry Receipts (Core)	1	3
Sundry Receipts (Incidental)	27	52
Recovery of Insurance & PI Claims	2,105	4,100
Total	**2,359**	**5,673**

Note 20: Other Income

Particulars	31 March 2023	31 March 2022
Interest on financial assets carried at amortised cost		
a) Fixed Deposits with Banks	1,496	3,625
b) Loans to Employees	162	192
c) Loans to Joint Venture (Refer Note no.29)	1,162	896
d) Others	1,857	1,961
Dividend From Mutual Fund	-	-
Dividend From Joint Venture Companies	1,478	394
Other non operating income		
Profit on Sale of Fixed Assets		
a) Sale of Ships (Net)	-	-
b) Sale of Other Fixed Assets	-	-
Profit on sale of investments	565	569

(All amounts in INR lakhs, unless otherwise stated)

Particulars	31 March 2023	31 March 2022
Profit on sale of bunker	-	-
Gain or Loss on Fair valuation of investment	61	24
Excess Provisions & Unclaimed Credit Written Back	8	690
Net Gain on Foreign Currency Transaction / Translation	-	-
Subsidy to Indian Shipping Companies (promotion of flagging of merchant ships in India)	4,453	1,405
Financial Assitance from IWAI (ICSL)	50	33
Other Miscellaneous Income	28	66
Total	**11,320**	**9,855**

Note 21: Cost of services rendered

Particulars	31 March 2023	31 March 2022
Direct Operating Expenses :		
Agency Fees	1,079	1,197
Brokerage	5,253	5,939
Commission	910	1,449
Stevedoring, Dunnage, Cargo Expenses Etc. & Slot Expenses On Joint Sector Container Services (Net)	95,018	56,781
Marine, Light And Canal Dues	39,422	37,567
Fuel Oil (Net)	1,37,960	96,994
Water Charges	602	610
Manning expenses	273	445
Honorarium & Training expenses	2	184
Hire Of Chartered Steamers	13,381	35,205
Other Indirect Operating Expenses		
Transfer And Repatriation And Other Benefits	100	101
Stores & Spares	24,583	19,861
Sundry Steamer Expenses	1,997	3,129
Repairs And Maintenance and Survey Expenses	13,984	18,100
Insurance And Protection, Indemnity Club Fees & Insurance Franchise	13,436	12,442
Total	**3,48,000**	**2,90,004**

Note 22: Employee benefit expense

Particulars	31 March 2023	31 March 2022
A) Floating staff		
Wages, Bonus And Other Expenses On Floating Staff	26,238	26,726
Gratuity*	68	236
Contribution To Provident Fund	523	484
Staff Welfare Expenses	152	220
B) Shore Staff		
Salaries, Wages, Bonus etc	15,964	18,243
Gratuity*	2,329	64
Contribution To Provident Fund	1,027	1,035
Contribution To Pension	998	1,044
Staff Welfare Expenses**	124	105
C) Remuneration to Directors	358	185
Total	**47,781**	**48,342**

*Refer Note no. 30 for further details

**Includes amount of ₹105.22 lakhs (Previous Year ₹(87.55) lakhs) amortisation of deferred employee cost as employee loans are measured at amortised cost.

(All amounts in INR lakhs, unless otherwise stated)

Note 23: Finance costs

Particulars	31 March 2023	31 March 2022
Interest on:		
- Rupee loans	-	-
- Foreign currency loans	11,707	6,172
- Lease Liability	208	218
- Others	-	-
Exchange differences regarded as an adjustment to borrowing costs	6,346	9,227
Other borrowing costs*	158	153
Total	**18,419**	**15,770**

* Includes amount of ₹ 142.32 lakhs (Previous Year ₹ 142.32 lakhs) amortisation of upfront fee for borrowings taken over the tenure of the borrowing by applying the effective interest rate method.

Note 24: Depreciation and amortisation expense

Particulars	31 March 2023	31 March 2022
Depreciation on Property, plant and equipment	75,037	63,200
Depreciation on Right of Use Assets*	270	283
Amortisation of Intangible Assets	9	42
Total	**75,316**	**63,525**

*Refer Note no. 5 for further details.

Note 25: Other expenses

Particulars	31 March 2023	31 March 2022
Other Expenses		
Power & Fuel	287	290
Rent	29	8
Repairs and Maintenance		
- Building	338	634
- Others	1,198	1,438
Insurance, Rates and Taxes	7	136
Auditors' Remuneration (Detail in Note no 25(a))	68	66
Establishment Charges	1,603	1,728
Advertisement & Publicity	58	40
Legal & Professional	416	289
Postage,Telephone Telegram & Telex	76	67
Printing & Stationery	54	37
Training, Seminar & Conference Fee	29	71
Travel & Conveyance	320	161
Directors' Sitting Fees	22	12
Directors' Travel Expenses	17	4
Debts / Advances written off	454	31
Interest and Penalties	27	165
Bank Charges	47	151
GST ineligible ITC	741	515
CSR Expenditure (Detail in Note no 25(b))	1,213	605
Net loss on Foreign Currency Transaction / Translation	16,923	214
Loss on Fair valuation of investment	-	-
Loss on Sale of Assets	122	135
Investment Written Off	-	1
Provisions		
Provision for Doubtful Debts and Advances	3,878	781
Foreign Taxation	48	130
Total	**27,975**	**7,709**

(All amounts in INR lakhs, unless otherwise stated)

Note 25(a): Details of payments to auditors

Particulars	31 March 2023	31 March 2022
Payment to auditors		
Statutory auditors		
a) Audit fees	38	38
b) Certification Work	30	28
c) Travelling & Out of Pocket Expenses	-	-
Total	**68**	**66**

Note 25(b): Corporate social responsibility expenditure

Particulars	31 March 2023	31 March 2022
(i) Gross amount required to be spent by the Company during the year (2% of Average Net Profit as per section 135 (5))	1,213	605
(ii) Surplus arising out of CSR Project	-	-
(iii) Set Off available from previous years	-	-
Total CSR Obligation for the year	**1,213**	**605**
Amount Approved by the Board to be spent during the year	1,213	605
Amount spent during the year	182	398
Set Off available for succeeding years	-	-
Amount Unspent during the year	**1,031**	**207**

Amount spent during the year on:

Particulars	2022-23			2021-22		
	In Cash	Yet to be paid in Cash**	Total	In Cash	Yet to be paid in Cash**	Total
(i) Construction / acquisition of any asset	-	171	171	236	6	242
(ii) On Purposes Other than (i) above						
Health, Nutrition and Sanitation	160	485	645	44	57	101
Contribution towards PMUY	-	-	-	-	-	-
Flagship Projects-CSR	-	24	24	7	24	31
Educational Scholarship	22	246	268	46	8	54
Swachh Bharat	-	-	-	-	-	-
Drinking Water	-	-	-	-	-	-
Covid-19	-	-	-	65	68	133
Environment Sustianability	-	94	94	-	44	44
Transfer to GoI Fund	-	-	-	-	-	-
Travel & Admin Expenses	-	11	11	-	-	-
Total Expenses (ii)	**182**	**860**	**1,042**	**162**	**201**	**363**
Grand Total (i) and (ii)	**182**	**1,031**	**1,213**	**398**	**207**	**605**

**Provisions made for liabilities incurred

Note 26: Earnings per share

Particulars	31 March 2023	31 March 2022
(a) Basic and diluted earnings per share		
Profit attributable to the equity holders of the company (A)	87,016	86,054
(b) Weighted average number of shares used as the denominator		
Weighted average number of equity shares used as the denominator in calculating basic and diluted earnings per share (B)	46,57,99,010	46,57,99,010
Basic and Diluted earnings per share attributable to the equity holders of the company (A/B) (in ₹)	18.68	18.47

(All amounts in INR lakhs, unless otherwise stated)

Note 27: Contingent Liabilities And Commitments

(a) Contingent Liabilities

	Particulars	As at 31 March 2023	As at 31 March 2022
I.	Claims against the Company not acknowledged as debts		
	a) State Governments/Local Authorities	1,834	2,183
	b) CPSEs	674	674
	c) Central Government Departments		
	(i) Income Tax *	21,998	30,436
	(ii) Service Tax @	2,36,475	1,94,786
	(iii) Sales Tax & VAT	151	131
	d) Others #	8,687	8,446
II.	Guarantees given by the Banks		
	On behalf of the Company	3,799	2,976
	On behalf of Joint Venture to the extent of the Company's share	5,889	5,430
III.	Undertaking cum Indemnity given by Company	6,516	6,516
IV.	Bonds/Undertakings given by the Company to Customs Authorities	61,114	59,675
V.	Corporate Guarantees/Undertakings		
	a) In respect of Joint ventures	Nil	Nil
	b) Others	1,933	1,947

(b) Contingent Assets

	Particulars	As at 31 March 2023	As at 31 March 2022
I.	Claims by the Company not acknowledged as asset		
	a) State Governments/Local Authorities	Nil	Nil
	b) CPSEs	Nil	Nil
	c) Central Government Departments	150	150
	d) Others	302	358

(c) Commitments

	Particulars	As at 31 March 2023	As at 31 March 2022
I.	Estimated amount of contracts remaining unexecuted on capital account (net of advances paid) and not provided for	11,628	15,954
II.	Uncalled liability on shares and other investments partly paid	Nil	Nil
III.	Other Commitments in the form of equity share with JV's	Nil	Nil

*** Income Tax:**

(1) On 14.03.2023, The Hon'ble ITAT Mumbai in the Company's own case of AY 2008-09 has passed an order in favor of the Company in the matter of Interest income by ruling that the said income would be in the nature of business income i.e. core business activity and not in the nature of 'Income from Other Sources'. Accordingly, the Company has reversed the provision for income tax for the said assessment year to the tune of ₹ 77 crore, consequent to the aforesaid ruling. The provision for tax in respect of FY 2021-22 and for the current year has also been revised on the basis of aforesaid ruling. The Contingent liability in respect of various assessment years which are pending before ITAT / CIT(A) has also been adjusted based on the aforesaid ruling.

(2) The following demands are not disclosed as Contingent Liability as the possibility of an outflow of resources embodying economic benefits is remote as assessed by the Company;

In case of AY 2013-14 & 2016-17 for which the assessments were re-opened and in case of AY 2017-18 for which the assessment has been completed, the Income Tax department has issued orders determining additional demand to the tune of ₹ 410 lakhs, ₹ 1083 lakhs and ₹ 1436 lakhs respectively. While going through the orders, it is noticed that there are errors in determining the income or allowing credit for tax paid. The Company has filed appeals against the said orders and is hopeful of getting the demand reversed. Further, the demands arising on account of the refunds received in the past in respect of the assessments for AY 2013-14 & 2016-17 are not considered for the purpose of disclosure as contingent liability, considering that the demands are expected to be reversed.

(All amounts in INR lakhs, unless otherwise stated)

@ Service Tax:

(1) includes a sum of ₹ 1,14,728 lakhs as interest (previous year ₹ 97,774 lakhs).

(2) In the matter of de-novo proceedings, in respect of demand on account of Payment (reversal) of Cenvat Credit under Rule 6(3) of Cenvat Credit Rules, 2004 for the period between October 2009 to September 2014, the Principal Commissioner of CGST & C. Excise, Mumbai South vide order dated 26.04.2023 (received on 4th May 2023) has set aside the demand of service tax and also dropped the show cause proceedings for the period October 2014 to March 2016. However, the Principal Commissioner imposed the penalty of ₹ 173.86 crore by holding the view that the mandate of the Hon'ble CESTAT on de-novo adjudication is limited to the extent of CENVAT reversal. The Company has been advised by its legal consultant that once the Commissioner held the matter in favour of the Company, relating to principal demand, there should not have been any penalty. Accordingly, the Company has been advised to file appeal against the penalty and the process of filing appeal is in progress.

(3) During the year, the Company has received demand of ₹ 67.24 crore plus interest & penalty towards non-payment of service tax on expenses incurred in foreign currency for the period October 2015 to June 2017. The Company has already filed appeal in CESTAT against this demand. In similar cases in respect of previous periods from October 2009 to September 2015, the Company has filed appeal against the orders issued by the Service Tax department. The Company is of view that it has fair chance of succeeding in CESTAT taking into account the fact that service tax is leviable only in respect of prescribed services rendered in the territory of India and that the demand which has been made is relating to activity undertaken by foreign service providers from whom the Company has availed services, who do not have any office in India, have not visited India; and rendered services outside India and the said services were received, used and consumed by the Company outside India.

(4) Show Cause Notice/Demands are not considered for Contingent Liability based on merits of the cases and where the Company has obtained favourable orders in similar cases relating to other years/periods.

 # Details of other cases

Sl. No	Particulars	Brief Description	As at 31 March, 2022	Addition	Deletion	As at 31 March, 2023
1	S Venkiteswaran - Chokhani Intl Ltd New Delhi-drydock of Dadabhai Naoroji	MT. D.B. Naoroji stemmed for drydock repairs with M/s. Chokhani International, Chennai during July 1997 with quoted repair period of 45 days and stemmed cost of INR 792.16 lakhs. The shipyard took total of 229 days i.e. 184 days in excess of quoted period. Since there were additional repairs which cropped up, after opening of machineries during drydock period, SCI allowed additional 66 days i.e. from SCI side total repair period is to be 111 days. Yard submitted invoices for INR 1736.56 lakhs in March 1998. Yard unwilling to accept delay in completion of repairs and relevant penalty due to delayed repair completion.	5,384	174	-	5,558
2	Mercuria v/s SCI MT Maharshi Parashruam	M.T Maharshi Parashuram was fixed on voyage charter on account of Mercuria Energy Trading Pte Ltd via C/P dated 20.01.2012. Vessel loaded cargo of Fuel Oil (380 CST). Vessel completed cargo loading on 12th February 2012 and sailed for discharge port on 13th February 2012. During loading at Vadinar (Essar Terminal), it was observed that main cargo leaked into slop tank (Starboard). The reason for the same as advised by Master was due to failure of mechanical Valve between Cargo Tanks and Slops Tank (Starboard).	38	3	-	41
3	SCI Vs M/s Jyothi Marine, Kakinada	M/s Jyothi Marine had arranged slop reception facility for our vessel M.T. ABUL KALAM AZAD and de-slopping was carried out at inner anchorage on 10.10.2017. Invoice dated 01.01.2018 for amount ₹ 13.53 lakhs was submitted and revised invoice on 23.07.2018. In view of non-payment till date party has claimed a total amount of INR 20.54 lakhs with interest.	21	-	-	21

(All amounts in INR lakhs, unless otherwise stated)

Sl. No	Particulars	Brief Description	As at 31 March, 2022	Addition	Deletion	As at 31 March, 2023
4	SCI VS M/s Amarante MV Vishva Diksha	M.V Vishva Diksha was fixed on a time charter with M/s Amarante for 3 voyages. On her last voyage, vessel called Bengkulu, Indonesia on 30.04.2021 for loading about 55000mt Coal. However, on arrival part of the crew were found covid positive and hence, the loading operations were delayed. On 08.05.2021, the port authorities instructed vessel to stop loading and proceed out of the port limits. In-view of the health conditions of the affected crew and also safety of the vessel and the crew on board, vessel was instructed to proceed to her disport in India. Vessel had loaded only about 33000mt cargo against planned about 55000mt. Charterers are now claiming deadfreight for short loading of cargo and also off-hire of all waiting period at Bengkulu and disport Kakinada citing the covid affected crew on board.	232	20	-	252
5	M.V. Vishva Shakti (1995 case M/s. S.S.Jain vs SCI Ltd defendant)	M.V. Vishva Shakti - refund of EMD claimant has requested of EMD of ₹ 7 lakhs with interest at 24% p.a. which was forfeited by SCI for not fulfilling the terms & conditions of the tender.	26	1	-	27
6	M.V. Samrat Ashok (1997 case M/s. Chaudhary Ind vs SCI Ltd defendant)	M.V. Samrat Ashok - refund of EMD. The claimant had requested for refund of their EMD of ₹ 10 lakhs with interest thereon @ 16% p.a. or at the highest rate on deposits by a Nationalised bank. The EMD was forfeited by SCI for not fulfilling the terms & conditions of tender.	35	-	35	-
7	M.T. C V Raman (2013 case SYMCOM IMPEX claimant directed SCI to show cause as to why the loss to Symcom leviable on SCI should not be recovered/ demanded)	M.T. C V RAMAN show cause notice from SYMCOM IMPEX PVT. LTD. MUMBAI The claimant had directed SCI to show causes as to why the LOSS TO SYMCOM leviable on the SCI should not be recovered / demanded.	80	-	-	80
8	Safesea Group	Invoices pertaining to years 2014 / 2015 / 2016 could not be settled owing to disputes relating to cargo quantity, change in freight due to shipment not loaded within agreed period, freight limit imposed by consignees etc. M/s. Safesea arrested SCI vessel, M.V. Vishva Anand at Durban to recover the outstanding amount. They have claimed outstanding amount plus interest plus legal costs.	397	34	-	431
9	M/s Lilly Maritime Pvt Ltd. – Plaintiff V/s The SCI Ltd. _ Defendant (M.V. Indira Gandhi).	Bill Of Entry documents pertaining to the Vessel importation at the time of Delivery or documents pertaining to filed Bill of Entry due to which buyer refused to take the delivery of the vessel after making the full payment and filed case against SCI for not providing above documents and sought for an interim relief against SCI on 03.05.2017. The Hon'ble Judge passed directive to take the delivery of the vessel and asked SCI to deposit 5% of Sales Tax dues with the court i.e The Prothonotary & Senior Master High Court Mumbai which SCI did. Vessel handed over to Buyer M/s Lilly on 22.05.2017. The buyer has filed notice of motion stating to refund the EMD and ROB amount after the joint bunker survey.	132	-	-	132

(All amounts in INR lakhs, unless otherwise stated)

Sl. No	Particulars	Brief Description	As at 31 March, 2022	Addition	Deletion	As at 31 March, 2023
10	M/s N K Traders (2002 case)	Money claim against SCI for non-payment of party's bills of ₹ 29,91,871/- and the security deposit of ₹ 1,25,000/	93	3	-	96
11	Rabirun Vinimay vs A.L. Logistics & Ors. (SCI respondent no. 2) 2015 case	M/s. Rabirun Vinimay Pvt. Ltd., had imported used plant & machinery from UK to Haldia as containerized shipments (SOC) through several shipping lines in Nov 2011. However consignee could not take delivery of cargo immediately as they could not obtain necessary clearance/permission from customs. Since the containers are SOC boxes, SCI's responsibility was only till landing of the containers at Haldia. A legal notice dated 09.04.2015 from the lawyers of M/s Rabirun Vinimay Pvt. Ltd in this context.	100	-	-	100
12	BL Transport & BL Shipping agencies & United India Ins Co ltd	Towards Repair cost of pay loader used for loading of barytee powder.	53	2	-	55
13	Mr.Joseph Arputhanath	This case was closed on 30.11.2009 as the petition was disposed by the High Court, Chennai on 30.11.2009 directing the Petitioner (please fill up name & relation to SCI) to approach the National Maritime Board (NMB). As directed by the Hon'ble High Court, Petitioner has filed a petition against NMB–Rehabilitation Centre, which has declared that the petitioner is entitled to compensation amounting to ₹ 1,25,000/-.	10	-	-	10
14	S.Rajasekaran ERR-2 CDC NO	Seaman S. Rajasekaran signed Article on 20.09.1996 and was declared permanently unfit for sea service on 20.06.1997 after being diagnosed for Diabetes Mellitus with Parkinson by SCI Medical officer. The Seaman had challenged above decision and filed a Writ Petition 20941/2001 before Madras High Court.	22	-	-	22
15	Gopal Selvamani - vs - SCI	Shri Gopal Selvamani, ERPO-III was relieved of service after his sickness and diagnosis of cancerous tumor by our Medical Officer, which was challenged by him and Commissioner for Workman Compensation-II had awarded compensation of ₹ 55,251/-.	1	-	-	1
16	Mrs.Periyammal w/o late Narayana Muthuraja 2.Mallika D/O late Narayan	Narayana Muthuraja had travelled in SCI's passenger vessel M.V. Chidambaram, which arrived in Chennai on or about 12.02.1985. Vessel met with fire accident and in the accident Narayana Muthuraja died and SCI paid compensation of ₹ 10,000/- to the passenger's family on 29.04.1985 on humanitarian grounds. Later Mrs. Periammal, W/o Narayana Muthuraja and daughter Mallika filed a Civil Suit 1250 of 1988 claiming a sum of ₹ 1,30,000/- as death compensation.	10	-	-	10
17	Canteen Workers Lal Bavta	Lal Bavta Case (absorption of canteen contract worker)	850	25	-	875

(All amounts in INR lakhs, unless otherwise stated)

Sl. No	Particulars	Brief Description	As at 31 March, 2022	Addition	Deletion	As at 31 March, 2023
18	M/s BHN Offshore Services Pvt Ltd	The Arbitration proceeding initiated by M/s BHN Offshore Services Pvt Ltd on 3rd May, 2021(Manning agent of FP who was terminated) and his claim of ₹ 19.75 lakhs incorporated. SCI filed Reply refuting all claims and justifying the reasons for the termination. SCI has also filed documentary evidence in the matter.	20	-	20	-
19	Kolkata Technical Fleet Personnel	Compensation related Fleet personnel cases.	209	13	-	222
20	OSV	Compensation cases of OSV fleet personnel.	266	-	-	266
21	Disability cases - Officers	Disability compensation of Fleet personnel (Officer) cases.	23	-	1	22
22	Disability - Crew	Disability compensation of Fleet personnel (Crew) cases.	36	-	-	36
23	Death Cases	Death compensation cases of Fleet personnel.	110	-	1	109
24	Misc	Fleet personnel miscellaneous cases.	255	27	-	282
25	PF and Gratuity Cases	Compensation cases of wages, PF & Gratuity.	29	-	4	25
26	Manning agent (Wage/PF/Gratuity)	Manning agent cases on wages, PF & Gratuity.	14	-	-	14
	Total		**8,446**	**302**	**61**	**8,687**

(a) The Company's pending litigations comprise claims against the Company and proceedings pending with Tax / Statutory/ Government Authorities. After review of all its pending litigations and proceedings, the Company has made adequate provisions, wherever required and disclosed the contingent liabilities, wherever applicable, in its financial statements. The Company does not expect the outcome of these proceedings to have a material impact on its financial position. Future cash outflows in respect of the above are determinable only on receipt of judgments / decisions pending with various forums / authorities.

(b) A contingent asset is a possible asset that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the entity. During the normal course of business, several unresolved claims are currently outstanding. The inflow of economic benefits, in respect of such claims cannot be measured due to uncertainties that surround the related events and circumstances.

(c) The company issued bonds of ₹ 61,114 lakhs to custom authorities [a(IV)] is mainly for duty free movement of Import/Export containers.

The movement of contingent liabilities from [I (a)] to [I (d)] under various categories is tabulated below:

Categories	As at 31 March, 2022	Addition	Deletion	As at 31 March, 2023
a) State Governments / Local Authorities	2,183	129	478	1,834
b) CPSEs	674	-	-	674
c) Central Government Departments				
(i) Income Tax	30,436	-	8,438	21,998
(ii) Service Tax	1,94,786	41,738	49	2,36,475
(iii) Sales Tax & VAT	131	30	10	151
d) Others	8,446	302	61	8,687
Total	**2,36,656**	**42,199**	**9,036**	**2,69,819**

(All amounts in INR lakhs, unless otherwise stated)

Note 28: Income taxes

The major components of income tax expense for the years ended 31 March 2023 and 31 March 2022 are:

(a) Deferred Tax

Particulars	31 March 2023	31 March 2022
Deferred tax relates to the following:		
Deferred tax -upward valuation of Financial Asset	98	83
Net Deferred Tax Liabilities	**98**	**83**

(b) Movement in deferred tax liabilities

Particulars	31 March 2023	31 March 2022
Opening balance as of April 1 2022	83	5,580
Tax income/(expense) during the period recognised in profit or loss	14	5
DTL on upward valuation of MTI Land transferred as per Demerger Scheme	-	(5,502)
Closing balance as at March 31 2023	**98**	**83**
Deferred Tax liability has been shown under note no 16	**98**	**83**

(c) Income tax recognised in profit or loss

Particulars	31 March 2023	31 March 2022
Income tax expense		
Current tax		
Current tax on profits for the year	2,581	4,282
Tax pertaining to earlier years (please refer note no.41)	(9,309)	104
Deferred tax	14	5
Income tax expense	**(6,714)**	**4,391**

(d) The reconciliation of tax expense and the accounting profit multiplied by tax rate

Particulars	31 March 2023	31 March 2022
Profit before income tax expense	73,230	83,313
Tax Rate	25.17%	25.17%
Tax on Profit before Tax	**18,432**	**20,970**
Less: Tax effect of income that are not taxable in determining taxable profit	(16,136)	(18,890)
Less: Tax effect of Dividend Income that are not taxable in determining taxable profit	(372)	(99)
Add: Impact of tonnage tax scheme	657	696
Less: Difference in tax gains and book gains (Capital gains)	-	(1)
Less: Reversal of DTL	14	5
Add: Excess provision - current tax	-	1,606
Add: Tax pertaining to earlier years	(9,309)	104
Add: Tax effect on Loss of subsidiary	-	-
Less:Exempt income - Dividend from mutual funds	-	-
Add:MAT credit utilised for the year (Written off)	-	-
Income tax expense	**(6,714)**	**4,391**

Basis of applicable tax rate:

Normal Tax rate	22%	22%
Surcharge	10%	10%
Health and Education Cess	4%	4%
Applicable Tax rate	**25.17%**	**25.17%**

(All amounts in INR lakhs, unless otherwise stated)

(e) Current tax liabilities

Particulars	31 March 2021	31 March 2020
Opening balance	-	-
Add: Current tax payable for the year	2,581	4,282
Less: Taxes paid	(2,581)	(4,282)
Closing balance	**-**	**-**

Note 29: Related party transactions

(a) Control

Government of India enterprises controlled by Central Government

(b) Joint Venture Companies

1. India LNG Transport Co. (No. 1) Ltd.
2. India LNG Transport Co. (No. 2) Ltd.
3. India LNG Transport Co. (No. 3) Ltd.
4. India LNG Transport Co. (No. 4) Pvt Ltd.

(c) Key Management Personnel

Whole Time Directors

1. Capt. B. K. Tyagi (CMD w.e.f. 03.09.2022)
2. Smt. H. K. Joshi (ceased to be on Board w.e.f. 01.06.2022)
3. Shri. Atul Ubale (joined SCI Board w.e.f. 05.12.2019)
4. Shri. Vikram Dingley (joined SCI Board w.e.f. 19.05.2022)
5. Shri. C. I. Acharya (joined SCI board w.e.f. 13.06.2022)
6. Shri. Rajesh Sood (ceased to be on Board w.e.f. 01.05.2021)
7. Shri. P.K. Gangopadhyay (ceased to be on Board w.e.f. 01.12.2022)

Company Secretary

1. Smt. Swapnita Vikas Yadav (appointed as Company Secretary & Compliance Officer w.e.f. 01.02.2022)
2. Shri. Dipankar Haldar (Legal Affairs & Company Secretary (ceased on 31.01.2022)

Chief Financial Officer

1. Shri N Subramanya Prakash (CFO w.e.f. 05.08.2022)
2. Shri. L.C. Serrao (ceased to CFO w.e.f. 05.08.2022)

Relative of KMP

1. Shri. Vikas Yadav (w.e.f. 01.02.2022)

(d) Non Executive Directors - Not KMPs

Independent Directors

1. Shri. Pramod Kumar Panda (ceased to be on SCI Board w.e.f 18.10.2022)
2. Shri. Gulabbhai Rohit (joined SCI Board on 22.11.2021)
3. Ms. Arunima Dwivedi (joined SCI Board on 07.12.2021)
4. Shri. K.N.P. Chakravarthy (joined SCI Board on 07.12.2021)
5. Shri. Shreekanth Pattar (joined SCI Board on 07.12.2021)
6. Shri. Dr. Anil Kumar Mishra (joined SCI Board on 07.12.2021)

Government Nominee Directors

1. Shri. Sanjay Kumar (joined SCI Board on 29.01.2020)
2. Shri. Vikram Singh (ceased to be on SCI Board on w.e.f. 03.11.2022)
3. Shri. Rajesh Kumar Sinha (joined SCI Board on 10.11.2022)

(All amounts in INR lakhs, unless otherwise stated)

Key management personnel & Relative of KMP compensation:

Name	Short-term employee benefits		Post-employment benefits		Long-term employee benefits		Employee share-based payment	
	31 March 2023	31 March 2022	31 March 2023	31 March 2022	31 March 2023	31 March 2022	31 March 2023	31 March 2022
1. Shri. B.K. Tyagi	56	40	9	8	-	-	-	-
2. Smt. H.K Joshi	45	53	2	10	-	-	-	-
3. Shri. Atul Ubale	65	40	9	8	-	-	-	-
4. Shri. Vikram Dingley	51	-	7	-	-	-	-	-
5. Shri. C.I. Acharya	39	-	8	-	-	-	-	-
6. Shri. Rajesh Sood	-	3	-	1	-	-	-	-
7. Shri. P.K. Gangopadhyay	42	23	5	4	-	-	-	-
8. Smt. Swapnita Vikas Yadav	30	5	4	1	-	-	-	-
9. Shri. Dipankar Haldar	-	37	-	7	-	-	-	-
10. Shri. N. Subramanya Prakash	45	-	6	-	-	-	-	-
11. Shri. L. C. Serrao	19	43	3	8	-	-	-	-
12. Shri. Vikas Yadav	30	5	4	1	-	-	-	-
Total	**422**	**249**	**57**	**48**	**-**	**-**	**-**	**-**

Note: As the liabilities for gratuity and leave encashment are provided on actuarial basis for the company as a whole the amounts pertaining to Key management personnel compensation are not included in the above table.

Transactions with KMP & relative of KMP and Outstanding Balances are as follows:

Nature of Transactions	31 March 2023	31 March 2022
1) Loans realized during the year	5	1
2) Interest on Loans realized during the year	1	0

Outstanding Balances	31 March 2023	31 March 2022
1) Loan Balances	48	53

(e) Other transactions with related parties

The following transactions occurred with related parties:

Nature of Transactions	31 March 2023	31 March 2022
Sitting Fees	22	12

(f) CMD is a Director on the Board of The Standard Club Ltd. where the club pays director sitting fee. In FY 21-22 director sitting fees amounting to ₹ 22 lakhs was waived by CMD in favour of SCI and for FY 22-23 there was no director sitting fee received by CMD hence the same is not included in KMP remuneration.

(g) Transactions with Government of India enterprises controlled by Central Government :

Nature of Transactions	31 March 2023	31 March 2022
Dividend Paid during the year	980	742

(h) Transactions with JV's and Outstanding Balances are as follows:

Nature of Transactions	31 March 2023	31 March 2022
1) Interest Income during the year	1,162	896
2) Expenses Reimbursed/(incurred) during the year	26	(8)
3) Management & Accounting fees earned during the year	2,409	2,128
4) Guarantee fees received during the year	48	43
5) Investment made during the year	-	-
6) Loans realised during the year	(17)	(4,169)
7) Interest amount compounded in to principal during the year	-	-
8) Dividend received	1,478	394

(All amounts in INR lakhs, unless otherwise stated)

Outstanding Balances	31 March 2023	31 March 2022
1) Investments	7,359	7,359
2) Loan Balances	20,091	18,540
3) Other Receivable	-	-
4) Payable on account of Ship	-	-
5) Guarantees Given for JV's	5,889	5,430
6) Interest receivable	337	201
7) Expenses recoverable / (payable) from JV's	10	(19)

(i) Transactions with Government related entities

(1) Significant Transactions

Government related entities along with description of relationship wherein significant amount of transaction carried out:

Name of related party	Relation	Nature of transaction	31 March 2023	31 March 2022
Hindustan Petroleum Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	56,236	62,749
Indian Oil Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	74,197	43,602
Steel Authority Of India Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	19,526	25,945
Oil And Natural Gas Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	24,735	23,004
Mangalore Refinery and Petrochemicals Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	38,455	19,187
Bharat Petroleum Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	33,407	15,633
Chennai Petroleum Corporation Ltd.	Central PSU	Revenue from Freight/Charter Hire/ Demurrage etc.	17,241	12,596
Indian Oil Corporation Ltd.	Central PSU	Purchases of Bunker, Oil,Port Dues etc	55,997	38,552
Bharat Petroleum Corporation Ltd.	Central PSU	Purchases of Bunker, Oil,Port Dues etc	15,582	17,257
The Oriental Insurance Co. Ltd.	Central PSU	Insurance etc.	14,034	15,195
Cochin Shipyard	Central PSU	Repair/Drydock of vessel	30,564	3,395
Union Territory of Lakshadweep	UTL Admin	Recovery of Reimbursable expenses	28,000	206
Andaman & Nicobar Administration	A&N Admin	Recovery of Reimbursable expenses	25,860	17,500
Oil And Natural Gas Corporation Ltd.	Central PSU	Recovery of Reimbursable expenses	23,054	25,118
Geological Survey Of India	Ministry of Mines	Recovery of Reimbursable expenses	10,113	8,482
Ministry of Earth Sciences	Ministry of Earth Sciences	Recovery of Reimbursable expenses	2,629	3,220
National Institute of Ocean Technology	Ministry of Earth Sciences	Recovery of Reimbursable expenses	590	3,028
SCI Land and Assets Ltd.	Central PSU	Payable towards Reimbursable expenses / income	280	366

(All amounts in INR lakhs, unless otherwise stated)

Government related entities along with description of relationship wherein significant amount of balance receivable/payable from/to related parties are as follows:

Name of related party	Relation	Nature of transaction	31 March 2023	31 March 2022
Andaman and Nicobar Administration	A&N Admin	Trade Receivable/(Advance from customer)	17,062	14,483
Indian Oil Corporation Ltd.	Central PSU	Trade Receivable/(Advance from customer)	10,057	6,476
Union Territory of Lakshadweep	UTL Admin	Trade Receivable/(Advance from customer)	7,119	390
Hindustan Petroleum Coporation Ltd.	Central PSU	Trade Receivable/(Advance from customer)	6,998	9,328
Oil And Natural Gas Corporation Ltd.	Central PSU	Trade Receivable/(Advance from customer)	6,931	1,455
Ministry of Earth Sciences	Ministry of Earth Sciences	Trade Receivable/(Advance from customer)	5,454	1,925
Indian Navy	Central PSU	Trade Receivable/(Advance from customer)	5,075	3,253
Cochin Shipyard Ltd.	Central PSU	Trade Payable/(Advance to vendor)	17,674	22,378
Indian Oil Corporation Ltd.	Central PSU	Trade Payable/(Advance to vendor)	5,805	4,824
Lakshadweep Development Corporation	Central PSU	Trade Payable/(Advance to vendor)	1,089	-
Oil And Natural Gas Corporation Ltd.	Central PSU	Trade Payable/(Advance to vendor)	684	670
Bharat Sanchar Nigam Ltd.	Central PSU	Trade Payable/(Advance to vendor)	440	811
Bharat Petroleum Corporation Ltd.	Central PSU	Trade Payable/(Advance to vendor)	385	2,658
Cochin Port Trust	Govt. Port Trust	Trade Payable/(Advance to vendor)	194	7
Commissioner Of Custom	Custom Office	Trade Payable/(Advance to vendor)	174	11
Deendayal Port Trust (Earlier Refered as Kandla Port Trust)	Govt. Port Trust	Trade Payable/(Advance to vendor)	162	17

(2) Other than Significant Transactions

Other than significant transactions carried out are as follows:

Particulars	31 March 2023	31 March 2022
Revenue	67,231	59,433
Purchases/services	25,733	17,540
Recovery of Reimbursable expenses	937	1,570

Other than significant amount of balance receivable/payable from/to related parties are as follows:

Outstanding Balances	31 March 2023	31 March 2022
Trade Receivable/(Advance from customers)	27,371	11,035
Trade Payable/(Advance to vendors)	334	213

(j) Details of Guarantees given:

Outstanding Balances	31 March 2023	31 March 2022
Petronet LNG Ltd.	5,889	5,430
Oil & Natural Gas Corporation Ltd.	2,266	2,267
Oriental Insurance Company Ltd.	2,761	1,975
Other than significant balance of guarantee given to related parties	705	681

(k) Details of Deposits:

Particulars	Relation	Deposit Given/ (Received)	31 March 2023	31 March 2022
Haldia Dock Complex (Kolkata Port Trust)	Govt. Port Trust	Deposit Given	45	825
The Oriental Insurance Co Ltd.	Central PSU	Deposit Given	150	150
New Delhi Municipal Council	Ministry of Urban Development	Deposit Given	34	-
Other than significant balance of guarantee given to related parties		Deposit Given	23	28

(All amounts in INR lakhs, unless otherwise stated)

Transactions with other government-related entities

Apart from the transactions disclosed in (i), (j) and (k) above, the Company also conducts business with other government related entities. The Company has bank deposits, borrowings and other general banking relations with PSU banks. Other than the substantial amount of bank balances, bank borrowings and the facilities with these banks, transactions with other government related entities are individually insignificant.

(f) Trust

Transactions with Post Retirement Plans managed through separate trust wherein SCI having control:

Name of the related party	Nature of transaction	31 March 2023	31 March 2022
1) Shipping Corporation of India Employees Gratuity Fund	-	-	-
2) Post Retirement Medical Scheme for the Shore employees of The Shipping Corporation of India Ltd.	-	-	-
3) Provident Fund for the employees of The Shipping Corporation of India Ltd.	Employer's Contribution	1,373	1,398
4) SCI Employee Superannuation Trust	Employer's Contribution	978	1,053
5) Provident Fund for The Crew Non CDC holders of The Shipping Corporation of India Ltd.	-	-	-
6) The Shipping Corporation of India Limited Post-Retirement Medical Trust	Employer's Contribution	95	-

Note 30: Employee Benefit Obligations

(A) Description of type of employee benefits

a) The Company offers to its employee's defined benefits plans in the form of Gratuity, Leave Encashment and Post Retirement Benefit Medical Scheme

i.	Gratuity	a) Represents benefits to employee on the basis of number of years of service rendered by employee. The employee is entitled to receive the same on retirement or resignation.
		b) SCI has formed a trust for gratuity which is funded by the Company on a regular basis. The assets of the trust have been considered as plan assets.
ii.	Leave Encashment	Represents unavailed leave to the credit of the employee and carried forward in accordance with terms of agreement.
iii.	Post Retirement Medical Benefit Scheme	Represents benefits given to employees subsequent to retirement on the happening of any unforeseen event resulting in medical costs to the employee.

b) The Company offers to its employees defined contribution plan in the form of Provident Fund, Post Retirement Medical Scheme (New w.e.f. 01.01.2007) and Pension Contribution

The details of the plan are as follows:-

i.	Provident Fund	It is a contribution made on monthly basis @ 12% of monthly Basic and DA to the PF Trust who credits annual interest on PF balances. The corpus accumulated is paid on retirement of the employee.
ii.	Post Retirement Medical Scheme (New w.e.f. 01.01.2007)	It is a contribution @ 4% of monthly Basic and DA towards provision of employees' medical expenses incurred after retirement.
iii.	Pension Contribution	It is a contribution @ 12% of monthly Basic and DA towards provision of annuity after retirement of employees.

(All amounts in INR lakhs, unless otherwise stated)

(B) Gratuity

Balance sheet amount (Gratuity Plan)

Particulars	Present value of obligation	Fair value of plan assets	Net amount
31 March 2021	9,596	15,901	(6,305)
Current service cost	556	-	556
Past service cost	-	-	-
Interest expense/(income)	662	1,097	(435)
Total amount recognised in profit and loss	1,218	1,097	121
Remeasurements			
Return on plan assets, excluding amount included in interest expense/(income)	-	(440)	440
(Gain)/loss from change in demographic assumptions	-	-	-
(Gain)/loss from change in financial assumptions	(162)	-	(162)
Experience (gains)/losses	(1,512)	-	(1,512)
(i) Amount recognised in other comprehensive income	(1,674)	(440)	(1,234)
Employer contributions			
Benefit payments	(931)	(931)	-
Unrecognised Asset due to Limit in Para 64(b)	-	-	-
(ii) 31 March 2022	8,209	15,627	(7,418)
(iii) Unrecognised Asset at the beginning of the period	-	-	-
(iv) Asset recognised during the year (Asset Celing)	-	-	-
(v) Unrecognised Asset due to Limit in Para 64(b) - Change in Asset Ceiling [(iii)-(iv)]	-	-	-
Total amount recognised in other comprehensive income [(i) & (v)]	**(1,674)**	**(440)**	**(1,234)**
Closing Balance Sheet (Asset) / Liability as on 31 March 2022 [(ii) + (iii)+ (v)]			**(7,418)**

Particulars	Present value of obligation	Fair value of plan assets	Net amount
31 March 2022	8,209	15,627	(7,418)
Current service cost	488	-	488
Past service cost	-	-	-
Interest expense/(income)	583	1,110	(527)
Total amount recognised in profit and loss	1,071	1,110	(39)
Remeasurements			
Return on plan assets, excluding amount included in interest expense/(income)	-	(65)	65
(Gain)/loss from change in demographic assumptions	-	-	-
(Gain)/loss from change in financial assumptions	(137)	-	(137)
Experience (gains)/losses	(894)	-	(894)
(i) Amount recognised in other comprehensive income	(1,031)	(65)	(966)
Employer contributions			
Benefit payments	(915)	(915)	-
Unrecognised Asset due to Limit in Para 64(b)			
(ii) 31 March 2023	7,334	15,757	(8,423)
(iii) Unrecognised Asset at the beginning of the period	-	-	-
(iv) Asset recognised during the year (Asset Celing)	-	-	-
(v) Unrecognised Asset due to Limit in Para 64(b) - Change in Asset Ceiling [(iii)-(iv)]	-	-	-
Total amount recognised in other comprehensive income [(i) & (v)]	**(1,031)**	**(65)**	**(966)**
Closing Balance Sheet (Asset) / Liability as on 31 March 2023 [(ii) + (iii)+ (v)]			**(8,423)**

(All amounts in INR lakhs, unless otherwise stated)

For gratuity, the benefits are paid by the trust and are not debited to the profit & loss of the Company.

The net liability disclosed above relates to funded and unfunded plans are as follows:

Particulars	31 March 2023	31 March 2022
Present value of funded obligations	7,334	8,209
Fair value of plan assets	15,757	15,627
Deficit of funded plan	(8,423)	(7,418)
Unfunded plans	-	-
Unrecognised Asset due to Limit in Para 64(b)	-	-
Deficit of gratuity plan	**(8,423)**	**(7,418)**

Significant estimates: Actuarial assumptions

The significant actuarial assumptions were as follows:

Principal Assumptions at the balance sheet date:		
Financial Assumptions	**31 March 2023**	**31 March 2022**
Discount Rate	7.30%	7.10%
Salary Escalation Rate-Shore Staff	7.80%	7.80%
Salary Escalation Rate-Floating Staff	9.00%	9.00%
Expected Return on Assets	7.30%	7.10%
Demographic Assumptions	**31 March 2023**	**31 March 2022**
Mortality Table	Indian Assured Lives Mortality (2012-14) Ult.	Indian Assured Lives Mortality (2012-14) Ult.
Withdrawal Rate	IALM (2012-14) Ultimate 0.50%	IALM (2012-14) Ultimate 0.50%
Retirement Age	60 years	60 years
Timing Related Assumptions		
Time of Retirement	Immediately on achieving normal retirement	
Salary Increase frequency	Once a year	

Sensitivity analysis

The sensitivity of the defined benefit obligation to changes in the weighted principal assumptions is:

	31 March 2023		**31 March 2022**	
Defined Benefit Obligation (Base)	7,334		8,209	
Sensitivity Analysis	**31 March 2023**		**31 March 2022**	
Table 14: Sensitivity Analysis	**Decrease**	**Increase**	**Decrease**	**Increase**
Discount Rate Impact of increase/decrease in 50 bps on DBO	350	(323)	418	(387)
Salary Growth Rate Impact of increase/decrease in 50 bps on DBO	(149)	160	(196)	206

Change in the Unrecognised Asset due to the Asset Ceiling During the Period	31 March 2022 to 31 March 2023	31 March 2021 to 31 March 2022
Unrecognised Asset, Beginning of Period	-	-
Asset recognised during the year	-	-
Unrecognised Asset, End of Period	-	-

The above sensitivity analysis are based on a change in an assumption while holding all other assumptions constant. In practice, this is unlikely to occur, and changes in some of the assumptions may be correlated. When calculating the sensitivity of the defined benefit obligation to significant actuarial assumptions the same method (present value of the defined benefit obligation calculated with the projected unit credit method at the end of the reporting period) has been applied as when calculating the defined benefit liability recognised in the balance sheet.

(All amounts in INR lakhs, unless otherwise stated)

Major category of plan assets are as follows:

Particulars	31 March 2023				31 March 2022			
	Quoted	Unquoted	Total	in %	Quoted	Unquoted	Total	in %
Government of India Securities	6,380	-	6,380	40%	8,985	-	8,985	58%
Debt instruments								
Investment in Bonds	4,140	-	4,140	26%	1,790	-	1,790	11%
Other Assets including accrued interest	1,029	282	1,311	8%	1,003	277	1,280	8%
Investment in Deposits including Bank Balance	-	4,023	4,023	26%	-	3,593	3,593	23%
Total	**11,549**	**4,305**	**15,854**	**100%**	**11,778**	**3,870**	**15,648**	**100%**

None of the financial assets of SCI have been considered in the fair value of plan assets.

The expected rate of return on plan assets has been estimated on the basis of actual returns of the trust in the past years. The securities of trust have an effect on the fair value of plan assets as the value of the securities vary with the changes in the market interest rates.

Actual Return on plan assets ₹ 1,044 lakhs (Prev. period ₹ 657 lakhs)

Through its defined benefit plans, the group is exposed to a number of risks, the most significant of which are detailed below:

Asset volatility:

The plan liabilities are calculated using a discount rate set with reference to bond yields; if plan assets underperform this yield, this will create a deficit. Most of the plan asset investments is in fixed income securities with high grades and in government securities. The Company intends to maintain the above investment mix in the continuing years.

Changes in bond yields:

A decrease in bond yields will increase plan liabilities, although this will be partially offset by an increase in the value of the plans' bond holdings.

Life expectancy:

The gratuity plan obligations are to provide benefits for the life of the member, so increases in life expectancy will result in an increase in the plans' liabilities. This is particularly significant where inflationary increases result in higher sensitivity to changes in life expectancy.

Contribution expected to be paid in the next year is **NIL.**

The weighted average duration of the defined benefit obligation is 9.82 years (2022 – 10.21 years).

(C) Leave Encashment (Unfunded)

Balance sheet amount (Leave Encashment)

Particulars	Present value of obligation
31 March 2021	**5,150**
Current service cost	412
Interest expense/(income)	355
Actuarial (Gain)/loss from change in financial assumptions	(111)
Actuarial (Gain)/loss from change in demographic assumptions	-
Actuarial - Experience (Gains)/losses	1,150
Total amount recognised in profit and loss	**1,806**
Employer contributions	
Benefit payments*	(919)
31 March 2022	**6,037**

* For leave encashment, the benefits paid are debited to the statement of Profit and Loss.

Particulars	Present value of obligation
31 March 2022	**6,037**
Current service cost	104
Interest expense/(income)	429
Actuarial (Gain)/loss from change in financial assumptions	(106)
Actuarial (Gain)/loss from change in demographic assumptions	-
Actuarial - Experience (gains)/losses	419
Total amount recognised in profit and loss	**846**

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Present value of obligation
Employer contributions	
Benefit payments*	(860)
31 March 2023	**6,023**

* For leave encashment, the benefits paid are debited to the statement of Profit and Loss.

The net liability disclosed above relates to unfunded plan are as follows:

Particulars	31 March 2023	31 March 2022
Present value of unfunded obligations	6,023	6,037
Deficit of funded plan	**6,023**	**6,037**
Deficit of leave encashment plan	**6,023**	**6,037**

Significant estimates: Actuarial assumptions

The significant actuarial assumptions were as follows:

Principal Assumptions at the balance sheet date:		
Financial Assumptions	**31 March 2023**	**31 March 2022**
Discount Rate	7.30%	7.10%
Salary Escalation Rate-Floating Staff	9.00%	9.00%
Demographic Assumptions	**31 March 2023**	**31 March 2022**
Mortality Table	Indian Assured Lives Mortality (2012-14) Ult.	Indian Assured Lives Mortality (2012-14) Ult.
Withdrawal Rate	IALM (2012-14) Ultimate 0.50%	IALM (2012-14) Ultimate 0.50%
Retirement Age	60 years	60 years
Timing Related Assumptions		
Time of Retirement	Immediately on achieving normal retirement	
Salary Increase frequency	Once a year	

Sensitivity analysis

The sensitivity of the defined benefit obligation to changes in the weighted principal assumptions is:

	31 March 2023		31 March 2022	
Defined Benefit Obligation (Base)	6,023		6,037	
(M) Sensitivity Analysis	**31 March 2023**		**31 March 2022**	
	Decrease	**Increase**	**Decrease**	**Increase**
Discount Rate Impact of increase/decrease in 50 bps on DBO	271	(252)	286	(265)
Salary Growth Rate Impact of increase/decrease in 50 bps on DBO	(225)	239	(237)	253

The weighted average duration of the defined benefit obligation is 9.32 years (2022-9.54 years).

The above sensitivity analysis are based on a change in an assumption while holding all other assumptions constant. In practice, this is unlikely to occur, and changes in some of the assumptions may be correlated. When calculating the sensitivity of the defined benefit obligation to significant actuarial assumptions the same method (present value of the defined benefit obligation calculated with the projected unit credit method at the end of the reporting period) has been applied as when calculating the defined benefit liability recognised in the balance sheet.

(All amounts in INR lakhs, unless otherwise stated)

(D) Post Retirement Medical Benefit Scheme

Balance sheet amount (Post Retirement Medical Benefit Scheme)

Particulars	Present value of obligation	Fair value of plan assets	Net amount
31 March 2021	**2,234**	**658**	**1,576**
Past service cost	-	-	-
Interest expense/(income)	154	41	113
Total amount recognised in profit and loss	**154**	**41**	**113**
Remeasurements			
Return on plan assets, excluding amount included in interest expense/(income)	-	-	-
(Gain)/loss from change in demographic assumptions	-	-	-
(Gain)/loss from change in financial assumptions	32	-	32
Experience (gains)/losses	(190)	54	(244)
Total amount recognised in other comprehensive income	**(158)**	**54**	**(212)**
Employer contributions	-	-	-
Benefit payments	(221)	(221)	-
31 March 2022	**2,009**	**532**	**1,477**
Past service cost	-	-	-
Interest expense/(income)	123	38	85
Total amount recognised in profit and loss	**123**	**38**	**85**
Remeasurements			
Return on plan assets, excluding amount included in interest expense/(income)	-	-	-
(Gain)/loss from change in demographic assumptions	-	-	-
(Gain)/loss from change in financial assumptions	(78)	-	(78)
Experience (gains)/losses	41	(31)	72
Total amount recognised in other comprehensive income	**(37)**	**(31)**	**(6)**
Employer contributions	-	-	-
Benefit payments	(214)	(214)	-
31 March 2023	**1,881**	**325**	**1,556**

The net liability disclosed above relates to funded and unfunded plans are as follows:

Particulars	31 March 2023	31 March 2022
Present value of funded obligations	1,881	2,009
Fair value of plan assets	325	532
Deficit of funded plan	**1,556**	**1,477**
Unfunded plans	-	-
Deficit of Post Retirement Medical Benefit Scheme plan	**1,556**	**1,477**

Significant estimates: Actuarial assumptions

The significant actuarial assumptions were as follows:

Financial Assumptions	**31 March 2023**	**31 March 2022**
Discount Rate	7.20%	6.20%
Expected Return on Assets	7.20%	6.20%
Demographic Assumptions	**31 March 2023**	**31 March 2022**
Mortality Table	LIC (1996-98) Ult (Annuitant)	LIC (1996-98) Ult (Annuitant)

(All amounts in INR lakhs, unless otherwise stated)

Timing Related Assumptions	
Time of Retirement	Immediately on achieving normal retirement

Sensitivity analysis

The sensitivity of the defined benefit obligation to changes in the weighted principal assumptions is:

Sensitivity Analysis	**31 March 2023**		**31 March 2022**	
Defined Benefit Obligation (Base)	1,881		2,009	
Table 12: Sensitivity Analysis	**31 March 2023**		**31 March 2022**	
	Decrease	**Increase**	**Decrease**	**Increase**
Discount Rate Impact of increase/decrease in 50 bps on DBO	79	(37)	92	(43)

The above sensitivity analysis are based on a change in an assumption while holding all other assumptions constant. In practice, this is unlikely to occur, and changes in some of the assumptions may be correlated. When calculating the sensitivity of the defined benefit obligation to significant actuarial assumptions the same method (present value of the defined benefit obligation calculated with the projected unit credit method at the end of the reporting period) has been applied as when calculating the defined benefit liability recognised in the balance sheet.

Major category of plan assets are as follows

Particulars	**31 March 2023**			
	Quoted	**Unquoted**	**Total**	**in %**
Investment in Deposits including Bank Balance	-	316	316	97%
Other Assets including accrued interest	-	11	11	3%
Total	**-**	**327**	**327**	**100%**

Major category of plan assets are as follows:-

Particulars	**31 March 2022**			
	Quoted	**Unquoted**	**Total**	**in %**
Investment in Deposits including Bank Balance	-	506	506	95%
Other Assets including accrued interest	-	26	26	5%
Total	**-**	**532**	**532**	**100%**

None of the financial assets of SCI have been considered in the fair value of plan assets.

The expected rate of return on plan assets has been estimated on the basis of actual returns of the trust in the past years. The securities of trust have an effect on the fair value of plan assets as the value of the securities vary with the changes in the market interest rates.

Defined benefit liability and employer contributions:

Contribution expected to be paid in the next year is **NIL.**

The weighted average duration of the defined benefit obligation is 4.30 years (2022–4.52 years).

The expected future cash flows as at 31.03.2023 are as follows:

Projected benefits payable in future years from the date of reporting

Expected Contribution	**Gratuity**	**Leave Encashment**	**PRMS**
1st following year	621	446	462
2nd following year	490	333	359
3rd following year	772	613	310
4th following year	570	411	266
5th following year	725	584	226
Years 6 to 10	4,297	3,868	682

(All amounts in INR lakhs, unless otherwise stated)

The expected future cash flows as at 31.03.2022 are as follows:

Projected benefits payable in future years from the date of reporting

Expected Contribution	Gratuity	Leave Encashment	PRMS
1st following year	519	251	442
2nd following year	905	665	354
3rd following year	517	345	310
4th following year	777	611	271
5th following year	592	410	235
Years 6 to 10	4,520	3,844	739

Note 31: Segment information

(a) Business Segments

The Group is managed by the Board which is the chief decision maker. The Board has determined the operating segments based on the pattern of vessels deployed by the Group, for the purposes of allocating resources and assessing performance. With effect from 1st April 2021, the Maritime Training Institute (Segment "Others") has been transferred to Shipping Corporation of India Land and Assets Limited (SCILAL) as per Demerger scheme.

(I) Liner

Liner segment includes break-bulk, container transport.

(II) Bulk

Bulk Carriers include dry bulk carriers.

(III) Tanker

Tankers segment includes both crude and product carriers, gas carriers.

(IV) T&OS

Technical & Offshore services segment includes company owned offshore vessels, offshore vessels managed on behalf of other organisations, income from technical consultancy and passenger vessels & research vessels managed on behalf of other organisations.

(V) Unallocated

Unallocable items and interest income/expenses are disclosed separately.

Expense and Revenue items are allocated vessel wise wherever possible. Expenses and revenue items that cannot be allocated vessel wise are allocated on the basis of age of the vessel i.e. (Current year - Built year) +1.

(b) Geographical Segments

Presently, the Group's operations are predominantly confined in India.

(c) Adjusted Earnings before Interest & Tax (EBIT)

Adjusted EBIT excludes discontinued operations and the effects of significant items of income and expenditure which may have an impact on the quality of earnings such as restructuring costs, impairments when the impairment is the result of an isolated, non-recurring event. It also excludes the effects of gains or losses on financial instruments.

Interest income is not allocated to segments, as this type of activity is driven by the central treasury function, which manages the cash position of the Group.

Segment	31 March 2023	31 March 2022
Liner	(3,119)	61,227
Bulk	20,380	57,049
Tanker	82,245	(28,317)
T&OS	1,327	2,061
Unallocated	(6,788)	7,521
Total adjusted EBIT	**94,045**	**99,541**

(All amounts in INR lakhs, unless otherwise stated)

Adjusted EBIT reconciles to profit before income tax as follows:

Segment	31 March 2023	31 March 2022
Total adjusted EBIT	94,045	99,541
Finance costs :		
Liner	3	5
Bulk	1,964	1,069
Tanker	2,035	1,761
T&OS	1,012	820
Unallocated	13,405	12,115
Total Finance costs	**18,419**	**15,770**
Interest income from investments	4,676	6,674
Profit before income tax from continuing operations	**80,302**	**90,445**

Depreciation included in adjusted EBIT

Segment	31 March 2023	31 March 2022
Liner	1,888	1,888
Bulk	12,464	10,629
Tanker	54,140	44,239
T&OS	6,824	6,769
Unallocated	-	-
Total Depreciation included in adjusted EBIT	**75,316**	**63,525**

(d) Segment revenue

The segment revenue is measured in the same way as in the statement of profit or loss.

Segment	31 March 2023			31 March 2022		
	Total segment revenue	Inter segment revenue	Revenue from external customers	Total segment revenue	Inter segment revenue	Revenue from external customers
Liner	1,12,859	-	1,12,859	1,46,914	-	1,46,914
Bulk	81,900	-	81,900	1,15,299	-	1,15,299
Tanker	3,51,618	-	3,51,618	2,05,021	-	2,05,021
T&OS	37,167	-	37,167	32,690	-	32,690
Total Segment Revenue	**5,83,544**	**-**	**5,83,544**	**4,99,924**	**-**	**4,99,924**
Unallocated	2,501	-	2,501	2,065	-	2,065
Total segment revenue as per profit and loss	**5,86,045**	**-**	**5,86,045**	**5,01,989**	**-**	**5,01,989**

Information about major customers

Revenue to specific customers exceeding 7% of total revenue for the year ended 31 March 2023 and 31 March 2022 were as follows:

Revenue from external customers	31 March 2023			31 March 2022		
	Tanker segment	Liner Segment	Total	Tanker segment	Liner Segment	Total
Indian Oil Corporation Ltd.	73,632	565	74,197	43,448	154	43,602
Hindustan Petroleum Corporation Ltd.	56,236	-	56,236	62,749	-	62,749
Container Movement	-	45,281	45,281	-	59,413	59,413

(All amounts in INR lakhs, unless otherwise stated)

The Group is domiciled in India. The amount of its revenue from external customers (exceeding 4%) broken down by location of the customers is shown in the table below:

Revenue from external customers	31 March 2023	31 March 2022
India	4,47,495	4,09,287
Singapore	55,196	48,074
Other Countries	80,853	42,563
Total	**5,83,544**	**4,99,924**

(e) Segment assets

Segment	31 March 2023		31 March 2022	
	Segment assets	Addition to non-current assets	Segment assets	Addition to non-current assets
Liner	43,182	-	47,680	-
Bulk	1,84,549	-	1,56,649	-
Tanker	5,46,350	-	5,56,647	-
T&OS	1,60,360	-	1,51,345	-
Total segment assets	**9,34,441**	**-**	**9,12,321**	**-**
Unallocated	2,09,857	-	1,73,550	-
Total assets as per the balance sheet	**11,44,298**	**-**	**10,85,871**	**-**

(f) Segment liabilities

Segment	31 March 2023	31 March 2022
Liner	62,816	43,732
Bulk	74,492	61,072
Tanker	80,006	89,284
T&OS	54,452	58,608
Total segment liabilities	**2,71,766**	**2,52,696**
Unallocated	1,82,299	2,35,757
Total liabilities as per the balance sheet	**4,54,065**	**4,88,453**

Note 32: Revenue from Contract with customers

The revenue from contracts with customers to the amounts disclosed as total revenue are as under:

Particulars	31 March 2023	31 March 2022
Revenue from Contract with Customers	4,63,920	3,89,580
Revenue from Other Sources		
Charter hire (lease)	1,19,908	1,11,388
Other income	6,893	7,695
Total Revenue	**5,90,721**	**5,08,663**

The disaggregation of Revenue from Contract with Customers is as under:

(A) Revenue from Contract with Customers - Segmentwise

Particulars	31 March 2023	31 March 2022
Liner	1,12,860	1,46,914
Bulk	45,421	57,024
Tanker	2,88,414	1,69,129
T&OS	16,881	15,468
Unallocated	344	1,045
Total Revenue	**4,63,920**	**3,89,580**

(All amounts in INR lakhs, unless otherwise stated)

(B) Revenue from Contract with Customers – Geographical Location

Particulars	31 March 2023			
	India	Singapore	Others	Total
Liner	89,839	(6)	23,027	1,12,860
Bulk	44,525	876	20	45,421
Tanker	2,17,986	24,884	45,544	2,88,414
T&OS	16,896	-	(15)	16,881
Unallocated	348	-	(4)	344
Total Revenue	**3,69,594**	**25,754**	**68,572**	**4,63,920**

Particulars	31 March 2022			
	India	Singapore	Others	Total
Liner	1,20,797	14	26,103	1,46,914
Bulk	57,109	(1)	(84)	57,024
Tanker	1,52,945	8,582	7,602	1,69,129
T&OS	15,455	-	13	15,468
Unallocated	680	-	365	1,045
Total Revenue	**3,46,986**	**8,595**	**33,999**	**3,89,580**

(C) On the basis of Timing of Revenue Recognition:

Particulars	31 March 2023		
	At Point in time	At Point over time	Total
Liner	90	1,12,770	1,12,860
Bulk	3,806	41,615	45,421
Tanker	22,561	2,65,853	2,88,414
T&OS	16,573	308	16,881
Unallocated	344	-	344
Total Revenue	**43,374**	**4,20,546**	**4,63,920**

Particulars	31 March 2022		
	At Point in time	At Point over time	Total
Liner	173	1,46,741	1,46,914
Bulk	4,579	52,445	57,024
Tanker	13,714	1,55,415	1,69,129
T&OS	15,289	179	15,468
Unallocated	423	622	1,045
Total Revenue	**34,178**	**3,55,402**	**3,89,580**

Contract Asset

Particulars	31 March 2023	31 March 2022
Opening Balance of Contract Asset	46,002	29,810
Opening Balance reclassified as Trade Receivable in current period	45,584	29,401
Current year Contract Asset - Carried Forward	47,644	45,593
Closing Balance of Contract Asset	**48,062**	**46,002**

(All amounts in INR lakhs, unless otherwise stated)

Contract Liability

Particulars	31 March 2023	31 March 2022
Opening Balance of Contract Liability	3,450	2,029
Revenue Recognised from the opening balance of Contract Liability	3,450	2,029
Current year Contract liability - Carried Forward	3,086	3,450
Closing Balance of Contract Liability	**3,086**	**3,450**

The nature of services and its disclosure of timing of satisfaction of performance obligation is mentioned in para 1.19 of Note No. 1.

Contract Assets in the balance sheet constitutes unbilled amounts to customers representing the Group's right to consideration for the services transferred to date. Any amount previously recognised as Contract Assets is reclassified to trade receivables at the time it is invoiced to the customer.

Contract Liabilities in the balance sheet constitutes advance payments and billings in excess of revenue recognised. The Group expects to recognise such revenue in the subsequent financial years.

There were no significant changes in contract assets and contract liabilities during the reporting period except amount as mentioned in the table and explanation given above.

Trade receivables as disclosed in note no 7(d) includes contract balances. Impairment losses as disclosed in Note 37 includes receivables arising from contracts with customers.

Under the payment terms generally applicable to the Group's revenue generating activities, prepayments are received only to a limited extent. Typically, payment is due upon or after completion of the services.

The Group generates revenue from shipping activities.Revenue from a voyage charter is recognised over time, which is determined on a percentage of voyage completion method. The Group has recognised revenue over a period of time basis following output method. Since, the Group can tracks the progress toward completion of the contract by measuring days to date relative to total estimated days needed to satisfy the performance obligation, the percentage of voyage completion method/ straight-line basis over the period of the charter i.e. output method provide a faithful depiction of transfer of goods or services.

Note 33: LEASE

The Group as lessee has agreements/contracts relating to charter in of vessel on time basis, land, building, Cars, Photocopier machine etc. The Group as lessor has entered into agreements/contracts of out charter of vessel on time, etc. The right-of-use and lease liability are disclosed in the financial statements at note no 5 & 14 (b) respectively. The Payments associated with short-term leases and leases of low-value assets are recognised on a straight-line basis as an expense in profit or loss.

The following table shows the effects of Leases in the Statement of the Profit and Loss in financial year 2022-23:

Amounts recognised in profit and loss	31 March 2023	31 March 2022
Depreciation cost on right-of-use assets	270	283
Interest expenses (included in finance costs)	197	210
Expenses relating to service elements of leases	-	-
Expenses relating to short-term leases	266	138
Expenses relating to variable lease payments	-	-
Expenses relating to leases of low-value assets	-	-
Total recognised in operating costs	**733**	**631**

Total cash outflow impact for leases for the year 2022-23 was ₹ 364 lakhs, of which ₹ 199 lakhs relates to interest expense.

OPERATING LEASE COMMITMENTS

(1) As a Lessee - Payments

At the balance sheet date, the Group has the following contractual committed future minimum lease payables under non-cancellable operating leases from time - charter contracts, land, building, Cars, Photocopier machine etc in the aggregate and each of the following periods:

Particulars	31 March 2023*	31 March 2022
Not later than 1 year	327	375
Later than 1 year and not later than 5 years	1,522	1,428
Later than 5 Years	1,183	1,595

*The lease payables include both interest and principal cash flows.

The lease has varying terms and renewal rights. The Group's operating lease for vessels have terms ranging from less than 1 year to 5 years. Vessels on time charter hire are considered as operating lease.

(All amounts in INR lakhs, unless otherwise stated)

(2) As a Lessor - Receipts

At the balance sheet date, the Group has the following contractual committed future minimum lease receivable under non-cancellable operating leases from time - charter contracts in the aggregate and each of the following periods:

Particulars	31 March 2023	31 March 2022
Not later than 1 year	38,455	31,069
Later than 1 year and not later than 5 years	10,319	25,369
Later than 5 Years	-	-

The Group's operating lease for vessels have terms ranging from less than 1 year to 5 years. Certain of the leases have varying terms and renewal rights.

Vessels on time charter hire are considered as operating lease.

Note 34: Assets pledged as security

Particulars	Notes	31 March 2023	31 March 2022
Current			
Financial Assets			
Other bank balances	**7(c)**	2,818	2,687
Total current assets pledged as security		**2,818**	**2,687**
Non-current			
Financial Assets			
Non-current investments	**6(a)**	7,359	7,359
Non Financial Assets			
Property, Plant and Equipment	**3**	5,72,060	5,82,813
Total non-current assets pledged as security		**5,79,419**	**5,90,172**
Total assets pledged as security		**5,82,237**	**5,92,859**

Note 35: Offsetting Financial Assets and Financial Liabilities

The following table presents the recognised financial instruments that are offset and other agreements but not offset, as at March 31, 2023 and March 31, 2022. The column 'net amount' shows the impact on the Group's Balance Sheet if all set-off rights were exercised.

Particulars	Effects of offsetting on the balance sheet			Related amounts not offset		
	Gross amount	Gross amounts set off in the balance sheet	Net amount presented in the balance sheet	Amounts subjects to master netting arrangements	Financial instruments collateral	Net amount
March 31, 2023						
Financial assets						
i. Investments	61,075	-	61,075	-	-	61,075
ii. Trade receivables	1,01,815	-	1,01,815	-	-	1,01,815
iii. Cash and cash equivalents	31,745	-	31,745	-	-	31,745
iv. Bank balances other than (iii) above	23,615	-	23,615	-	2,818	20,797
v. Loans	22,351	-	22,351	-	-	22,351
vi. Other financial assets	75,292	-	75,292	-	-	75,292
Total	**3,15,893**	**-**	**3,15,893**	**-**	**2,818**	**3,13,075**
Financial liabilities						
i. Borrowings	2,58,294	-	2,58,294	-	-	2,58,294
ii. Lease Liabilities	2,164	-	2,164	-	-	2,164
iii. Trade payables						
Micro, Small and Medium Enterprises	5,054	-	5,054	-	-	5,054
Others	1,34,235	-	1,34,235	-	-	1,34,235
iv. Other financial liabilities	30,290	-	30,290	-	-	30,290
Total	**4,30,037**	**-**	**4,30,037**	**-**	**-**	**4,30,037**

(All amounts in INR lakhs, unless otherwise stated)

Particulars	Effects of offsetting on the balance sheet			Related amounts not offset		
	Gross amount	Gross amounts set off in the balance sheet	Net amount presented in the balance sheet	Amounts subjects to master netting arrangements	Financial instruments collateral	Net amount
March 31, 2022						
Financial assets						
i. Investments	47,577	-	47,577	-	-	47,577
ii. Trade receivables	63,732	-	63,732	-	-	63,732
iii. Cash and cash equivalents	28,306	-	28,306	-	-	28,306
iv. Bank balances other than (iii) above	10,279	-	10,279	-	2,687	7,592
v. Loans	21,001	-	21,001	-	-	21,001
vi. Other financial assets	76,327	-	76,327	-	-	76,327
Total	**2,47,222**	**-**	**2,47,222**	**-**	**2,687**	**2,44,535**
Financial liabilities						
i. Borrowings	3,17,738	-	3,17,738	-	-	3,17,738
ii. Lease Liabilities	2,299		2,299			2,299
iii. Trade payables						
Micro, Small and Medium Enterprises	3,714	-	3,714	-	-	3,714
Others	1,19,905	-	1,19,905	-	-	1,19,905
iv. Other financial liabilities	22,239	-	22,239	-	-	22,239
Total	**4,65,895**	**-**	**4,65,895**	**-**	**-**	**4,65,895**

Note 36: Fair value measurements

Financial instruments by category

Particulars	31 March 2023			31 March 2022		
	FVTPL	FVTOCI	Amortised cost	FVTPL	FVTOCI	Amortised cost
Financial assets						
Investments						
- Equity instruments	434	-	-	373	-	-
- Mutual funds	-	-	-	-	-	-
Loans	-	-	22,351	-	-	21,001
Trade receivables	-	-	1,01,815	-	-	63,732
Cash and cash equivalents	-	-	31,745	-	-	28,306
Other bank balances	-	-	23,615	-	-	10,279
Bank deposits with more than 12 months maturity	-	-	16,857	-	-	-
Other financial assets	-	-	58,435	-	-	76,327
Total financial assets	**434**	**-**	**2,54,818**	**373**	**-**	**1,99,645**
Financial liabilities						
Borrowings	-	-	2,58,294	-	-	3,17,738
Lease Liabilities	-	-	2,164	-	-	2,299
Trade payables	-	-	1,39,289	-	-	1,23,619
Current maturities of long term debt	-	-	66,892	-	-	60,123
Other financial liabilities	-	-	30,290	-	-	22,243
Total financial liabilities	**-**	**-**	**4,96,929**	**-**	**-**	**5,26,022**

(All amounts in INR lakhs, unless otherwise stated)

(i) Fair value hierarchy

This section explains the judgements and estimates made in determining the fair values of the financial instruments that are (a) recognised and measured at fair value and (b) measured at amortised cost and for which fair values are disclosed in the financial statements. To provide an indication about the reliability of the inputs used in determining fair value, the Group has classified its financial instruments into the three levels prescribed under Ind AS 113. An explanation of each level follows underneath the table.

Financial assets measured at fair value - recurring fair value measurements At 31 March 2023	Notes	Level 1	Level 2	Level 3	Total
Financial assets					
Financial Investments at FVTPL					
Unquoted equity instruments -Woodland Speciality Hospital Ltd	7(a)	-	-	434	434
Total financial assets		**-**	**-**	**434**	**434**

Assets and liabilities which are measured at amortised cost for which fair values are disclosed At 31 March 2023	Notes	Level 1	Level 2	Level 3	Total
Financial assets					
Loans to related parties	7(b)	-	-	20,091	20,091
Loans to others	7(b)	-	-	2,084	2,084
Bank deposits	7(c)	-	-	-	-
Total financial assets		**-**	**-**	**22,175**	**22,175**
Financial Liabilities					
Borrowings	14(a)	-	2,32,807	-	2,32,807
Security deposits	14(c)	-	-	131	131
Total financial liabilities		**-**	**2,32,807**	**131**	**2,32,938**

Financial assets measured at fair value - recurring fair value measurements At 31 March 2022	Notes	Level 1	Level 2	Level 3	Total
Financial assets					
Financial Investments at FVTPL					
Unquoted equity instruments-Woodlands Multispeciality Hospital Ltd.	7(a)	-	-	373	**373**
Total financial assets		**-**	**-**	**373**	**373**

Assets and liabilities which are measured at amortised cost for which fair values are disclosed At 31 March 2022	Notes	Level 1	Level 2	Level 3	Total
Financial assets					
Investments					
Loans to related parties	7(b)	-	-	18,540	18,540
Loans to others	7(b)	-	-	2,292	2,292
Bank deposits	7(c)	-	492	-	492
Total financial assets		**-**	**492**	**20,832**	**21,324**
Financial Liabilities					
Borrowings	14(a)	-	2,74,742	-	2,74,742
Security deposits	14(c)	-	-	135	135
Total financial liabilities		**-**	**2,74,742**	**135**	**2,74,877**

The fair value of financial instruments referred above have been classified into three categories depending on the inputs used in the valuation technique. The hierarchy gives the highest priority to quoted prices in active market for identical assets or liabilities (level 1 measurements) and lowest priority to unobservable inputs (level 3 measurements).

(All amounts in INR lakhs, unless otherwise stated)

The categories used are as follows:

Level 1: Level 1 hierarchy includes financial instruments measured using quoted prices. This includes mutual funds that have a quoted price. The mutual funds are valued using the closing NAV.

Level 2: The fair value of financial instruments that are not traded in an active market is determined using valuation techniques which maximise the use of observable market data and rely as little as possible on entity-specific estimates. If all significant inputs required to fair value an instrument are observable, the instrument is included in level 2.

Level 3: If one or more of the significant inputs is not based on observable market data, the instrument is included in level 3. This is the case for unlisted equity securities which are included in level.

There were no transfers between any levels during the year.

(ii) Valuation technique used to determine fair value

Specific valuation techniques used to value financial instruments include:

- the use of closing NAV for investment in mutual funds.
- the use of book values for investment in unlisted equity securities.
- the fair value of the remaining financial instruments is determined using discounted cash flow analysis.

All of the resulting fair value estimates are included in level 1 and 2 except for unlisted equity securities, where the fair values have been determined based on present values and the discount rates used were adjusted for counterparty or own credit risk.

(iii) Fair value measurements using significant unobservable inputs (level 3)

The following table presents the changes in level 3 items for the periods ended 31 March 2023 and 31 March 2022:

Particulars	Unlisted Equity Securities
As at 31 March 2021	**349**
Gains(losses) recognised in Statement of profit or loss	24
As at 31 March 2022	**373**
Gains(losses) recognised in Statement of profit or loss	61
As at 31 March 2023	**434**

Particulars	Fair Value as at		Significant unobservable inputs	Sensitivity	
	31 March 2023	31 March 2022		2023	2022
Valuation inputs and relationship to fair value - Unlisted Equity Securities (recurring)*	434	373	Net book values	Increase (Decrease) in the book value would result in Increase (Decrease) in fair value	

* Net book value as on 31 March, 2023 is calculated based on latest available Financial Statements (i.e. 31 March 2022)

(iv) Valuation processes

The finance department of the Group includes a team that along with treasury function performs the valuations of financial assets and liabilities required for financial reporting purposes, including level 3 fair values. This team reports directly to the Director(finance).

The main level 3 inputs used by the Group are derived and evaluated as follows:

For unlisted equity securities, their fair values are estimated based on the book values of the investee companies.

(v) Fair value of financial assets and liabilities measured at amortised cost

Particulars	31 March 2023		31 March 2022	
	Carrying amount	Fair value	Carrying amount	Fair value
Financial assets				
Loans to related parties	20,091	20,091	18,540	18,540
Loans to employee	2,084	2,084	2,292	2,292
Bank deposits	-	-	492	492
Total financial assets	**22,175**	**22,175**	**21,324**	**21,324**
Financial liabilities				
Borrowings	2,32,807	2,32,807	2,74,742	2,74,742
Security deposits	131	131	135	135
Total financial liabilities	**2,32,938**	**2,32,938**	**2,74,877**	**2,74,877**

(All amounts in INR lakhs, unless otherwise stated)

The carrying amounts of trade receivables, trade payables, short term security deposits, bank deposits with more than 12 months maturity, cash and cash equivalents including other bank balances and other current financial assets and liabilities are considered to be the same as their fair values. Hence the current financial assets & liabilities have not been considered for Fair value hierarchy above.

The fair values of non-current borrowings (with floating rate of interest) is not impacted due to interest rate changes and will not be significantly different from their carrying amount as there is no significant change in the underlying credit risk of the Group's borrowings.

The fair values of non-current borrowings (with fixed rate of interest) are based on discounted cash flows using a current borrowing rate. They are classified as level 2 fair values in the fair value hierarchy due to the use of observable inputs.

For financial assets and liabilities that are measured at fair value, the carrying amounts are equal to the fair values.

Note 37: Financial risk management

The Group has exposure to the Credit risk, Liquidity risk and Market risk.

The Group's Board of Directors has overall responsibility for the establishment and supervision of the Group's risk management framework. The Board of Directors has established the Risk Management Committee (RMC), which is responsible for developing and monitoring the Group's risk management policies. The Audit Committee oversees how management monitors compliance with the Group's risk management policies and procedures, and reviews the adequacy of the risk management framework in relation to the risks faced by the Group.

(A) Credit Risk:

(i) Credit risk is the risk of financial loss to the Group if a customer to a financial instrument fails to meet its contractual obligations. Group's exposure to credit risk primarily arises on account of its Trade receivables. Trade receivables consist of a large number of customers spread across diverse geographical areas. A default on a trade receivable is considered when the customer fails to make contractual payments within the credit period. This credit period has been determined by considering the business environment in which the Group operates.

The Group considers dealing with creditworthy customers and obtaining sufficient collateral, where appropriate, as a means of mitigating the risk of financial loss from defaults. The credit risk due to above is periodically monitored. Based on the periodical analysis, the credit risk is managed by continuous review and follow-up.

(ii) Provision for expected credit losses (ECL):

The Group provides for expected credit loss on trade receivables based on a provision matrix. This matrix is a simplified basis of recognition of expected credit losses in case of trade receivables. The model uses historical credit loss experience for trade receivables i.e. this model uses aging analysis of trade receivables as at the reporting date and is based on the number of days that a trade receivables is past due. The aging has been done for bracket of 90 days over a period of last 3 years. Receivables that are more than 3 years old are considered uncollectible. Further, customers declaring bankruptcy or failing to engage in repayment plan with the Group, provisioning is made on case to case basis i.e. such customers do not form part of this impairment exercise and provided for separately.

(iii) Reconciliation of Trade receivables:

Particulars	31 March 2023	31 March 2022
Gross carrying amount of trade receivables	1,33,370	88,393
Less : Expected credit losses	12,703	9,298
Less : Provision made separately for bankrupt/terminated agents	4,195	3,702
Less : Other Provision (i.e. Off Hire, Demurrage, others)	14,657	11,661
Carrying amount of trade receivables (net of impairment)	**1,01,815**	**63,732**

(iv) Reconciliation of loss allowance provision (ECL)- Trade receivables:

Particulars	Amount
Loss allowance on 31 March 2021	**9,649**
Changes in loss allowance	(351)
Loss allowance on 31 March 2022	**9,298**
Changes in loss allowance	3,405
Loss allowance on 31 March 2023	**12,703**

(B) Liquidity risk

(i) Prudent liquidity risk management refers to the management of the Group's short term and long term funding and liquidity management requirements. The Group's treasury maintains flexibility in funding by maintaining availability of funds under committed credit lines.

Group manages liquidity risk by maintaining adequate reserves, banking facilities and reserve borrowing facilities, by continuously monitoring forecast and actual cash flows, and by matching the maturity profiles of financial assets and liabilities.

(All amounts in INR lakhs, unless otherwise stated)

(ii) Maturities of financial liabilities

The tables below analyse the Group's non-derivative financial liabilities into relevant maturity groupings based on their contractual maturities. The tables have been drawn up based on the undiscounted cash flows of financial liabilities based on the earliest date on which the Group can be required to pay. In the table below, borrowings include both interest and principal cash flows. To the extent that interest rates are floating rate, the undiscounted amount is derived from interest rate curves at the end of the reporting period.

Contractual maturities of financial liabilities 31 March 2023	Less than 1 year	Between 1 and 5 years	More than 5 years	Total
Borrowings	79,571	1,81,477	-	2,61,049
Trade payables	1,39,289	-	-	1,39,289
Lease Liabilities	327	1,522	1,183	3,032
Security and other deposits	855	131	-	986
Others financial liabilities	29,304	-	-	29,304
Total liabilities	**2,49,346**	**1,83,130**	**1,183**	**4,33,660**

Contractual maturities of financial liabilities 31 March 2022	Less than 1 year	Between 1 and 5 years	More than 5 years	Total
Borrowings	1,09,055	2,12,216	12,130	3,33,401
Trade payables	1,23,619	-	-	1,23,619
Lease Liabilities	375	1,428	1,595	3,398
Security and other deposits	866	135	-	1,001
Others financial liabilities	21,242	-	-	21,242
Total liabilities	**2,55,157**	**2,13,779**	**13,725**	**4,82,661**

(C) Market risk

Market risk is the risk that changes in market indicators such foreign exchange rates, interest rates and commodity prices will affect the Group's income or the value of its financial instruments. The Group's activities mainly expose it to risks arising from changes in foreign exchange rate and interest rate and freight/charter hire rates.

(i) *Foreign currency risk*

The Group operates vessels in foreign waters, earns revenues and incurs expenditure in foreign currencies, primarily with respect to USD, EURO and certain other foreign currencies. Foreign currency risk arises from future commercial transactions and recognised assets and liabilities denominated in a currency that is not the Group's functional currency (INR).

Considering the business environment in which Company operates, exposure to foreign exchange rate risk is largely managed by collection of income in foreign currencies in bank accounts abroad.

(a) Foreign currency risk exposure:

The Group's exposure to foreign currency risk at the end of the reporting period expressed in INR, are as follows:-

Particulars	31 March 2023			31 March 2022		
	USD	EUR	Others	USD	EUR	Others
Financial assets						
Non Current Loans & Advances	20,091	-	-	18,540	-	-
Non Current Other Assets	431	-	-	397	-	-
Current assets	8,836	-	49	6,636	-	48
Current Loans & Advances	-	-	-	-	-	-
Cash and cash equivalents	1,253	4,513	1,855	1,486	3,417	1,295
Other Bank Balances	-	-	-	-	-	-
Trade Receivables	46,597	7,236	5,577	22,788	5,159	8,099
Exposure to foreign currency risk (assets)	**77,208**	**11,749**	**7,481**	**49,847**	**8,576**	**9,442**
Financial liabilities						
Long Term (Non-Current) Borrowings	1,65,915	-	-	2,14,619	-	-
Other current Liabilities	4,058	-	132	1,798	48	93
Short Term Borrowings	92,379	-	-	1,03,119	-	-
Trade Payables	42,942	6,326	7,593	51,141	5,895	6,690
Exposure to foreign currency risk (liabilities)	**3,05,294**	**6,326**	**7,725**	**3,70,677**	**5,943**	**6,783**

(All amounts in INR lakhs, unless otherwise stated)

(b) Sensitivity

The following table details the Group's sensitivity to a 5% increase/ decrease in INR as against USD and 4% increase / decrease in INR as against EUR. The sensitivity analysis includes only foreign currency denominated monetary items.

Particulars	Impact on profit after tax	
	31 March 2023	31 March 2022
USD sensitivity		
INR/USD -Increase by 5% (31 March 2022- 3%)	(11,404)	(9,625)
INR/USD -Decrease by 5% (31 March 2022- 3%)	11,404	9,625
EUR sensitivity		
INR/EUR -Increase by 4% (31 March 2022- 4%)	217	105
INR/EUR -Decrease by 4% (31 March 2022- 4%)	(217)	(105)

(ii) Interest rate risk

Interest rate risk is the risk that the future cash flows of floating interest bearing borrowings will fluctuate because of fluctuations in the interest rates. The Group's main interest rate risk arises from long-term borrowings with variable rates, which expose the Group to cash flow interest rate risk.

The Group's fixed rate borrowings are carried at amortised cost. They are therefore not subject to interest rate risk as defined in Ind AS 107, since neither the carrying amount nor the future cash flows will fluctuate because of a change in market interest rates.

The Group manages its interest rate risk by regularly monitoring the interest rate movement and deciding on type of interest rate i.e. fixed or fluctuating.

(a) Interest rate risk exposure

The exposure of the Company's borrowing to interest rate changes at the end of the reporting period are as follows:

Particulars	31 March 2023	31 March 2022
Variable rate borrowings	2,58,779	3,18,365
Total borrowings at variable rate	**2,58,779**	**3,18,365**

(b) Sensitivity

The sensitivity analysis has been determined based on the exposure to interest rate risk on the borrowings outstanding as at the end of the reporting period. The analysis is prepared assuming the amount of the liability outstanding at the end of the reporting period was outstanding for the whole year with a 100 basis point increase or decrease.

Particulars	Impact on profit after tax	
	31 March 2023	31 March 2022
Interest rates – increase by 100 basis points (100 bps)	(2,588)	(3,184)
Interest rates – decrease by 100 basis points (100 bps)	2,588	3,184

(iii) Freight/Charter hire risk

Shipping industry is governed by various national and international economic and geopolitical developments. Local and international demand and supply determine freight and charter hire rates. Since Company's vessels ply in international waters, it is affected by such developments. Also, bunker cost is major component of Company's cost structure and bunker prices are highly volatile. Informatively, as per GST return filed during FY 2022-23, Export Revenue of the group is ₹ 1,71,809 lakhs (previous year ₹ 1,51,814 lakhs).

Note 38: Capital management

(a) Risk management

The Group's objectives when managing capital are to safeguard the Group's ability to continue as a going concern in order to provide returns for shareholders and benefits for other stakeholders and to maintain an optimal capital structure to reduce the cost of capital.

The Group monitors capital on the basis of the debt equity ratio. This ratio is calculated as total debt divided by total equity.

Particulars	31 March 2023	31 March 2022
Total Debt	2,58,294	3,17,738
Total Equity	6,90,233	5,97,418
Net debt to equity ratio	**0.37**	**0.53**

(All amounts in INR lakhs, unless otherwise stated)

(b) Loan covenants

The Company has ECB loan agreements with two Banks and these banks have covenants of DSCR, total liabilities to shareholders equity and Total Fixed assets to long term secure debt. The Corporation is comfortably meeting all the financial loan covenants for both the banks for FY 2022-23.

Note 39

As per the guidelines dated 27.5.2016 issued by Department of Investment and Public Asset Management (DIPAM), MOF, GOI in respect of dividend, bonus shares, etc. the Company has an obligation to comply with these guidelines. However, the company shall take in to consideration and be guided by the provisions of the Companies Act 2013, Companies (Declaration and Payment of Dividend) Rules, 2014 and Guidance Note on Dividend & Secretarial Standard 3 (SS3) for taking necessary action appropriate and deemed fit in the circumstances.

Note 40

The matter of payment of Performance Related Pay (PRP) of ₹ 1,103 lakhs vis-à-vis DPE guidelines w.r.t. computation of profits from core activities and non-observance of "Bell Curve" is continued since the FY 2014-15. The Action Taken Notes (ATNs) furnished by the Ministry of Ports, Shipping and Waterways (MoPSW) are yet to be examined by Committee of Public Undertakings. The Company is pursuing the matter with the aforesaid Ministry and awaiting their further instructions for resolution and final decision in the matter.

Note 41

During the quarter and year ended 31.03.2023, Hon'ble ITAT Mumbai has passed an order in favor of the company in respect of an appeal filed for A.Y. 2008-09. Accordingly, the Company has reversed provision for income tax for the said assessment year consequent to the ruling. The Provision for tax for F.Y. 2021-22 has also been revised on the basis of this ruling and the same has been reflected under "Tax pertaining to earlier Years"

Note 42

The proposed strategic disinvestment of SCI is being handled by Department of Investment and Public Asset Management (DIPAM) with the engagement of Transaction Advisor. In this regard, Preliminary Information Memorandum (PIM) for inviting expression of interest was released on 22.12.2020. The Virtual Data Room is open and is being managed by the Transaction Advisor for the process of due diligence by the Qualified Interested Parties.

Note 43

The Demerger Scheme ('the Scheme') for hiving off the identified Non-Core assets had been approved by the SCI Board on 03.08.2021. Pursuant to the instructions of Ministry of Ports, Shipping and Waterways (MoPSW), the Company incorporated a 100 % subsidiary viz. Shipping Corporation of India Land and Assets Limited (SCILAL) on 10.11.2021 for the demerger of Non-Core assets in terms of the Scheme. The Board of SCILAL approved the Scheme on 16.11.2021. The Scheme had been approved by the stock exchange vide approval dated 02.03.2022.

Subsequent to the approval of Scheme by the Boards of SCI as well as SCILAL, assets and liabilities to be transferred to SCILAL had been categorised as "Non-Core Assets / Liabilities Held for Demerger" and consequential impact had been given in the Profit and Loss account w.r.t reversal of amortisation of deferred tax liability, depreciation and foreign exchange loss during the quarter ended 31.12.2021.

The Board of Directors of the Company in its meeting held on 06.05.2022, had approved certain modifications in the Scheme of Arrangement for Demerger of Non-Core Assets. Revised Demerger Scheme was approved by Department of Investment and Public Asset Management (DIPAM), MoPSW and by the SCILAL Board at its meeting held on 25.05.2022 and thereafter it was filed with the stock exchanges and Ministry of Corporate Affairs (MCA). Further to filing of First Motion Petition, the MCA vide its order dated 01.09.2022, directed the Company to convene the Meetings of the Shareholders, Secured and Unsecured Creditors.

The Revised Demerger Scheme was duly approved by the requisite number of Shareholders, Secured and Unsecured Creditors of the Company in accordance with aforesaid MCA Order. Subsequently, the Company filed the Second Motion Petition requesting further orders from the MCA on 21.10.2022, pursuant to which, MCA had called for final hearing on 29.12.2022 and directed SCI to provide responses to the Objections. Thereafter, the MCA vide its order dated 22.02.2023 approved the Demerger Scheme. The Company filed FORM INC 28 with ROC on 14.03.2023 and thereby the Demerger Scheme became effective from 14.03.2023 (effective date).

As per the Demerger Scheme and MCA order, investment of Rs.1 lakh by SCI in the Shares of SCILAL stands cancelled w.e.f. 01.04.2021 (appointed date) and SCILAL shall allot equity shares to shareholders. Also, SCILAL ceased to be a subsidiary of SCI w.e.f. 01.04.2021.

Further, Inter-ministerial Group (IMG) in its meeting held on 15.03.2023 decided that Maritime Training Institute(MTI) will be transferred to SCILAL as Unit/ undertaking under demerger Scheme. Pursuant to the above decision, all MTI business assets and liabilities become part of Demerger Scheme and are deemed to be transferred to SCILAL w.e.f. Appointed date i.e. 01.04.2021 at their book value. The above decision has been placed for the information of the respective Boards. Upto disinvestment of SCI, SCI will run business of SCILAL on its behalf and post disinvestment of SCI, SCILAL will run its business.

(All amounts in INR lakhs, unless otherwise stated)

In accordance with the Demerger Scheme, all the Non-Core assets and liabilities including MTI unit/undertaking, which ceased to be assets / liabilities of SCI as at Appointed date of 01.04.2021 has been reduced from the books of accounts of the Company. Non-Core Assets and Liabilities (excluding MTI Unit/ Undertaking) were classified under "Assets / Liabilities held for Demerger" during FY 2021-22 and have been reduced from same, while MTI business assets have been reduced from the respective assets / liabilities. Retained Earnings of MTI business is adjusted from General Reserve of SCI. The financial results for F.Y. 2021-22 have been restated for giving effect to the above.

As per Appendix C of Ind AS 103, for all business combinations under common controls, the financial information in the financial statements in respect of prior period should be reinstated as if business combination had occurred from the beginning of preceding period in the financial statements, irrespective ofactual date of the combination. Hence, upon transfer of Non-Core Assets / Liabilities including MTI unit/ undertaking, financial statement for the year ended 31.03.2022 have been restated.

Assets and Liabilities demerged from SCI and adjustment in other Equity is given below:

Sr. No.	Assets / Liabilities transferred under Demerger Scheme	Value As on 31.03.2021
A	Assets transferred under Demerger Scheme	2,39,169
B	Surplus Cash as per Demerger Scheme	1,00,000
C	Liabilities Transferred from SCI as per Demerger Scheme	(27,299)
D	MTI Business Assets	132
E	MTI Business Liabilities	(203)
F	Retained Earnings of MTI	(4,373)
G	**Net Asset Liabilities transferred Under Demerger Scheme**	**3,07,426**
H	**Adjustment from Other Equity**	
	i) From Retained Earnings	
	a) Upward Valuation of Land	(2,37,359)
	b) Deferred Tax Liability on upward valuation of Land	5,502
	ii) Balance from General Reserve	75,569

As per Demerger, Income and Expenses related to Non-Core Assets, MTI Business have been transferred to SCILAL w.e.f. 16.11.2021, whereas Interest on Surplus cash has been transferred w.e.f. 16.11.2021 and 25.05.2022. Interest on Surplus cash of ₹ 45,000 lakhs has been transferred from 16.11.2021 whereas Interest on ₹ 1,00,000 lakhs has been transferred from 25.05.2022 i.e. from the date of approval scheme / revised demerger scheme by both the Boards.

Impact of Demerger on profit & loss account for year ended 31.03.2022 is given below:

Sr. No.	Particulars	31.03.2022 (Pre Demerger)	Demerger Impact - Increase/(decrease)	31.03.2022 (Post Demerger)
I	Revenue From operations	4,99,493	(685)	4,98,808
II	Other Income	10,405	(550)	9,855
III	**Total Income (I+II)**	**5,09,898**	**(1,235)**	**5,08,663**
IV	**Expenses**			
	Cost of services rendered	2,90,168	(164)	2,90,004
	Employee benefits expense	48,542	(200)	48,342
	Finance costs	15,770	-	15,770
	Depreciation and amortisation expense	63,544	(19)	63,525
	Other expenses	8,145	(436)	7,709
	Total expenses (IV)	**4,26,169**	**(819)**	**4,25,350**
V	**Profit/(Loss) before exceptional items,share of net profits of investments accounted for using equity method and tax (III-IV)**	**83,729**	**(416)**	**83,313**
VI	Share of net profit of associates and joint ventures accounted for using equity method	7,132	-	7,132
VII	**Profit/(Loss) before exceptional items and tax (V+VI)**	**90,861**	**(416)**	**90,445**
VIII	Exceptional items	-	-	-
IX	**Profit/(Loss) before tax (VII+VIII)**	**90,861**	**(416)**	**90,445**

(All amounts in INR lakhs, unless otherwise stated)

Sr. No.	Particulars	31.03.2022 (Pre Demerger)	Demerger Impact - Increase/(decrease)	31.03.2022 (Post Demerger)
X	Tax expense			
	Current tax	4,230	52	4,282
	Tax pertaining to earlier years	104	-	104
	Deferred tax	5	-	5
	Total tax expense (X)	**4,339**	**52**	**4,391**
XI	**Profit/(Loss) for the period (IX-X)**	**86,522**	**(468)**	**86,054**

Note 44

The Company has the practice of seeking confirmations of balances from all the parties in respect of the Trade Receivables, Trade Payables and Deposits. During the year, the Company has sent letters to all such parties seeking confirmations of balances. There are fewer responses to the confirmation requests. The company is in the process of following up with the parties for the purpose of recovery / payment of dues. In case of Trade Receivables, approx. 66% of the Total Trade receivables pertain to Government and Public Sector Undertaking Customers. While the reconciliation is an on-going process, the management does not expect any material difference affecting the financial statements of the current year due to the same.

Note 45

The Board of Directors recommended a dividend of ₹ 0.44/- per equity share of face value of ₹ 10/- each. The outgo on this account will be approximately ₹ 2,049.52 Lakhs, subject to the approval of members at the ensuing Annual General Meeting.

Note 46

The Company is undertaking a review of all open charges as per MCA records and taking necessary action for filing of satisfaction of charges for which liability has already been discharged.

Note 47: Analytical Ratios

SR NO.	Ratio	Numerator	Denominator	UNITS	As at 31 March 2023 Ratio	As at 31 March 2022 Ratio	Variance
1)	**Current Ratio** (Current Assets/Current Liablities)	Current Assets	Current Liablities	Times	0.96	0.81	18.52
	Reason For Variance :-						
2)	**Debt- Equity Ratio**	Total Debt	Shareholder's Equity	Times	0.37	0.53	(30.19)
	(Total Debt/Shareholder's Equity)						
	Reason For Variance:- Debt -Equity ratio is improved due to Profit in the current year.						
3)	**Debt Service Coverage Ratio** (Earnings available for debt service/ Debt Service)	Earnings available for debt service	Debt Service	Times	1.96	2.59	(24.32)
	Reason For Variance :-						
4)	**Return on Equity (ROE)** (Net Profits after taxes – Preference Dividend/Average Shareholder's Equity)	Net Profits after taxes less Preference Dividend	Average Shareholder's Equity	Percentage	13.52	12.17	11.09
	Reason For Variance :-						
5)	**Inventory Turnover Ratio** (Cost of goods sold or sales/Average Inventory)	Cost of goods sold or sales	Average Inventory	Times	8.49	7.39	14.88
	Reason For Variance :-						

(All amounts in INR lakhs, unless otherwise stated)

SR NO.	Ratio	Numerator	Denominator	UNITS	As at 31 March 2023 Ratio	As at 31 March 2022 Ratio	Variance
6)	**Trade receivables turnover ratio** (Net Credit Sales/Avg. Accounts Receivable)	Net Credit Sales	Avg. Accounts Receivable	Times	7.00	7.87	(11.05)
	Reason For Variance :-						
7)	**Trade payables turnover ratio** (Net Credit Purchases/Average Trade Payables)	Net Credit Purchases	Average Trade Payables	Times	2.65	2.80	(5.36)
	Reason For Variance :-						
8)	**Net capital turnover ratio** (Net Sales/Working Capital)	Net Sales	Working Capital	Times	(56.89)	(9.79)	481.10
	Reason For Variance:- Net capital turnover ratio improved due to improvement in working capital.						
9)	**Net profit ratio** (Net Profit/Net Sales)	Net Profit	Net Sales	Percentage	15.02	17.25	(12.93)
	Reason For Variance :-						
10)	**Return on capital employed (ROCE)** Earning before interest and taxes/ Capital Employed	Earning before interest and taxes	Capital Employed	Percentage	10.41	11.61	(10.34)
	Reason For Variance :-						
11)	**Return on investment - Mutual Funds** {MV(T1) – MV(T0) – Sum [C(t)]} / {MV(T0) + Sum [W(t) * C(t)]}	{MV(T1) – MV(T0) – Sum [C(t)]}	{MV(T0) + Sum [W(t) * C(t)]}	Percentage	5.25	3.43	53.06
	Reason For Variance :- Return on investment - Mutual Funds is increased due to improved returns in the debt market.						
	Return on investment - Shares (Majority investment are in Joint Ventures) {MV(T1) – MV(T0) – Sum [C(t)]} / {MV(T0) + Sum [W(t) * C(t)]}	{MV(T1) – MV(T0) – Sum [C(t)]}	{MV(T0) + Sum [W(t) * C(t)]}	Percentage	31.35	35.11	(10.71)
	Reason For Variance :-						

Note 48: Companies considered for consolidation

The following joint ventures/subsidiary have been considered for the purpose of consolidation:-

Name	Nature of Interest	Description of Interest	Country of Incorporation	Percentage of Interest As on 31.03.23 (As on 31.03.23)
1. India LNG Transport Company (No. 1) Ltd.	Joint venture	Equity	Malta	29.08%(29.08%)
2. India LNG Transport Company (No. 2) Ltd.	Joint venture	Equity	Malta	29.08%(29.08%)
3. India LNG Transport Company (No. 3) Ltd.	Joint venture	Equity	Malta	26.00%(26.00%)
4. India LNG Transport Company (No. 4) Pvt Ltd.	Joint venture	Equity	Singapore	26.00% (26.00%)
5. Inland & Coastal Shipping Limited	Subsidiary	Equity	India	100.00% (100%)

(All amounts in INR lakhs, unless otherwise stated)

Note 49: Interest in Other Entities

(a) Information about subsidiaries

The Group has the following investments in subsidiaries:

SN	Name of the subsidiary	Principal place of business	Principal activities	Proportion (%) of ownership	
				As at 31 March, 2023	As at 31 March, 2022
1	Inland & Coastal Shipping Limited	India	Inland Waterways	100%	100%

(b) Interest in associate and joint ventures

(i) Set out below are the associates and joint ventures of the Group as at 31 March 2023 which, in the opinion of the directors, are material to the Group. The entities listed below have share capital consisting solely of equity shares, which are held directly by the Group, and the proportion of ownership interests held equals the voting rights held by the Group.

SN	Name of the entity	Principal place of business	Principal activities	Proportion (%) of ownership		Carrying Value	
				As at 31 March, 2023	As at 31 March, 2022	As at 31 March, 2023	As at 31 March, 2022
1	India LNG Transport Co. (No. 1) Ltd.	Malta	LNG Carriers	29.08%	29.08%	22,740	17,596
2	India LNG Transport Co. (No. 2) Ltd.	Malta	LNG Carriers	29.08%	29.08%	22,021	18,288
3	India LNG Transport Co. (No. 3) Ltd.	Malta	LNG Carriers	26.00%	26.00%	3,403	1,594
4	India LNG Transport Co. (No. 4) Pvt Ltd.	Singapore	LNG Carriers	26.00%	26.00%	12,477	9,726

(ii) Summarised financial information for associates and joint ventures.

The table below provide summarised financial statements for those joint ventures and associates that are material to the Group. The information disclosed reflects the amounts presented in the financial statements of the relevant associates and joint ventures and not SCI's share of those amounts.

Summarised Balance Sheet	ILT 1		ILT 2		ILT 3		ILT 4	
	As at 31 March, 2023	As at 31 March, 2022	As at 31 March, 2023	As at 31 March, 2022	As at 31 March, 2023	As at 31 March, 2022	As at 31 March, 2023	As at 31 March, 2022
Current Assets								
Cash and Cash Equivalents	27,390	16,631	20,937	19,561	19,633	17,573	13,043	11,092
Other Assets	5,451	4,845	4,102	2,808	5,684	7,209	3,203	2,443
Total Current Assets	**32,841**	**21,476**	**25,039**	**22,369**	**25,317**	**24,782**	**16,246**	**13,535**
Total Non - Current Assets	**82,393**	**80,249**	**93,367**	**82,613**	**1,45,370**	**1,29,460**	**1,49,188**	**1,42,792**
Current Liabilities								
Financial Liabilities (excl. trade payables)	7,984	7,986	8,148	7,198	86,674	76,924	5,691	6,535
Other Liabilities	1,626	841	5,520	629	1,342	1,690	2,510	1,421
Total Current Liabilities	**9,610**	**8,827**	**13,668**	**7,827**	**88,016**	**78,614**	**8,201**	**7,956**
Non- Current Liabilities								
Financial Liabilities (excl. trade payables)	27,433	32,397	29,013	34,263	69,585	69,500	1,09,245	1,10,964
Other Liabilities	-	-	-	-	-	-	-	-
Total Non-Current Liabilities	**27,433**	**32,397**	**29,013**	**34,263**	**69,585**	**69,500**	**1,09,245**	**1,10,964**
Net Assets	**78,191**	**60,501**	**75,725**	**62,892**	**13,086**	**6,128**	**47,988**	**37,407**

(All amounts in INR lakhs, unless otherwise stated)

(iv) Reconciliation to carrying amounts

Particulars	ILT 1		ILT 2		ILT 3		ILT 4	
	31 March, 2023	31 March, 2022	31 March, 2023	31 March, 2022	31 March, 2023	31 March, 2022	31 March, 2023	31 March, 2022
Opening Net assets	60,501	47,856	62,893	49,241	6,128	(4,336)	37,407	26,282
Profit for the year	11,035	8,493	6,025	9,297	2,064	5,441	6,055	2,093
Other Comprehensive Income	6,655	4,152	6,808	4,355	4,894	5,023	4,527	9,032
Share capital issued during the year								-
Closing Net Assets	**78,191**	**60,501**	**75,725**	**62,893**	**13,086**	**6,128**	**47,989**	**37,407**
Groups share in %	29.08%	29.08%	29.08%	29.08%	26.00%	26.00%	26.00%	26.00%
Groups share in INR	22,740	17,596	22,020	18,288	3,403	1,594	12,477	9,727
Carrying Amount	**22,740**	**17,596**	**22,021**	**18,288**	**3,403**	**1,594**	**12,477**	**9,726**

(v) Summarised statement of profit and loss

Particulars	ILT 1		ILT 2		ILT 3		ILT 4	
	31 March, 2023	31 March, 2022	31 March, 2023	31 March, 2022	31 March, 2023	31 March, 2022	31 March, 2023	31 March, 2022
Revenue	21,764	18,693	18,708	19,676	20,812	20,792	23,474	18,383
Other Income	250	1	254	-	2	420	-	-
Depreciation and Amortisation	4,336	4,548	5,722	4,948	5,945	5,097	(2,422)	9,368
Interest Expense	1,695	2,018	1,794	2,111	7,105	6,232	7,050	6,829
Income tax expense	-	-	-	-	-	-	-	-
Other Expense	4,948	3,635	5,421	3,320	5,700	4,442	12,791	93
Profit for the year	11,035	8,493	6,025	9,297	2,064	5,441	6,055	2,093
Other Comprehensive Income	6,655	4,152	6,808	4,355	4,894	5,023	4,527	9,032
Total Comprehensive Income	**17,690**	**12,645**	**12,833**	**13,652**	**6,958**	**10,464**	**10,582**	**11,125**

Note 50: Additional Information required by Schedule III (Division II)

Information under Companies Act 2013	Net Assets (total assets minus total liabilities)		Share in profit/loss		Share in other comprehensive income		Share in total comprehensive income	
Particulars	As % of consolidated net assets	Amount (₹ in lakhs)	As % of consolidated profit/loss	Amount (₹ in lakhs)	As % of consolidated other comprehensive income	Amount (₹ in lakhs)	As % of consolidated total comprehensive income	Amount (₹ in lakhs)
Parent								
The Shipping Corporation of India Ltd.								
31 March 2023	91%	6,29,680	92%	80,012	13%	972	86%	80,984
31 March 2022	91%	5,50,233	92%	79,011	19%	1,447	86%	80,458
Subsidiary								
Indian Subsidiary								
1. Inland and Coastal Shipping Limited								
31 March 2023	0%	(87)	0%	(68)	0%	-		(68)
31 March 2022	0%	(19)	0%	(89)	0%	-		(89)

(All amounts in INR lakhs, unless otherwise stated)

Information under Companies Act 2013	Net Assets (total assets minus total liabilities)		Share in profit/loss		Share in other comprehensive income		Share in total comprehensive income	
Particulars	**As % of consolidated net assets**	**Amount (₹ in lakhs)**	**As % of consolidated profit/loss**	**Amount (₹ in lakhs)**	**As % of consolidated other comprehensive income**	**Amount (₹ in lakhs)**	**As % of consolidated total comprehensive income**	**Amount (₹ in lakhs)**
Foreign Subsidiary-NIL								
Non Controlling Interest in all subsidiaries								
Joint Ventures								
(Investment as per equity method)								
Indian Joint Ventures-NIL								
Foreign Joint Ventures								
1. India LNG Transport Co. (No. 1) Ltd.								
31 March 2023	3%	22,740	4%	3,209	27%	1,935	5%	5,144
31 March 2022	3%	17,596	3%	2,470	16%	1,207	4%	3,677
2. India LNG Transport Co. (No. 2) Ltd.								
31 March 2023	3%	22,021	2%	1,752	27%	1,980	4%	3,732
31 March 2022	3%	18,288	3%	2,703	17%	1,266	4%	3,969
3. India LNG Transport Co. (No. 3) Ltd.								
31 March 2023	1%	3,403	0%	537	17%	1,272	2%	1,809
31 March 2022	1%	1,594	2%	1,415	17%	1,306	3%	2,721
4. India LNG Transport Co. (No. 4) Pvt. Ltd.								
31 March 2023	2%	12,477	2%	1,574	16%	1,177	3%	2,751
31 March 2022	2%	9,726	0%	544	31%	2,349	3%	2,893
TOTAL								
31 March 2023	100%	6,90,233	100%	87,016	100%	7,336	100%	94,352
31 March 2022	100%	5,97,418	100%	86,054	100%	7,575	100%	93,629

Note 51

The figures of previous year have been regrouped or rearranged wherever necessary to conform to current year's presentation as per Schedule III (Division II) to the Companies Act 2013.

For Note no.1 to 51 of Consolidated Financial Statements

As per our report of even date attached hereto.

For V.Sankar Aiyar & Co.,
Chartered Accountants
FR. No.109208W

CA S Nagabushanam
Partner
Membership No. 107022

For Chokshi & Chokshi LLP,
Chartered Accountants
FR. No. 101872W/W100045

CA Kiran Bhoir
Partner
Membership No. 159960

Mumbai, Dated the 9th May, 2023

For and on behalf of the Board of Directors,

Mrs. Swapnita Vikas Yadav
Company Secretary

Mr. N Subramanya Prakash
Chief Financial Officer

Shri C.I. Acharya
Director (Finance)
DIN- 09611434

Capt. B.K.Tyagi
Chairman & Managing Director
DIN - 08966904

Mumbai, Dated the 9th May, 2023

Aboard

Referring to cargo being put, or laden, onto a means of conveyance.

Act of God

An act beyond human control, such as lightning, flood or earthquake.

ATD

Actual Time of Departure.

Ad Valorem

In proportion to the value: A phrase applied to certain freight or customs duties levied ongoods, property, etc. set as a percentage of their value.

Aircraft Container

A unit load device (ULD) which links directly with the airplane cargo handling and restraint system.

Aframax Tanker

A vessel of 70,000 to 120,000 DWT capacity. The largest tanker size in the AFRA (average freight rate assessment) tanker rate system.

Contract of Affreightment

An agreement by an ocean carrier to provide cargo space on a vessel at a specified time and for a specified price to accommodate an exporter or importer.

Aft

Movement toward the stern (back end) of a ship.

Agency Tariff

A tariff published by an agent on behalf of several carriers.

Agent

A person authorized to transact business for and in the name of another person or company. Types of agents are:(1) brokers (2) commission merchants (3) resident buyers (4) sales agents (5) manufacturer's representatives.

AFRA: Average Freight Rate Assessment

AFRA was commissioned originally by one of the oil majors as a sophisticated indicator of freighting values for its affiliated companies, AFRA results have been published by the London Tanker Brokers' Panel continuously since 1954. They are unique in being the only assessments of their kind to be recognised by taxation authorities as an acceptable method of charging freight between affiliated companies of multi-national groups. AFRA results are also used by oil traders and government agencies to assess the freight element in various types of oil sale agreements. AFRA results are published on the first business day of each month and cover five deadweight groups: Medium range- 25,000 - 44,999 (long) tons dwt

Large range 1- 45,000 - 79,999 (long) tons dwt

Large range 2- 80,000 - 159,999 (long) tons dwt VLCC- 160,000 - 319,999 (long) tons dwt

ULCC- 320,000-549,999 (long) tons dwt

In each of the five groups, tonnage is divided into three categories: Long term charters

Short term charters Single voyage charters

AHTSV: Anchor Handling, Towing & Supply Vessel

AHTSV's are mainly built to handle anchors for oil rigs, tow them to location, anchor them up and, in a few cases, serve as an Emergency Rescue and Recovery Vessel (ERRV). They are also used to transport supplies to and from offshore drilling rigs.

All In

The total price to move cargo from origin to destination, inclusive of all charges.

Alongside

A phrase referring to the side of a ship. Goods delivered "alongside" are to be placed on the dock or barge within reach of the transport ship's tackle so that they can be loaded.

All Risk

All Risks Coverage, a type of marine insurance, is the broadest kind of standard coverage, but excludes damage caused by war, strikes, and riots.

Allotment

A term used to describe blocked space by airlines on behalf of forwarders/ shippers.

Assignment

A term commonly used in connection with a bill of lading. It involves the transfer of rights, title and interest in order to assign goods by endorsing the bill of lading.

Astern

Behind a vessel– Move in a reverse direction.

ATDNSHINC

Any time Day or Night Sundays & Holidays Included. A chartering term referring to when a vessel will work.

Athwartships

A direction across the width of a vessel.

Automated Identification System (AIS)

It is a system used by ships and Vessel Traffic Service (VTS) principally for the identification and the locating of vessels. AIS provides a means for ships to electronically exchange ship data including: identification, position, course, and speed, with other nearby ships and VTS stations.

BAF (Bunker Adjustment Factor)

An adjustment in shipping charges to offset price fluctuations in the cost of bunker fuel.

Bill of Lading (B/L)

Bills of lading are contracts between the owner of the goods and the carrier. There are two types. A straight bill of lading is non-negotiable. A negotiable or shipper's order bill of lading can be bought, sold, or traded while goods are in transit and is used for many types of financing transactions. The customer usually needs the original or a copy as proof of ownership to take possession of the goods.

Barrel (BBL)

A term of measure referring to 42 gallons of liquid at 600 degrees.

Baltic Dry Index

The Baltic Dry Index (BDI) is a number (in USD) issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a time charter basis, the index covers Handysize, Supramax, Panamax and Capesize bulk carriers carrying a range of commodities including coal, iron ore and grain.

Beam

The width of a ship.

BIMCO

The Baltic and International Maritime Council, the world's largest private shipping organization.

Bonded Warehouse

The Customs Service authorizes bonded warehouses for storage or manufacture of goods on which payment of duties is deferred until the goods enter the Customs Territory. The goods are not subject to duties if re-shipped to foreign points.

Bow

The front of a vessel.

Break Bulk (B/B)

For consolidated air freight, it is moved under one MAWB and each consignment designated to specific consignee or recipient is under one HAWB. When freight forwarder receives the consolidated cargo from carrier, they will break the consolidation apart per HAWB then proceed customs clearance along with associated shipping and import documents.

Such Break-Bulk is normally handled by airlines or their contracted ground handling agent.

Breakbulk Vessel

A general cargo vessel designed to efficiently handle un-containerised cargo. Vessels are usually self-sustaining in that they have their own loading and unloading machinery.

Bulker

A bulk carrier, bulk freighter, or bulker is a merchant ship specially designed to transport unpackaged bulk cargo, such as grains, coal, and cement, in its cargo holds.

Bunkering

The act or process of supplying a ship with fuel. Bunker quality is highly variable across the world and LR provides ship operators and managers with independent verification of fuel quality.

Cabotage

Water transportation term applicable to shipments between ports of a nation; commonly refers to coastwise or intercoastal navigation or trade. Many nations, including the United States, have cabotage laws which require national flag vessels to provide domestic interport service.

CAF (Currency Adjustment Factor)

A freight surcharge or adjustment factor imposed by an international carrier to offset foreign currency fluctuations. In some cases an emergency currency adjustment factor (ECAF) may be applied when a charge or rate has been originally published in a currency that is experiencing sustained or rapid decline. The CAF is charged as a percentage of the freight.

Capesize Vessel

A dry bulk vessel above 80,000dwt or whose beam precludes passage via the Panama Canal and thus forces them to pass around Cape Horn or the Cape of Good Hope.

Clean Bill of Lading

A receipt for goods issued by a carrier with an indication that the goods were received in apparent good order and condition, without damages or other irregularities.

Classification

The development, implementation an maintenance of standards (Rules) for the design, construction and operation of ships and offshore units. Compliance with these standards ensures assignment and maintenance of class.

Classification Society

An organization maintained for the surveying and classing of ships so that insurance underwriters and others may know the quality and condition of the vessels offered for insurance or employment.

Commercial Invoice

The commercial invoice is a bill for the goods from the seller to the buyer. These invoices are often used by governments to determine the true value of goods for the assessment of customs duties and are also used to prepare consular documentation. Governments using the commercial invoice to control imports often specify its form, content, number of copies, language to be used, and other characteristics.

Consignee

The person or firm named in a freight contract to whom goods have been consigned or turned over. For export control purposes, the documentation differentiates between an intermediate consignee and an ultimate consignee.

Consignment

Delivery of merchandise from an exporter (the consignor) to an agent (the consignee) under agreement that the agent sell the merchandise for the account of the exporter. The consignor retains title to the goods until sold. The consignee sells the goods for commission and remits the net proceeds to the consignor.

Consolidation

In order to handle small lot of consignment efficiently and competitively, freight forwarder usually put many consignments into one lot then tender to carrier for forwarding. In this case, each consignment will be shipped with one HAWB respectively and all of them will be under one master AWB.

Container

A truck trailer body that can be detached from the chassis for loading into a vessel, a rail car or stacked in a container depot. Containers may be ventilated, insulated, refrigerated, flat rack, vehicle rack, open top, bulk liquid or equipped with interior devices. A container may be 20 feet, 40 feet, 45 feet, 48 feet or 53 feet in length, 8’0” or 8’6” in width, and 8’6” or 9’6” in height.

Cost and Freight (C&F)

Cost and Freight (CFR) to a named overseas port of import. Under this term, the seller quotes a price for the goods that includes the cost of transportation to the named point of debarkation. The cost of insurance is left to the buyer’s account. (Typically used for ocean shipments only. CPT, or carriage paid to, is a term used for shipment by modes other than water.) Also, a method of import valuation that includes insurance and freight charges with the merchandise values.

Cost, Insurance and Freight (CIF)

Cost, insurance, and freight (CIF) to a named overseas port of import. Under this term, the seller quotes a price for the goods (including insurance), all transportation, and miscellaneous charges to the point of debarkation for the vessel. (Typically used for ocean shipments only. CIP, or carriage and insurance paid to, is a term used for shipment by modes other than water.)

Dangerous Goods

Commodities classified by IATA according to its nature and characteristic in terms of the effect of its danger to carrier’s flying safety.

***Deadweight Tonnage (DWT)**

The maximum weight of cargo and stores that a ship can carry.

Deadweight Tonnage (DWT)

The number of tons of 2,240 pounds that a vessel can transport of cargo, stores and bunker fuel. It is the difference between the number of tons of water a vessel displaces “light” and the number of tons it displaces when submerged to the “load line.” An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.

Demurrage

A penalty charge against shippers or consignees for delaying the carrier’s equipment or vessel beyond the allowed free time. The free time and demurrage charges are set forth in the charter party or freight tariff.

Despatch

An incentive payment paid by the vessel to the charterer for loading and unloading the cargo faster than agreed. Usually negotiated only in charter parties. Also called “dispatch.”

Directorate General of Shipping (DGS)

The role of Indian Maritime Administration has been well brought out in the Indian Merchant Shipping 1958. The Merchant Shipping Act is the legislation in India for maritime development and effective enforcement of standards. The Directorate General of Shipping as the executive arm fully administers this legislation.

Dimensional Weight

Also called measurement weight. This is the size of consignment calculated by total square feet by 6000. Carrier charge for freight based on the dimensional weight or actual gross weight whichever is higher.

Direct Ship

Ship without consolidation and under one MAWB ie non-consolidation.

D.O.E : Direct Operating Expenses:

Direct Operating Expenses are voyage related expenses. Whenever a vessel undertakes a voyage, steaming from one port to another port, expenses incurred such as Bunker (fuel), Port Dues, Fresh water, stevedoring Charges, Agency fees and other voyage related expenses are called Direct Operating Expenses.

G.O.P. (Gross Operating Profit)

G.O.P. = Earnings/(Freight) – D.O.E

N.O.P. (Net Operating Profit) = G.O.P. – I.O.E.

ETA

Estimated Time of Arrival. It normally takes 3 hours for carriers to Break Bulk then ready to be picked up by forwarders along with customs release notification.

ETD

Estimated Time of Departure. The cut-off time for carriers' cargo ramp handling is normally two hours ahead of ETD. However, the freight forwarders' consolidation cut-off time may vary depending on each forwarder's operations respectively.

FCL or CY

Full Container Load, also known as CY. CY is the abbreviation of Container Yard. When the term CY to CY, it means full container load all the way from origin to destination.

Federal Maritime Commission

The FMC is an independent agency which regulates ocean borne transportation in the foreign commerce and in the domestic offshore trade of the United States.

Flat Rack Containers

Especially for heavy loads and over-dimensional cargo. Containers do not have sides or a top. This allows easy fork-lift and crane access.

Fore and Aft

The direction on a vessel parallel to the center line.

Forty-Foot Equivalent Unit (FEU)

FEU is a measure of a ship's cargo-carrying capacity. One FEU measures forty feet by eight feet by eight feet -- the dimensions of a standard forty- foot container. An FEU equals two TEUs.

Free Alongside Ship

Free Alongside Ship, FAS, at a named port of export. Under FAS, the seller quotes a price for the goods that includes charges for delivery of the goods alongside a vessel at the port of departure. The seller handles the cost of unloading and wharfage; loading, ocean transportation, and insurance are left to the buyer. FAS is also a method of export and import valuation.

Free Carrier (FCA)

Free Carrier, FCA, to a named place. This term replaces the former "FOB named inland port" to designate the seller's responsibility for the cost of loading goods at the named shipping point. It may be used for multimodal transport, container stations, and any mode of transport, including air.

Free On Board (FOB)

Common price term used in international trade meaning seller's responsible for the cost of goods is to the point of loading it to the vessel deck or aircraft loading deck. The risk of loss of or damage to the goods is transferred from the seller to the buyer when the goods have been so delivered. FOB normally comes with port of loading either airport or sea port.

Freight Carriage ... and Insurance paid to

This term is the same as "Freight/Carriage Paid to ..." but with the addition that the seller has to procure transport insurance against the risk of loss of damage to the goods during the carriage. The seller contracts with the insurer and pays the insurance premium.

Freight Carriage ... paid to

Like C & F, "Freight/Carriage paid to ..." means that the seller pays the freight for the carriage of the goods to the named destination. However, the risk of loss of or damage to the goods, as well as of any cost increases, is transferred from the seller to the buyer when the goods have been delivered into the custody of the first carrier and not at the ship's rail. The term can be used for all modes of transport including multi-modal operations and container or "roll on-roll off" traffic by trailer and ferries. When the seller has to furnish a bill of lading, waybill or carrier's receipt, he duly fulfills this obligation by presenting such a document issued by the person with whom he has contracted for carriage to the named destination. (Also see incoterms)

Freight Forwarder

An independent business which handles export shipments for compensation. At the request of the shipper, the forwarder makes the actual arrangements and provides the necessary services for expediting the shipment to its overseas destination. The forwarder takes care of all documentation needed to move the shipment from origin to destination, making up and assembling the necessary documentation for submission to the bank in the exporter's name. The forwarder arranges for cargo insurance, makes the necessary overseas communications, and advises the shipper on overseas requirements of marking and labelling.

Freight for All Kinds (FAK)

FAK is a shipping classification. Goods classified FAK are usually charged higher rates than those marked with a specific classification and are frequently in a container which includes various classes of cargo.

***Gross Tonnage (GT)**

Gross tonnage is a function of the moulded volume of all enclosed spaces of the ship. It forms tha basis on which manning rules and safety regulations are applied, and registration fees determined.

Gross Tonnage (GT)

Applies to vessels, not to cargo, (0.2+0.02 log10V) where V is the volume in cubic meters of all en¬closed spaces on the vessel. Since 1994, it replaces "Gross Registered Tonnage." An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.

Handysize

Most usually refers to a dry bulk vessel with deadweight of up to 50,000 tonnes. This allows the ships to enter smaller ports to pick up cargoes. Vessels of deadweight of above 35,000 tonnes are referred to as Handymax bulkers (typically 35,000 - 50,000 tons deadweight).

Handymax and Supramax are naval architecture terms for a bulk carrier, in a series that is called Handysize class. Handysize class consists of Supramax (50,000 to 60,000 DWT), Handymax (40,000 to 50,000 DWT), and Handy (<40,000 DWT). The ships are used for less voluminous cargos, even allowing for combining different cargos in different holds.

I.M.D.G. Code

International Maritime Dangerous Goods Code. The regulations published by the IMO for transporting hazardous materials internationally.

Incoterms

Maintained by the International Chamber of Commerce (ICC), this codification of terms is used in foreign trade contracts to define which parties incur the costs and at what specific point the costs are incurred.

I.O.E : Indirect Operating Expenses

Indirect Operating Expenses are those expenses incurred by the owner of the vessel towards and includes maintenance, stores, spares, repairs, insurance, victualling and other management overheads.

Indian Register of Shipping (IRS)

The Indian Register of Shipping (IRS) is an internationally recognized, independent ship classification society which was founded in India in 1975.

In 1991, the IRS was admitted as an Associate Member of the International Association of Classification Societies (IACS) which is the major international body of classification societies. It is managed by a Committee of Management which has representatives from each of the industry segments that use its services. These include representatives from the maritime industries, underwriters, general engineering, government agencies and defense services. They are further supported by sub- committees such as the Technical Committee, the Classification Sub- committee, the Quality Sub-committee and the Research Advisory Sub- committee for all operational aspects of IRS which cover marine, offshore and industrial services.

Intermediate Consignee

An intermediate consignee is the bank, forwarding agent, or other intermediary (if any) that acts in a foreign country as an agent for the exporter, the purchaser, or the ultimate consignee, for the purpose of effecting delivery of the export to the ultimate consignee.

Intermodal

Movement of goods by more than one mode of transport, ie. airplane, truck, railroad and ship.

International Association of Classification Societies (IACS)

A membership organisation that contributes to maritime safety and regulation through technical support, compliance verification and research and development. More than 90% of the world's cargo-carrying tonnage is covered by the classification rules and standards set by the 13 member societies of IACS.

International Maritime Organisation (IMO)

The specialised agency of the United Nations with responsibility for safety and security at sea and the prevention of marine pollution from ships. Established in 1948, IMO first met in 1959 and is the only United Nations agency with its headquarters in London.

International Ship and Port Security Code (ISPS)

It is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port / facility personnel to "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade."

Irrevocable Letter of Credit

A letter of credit in which the specified payment is guaranteed by the issuing bank if all terms and conditions are met by the drawee. It is as good as the issuing bank.

ISO (International Organization for Standardization)

An independent, non-governmental standard-setting body composed of representatives from 165 national standards organisations. International standards give world-class specifications for products, services and systems to ensure quality, safety and efficiency. They are instrumental in facilitating international trade.

ISO 9001

The international management systems standard concerned with quality management – what an organisation does to ensure customer need and expectations and applicable regulatory requirements, and continually to improve its quality performance.

Kamsarmax

A Kamsarmax type bulk carrier is basically a 82,000 dwt Panamax with an increased LOA = 229 m (for Port Kamsar in Equatorial Guinea).

LCL

Less than Container Load, consolidated container load.

LDT (Light Displacement Tonnage)

Light Displacement Ton (Tonnage). It is also called Displacement Light Weight of the vessel without stores, bunker, fresh water, cargo and passengers. Usually used for vessels for scrapping.

***LNG (Liquefied Natural Gas)**

Natural gas changes to a liquid at – 162C, creating LNG. When liquefied, the gas is reduced to 1/600th of its original volume making it economic to transport in specially designed

LNG (Liquefied Natural Gas)

Natural gas will liquefy at a temperature of approximately -259 F or -160 C at atmospheric pressure. One cubic foot of liquefied gas will expand to approximately 600 cubic feet of gas at atmospheric pressure.

LNGC

(LNG Carrier) An ocean-going ship specially constructed to carry LNG in tanks at -160 C. Current average carrying capacity of LNGs is 125,000 cubic metres. Many LNGCs presently under construction or on order are in the 210,000 – 215,000 cubic metre range.

Liquefied Petroleum Gas (LPG)

Not to be confused with LNG, LPG is often called 'propane' as it is made of various mixtures of propane and other similar types of hydrocarbon gases. These hydrocarbons are gases at rooms temperature, but turn to liquid when they are compressed. LPG is stored in special tanks that keep it under pressure, so it stays a liquid. While the room distribution of LNG requires heavy infrastructure investments, LPG is more easily transported.

Load Line

The waterline corresponding to the maximum draft to which a vessel is permitted to load, either by freeboard regulations, the conditions of classification, or the conditions of service.

Marine Cargo Insurance

Broadly, insurance covering loss of, or damage to, goods at sea. Marine insurance typically compensates the owner of merchandise for losses in excess of those which can be legally recovered from the carrier that are sustained from fire, shipwreck, piracy, and various other causes. Three of the most common types of marine insurance coverage are "free of particular average" (f.p.a.), "with average" (w.a.), and "All Risks Coverage."

Maritime Labour Convention

The international Labour Organization's Convention, known as 'MLC, 2006' came into force in August 2013, effectively becoming binding in international law. It is currently ratified by 56 ILO member states responsible for regulating conditions for seafarers on more than 80% of the world's gross tonnage of ships. It establishes minimum working and living standards on those ships.

MR: Medium Range Tanker, mostly refers to the product tanker with DWT in the range between 25000-54999 tons.

Net Tonnage (NT)

The replacement, since 1994, for "Net Register Tonnage." Theoretically the cargo capacity of the ship. Sometimes used to charge fees or taxes on a vessel. The formula is (0.2+0.02 log10(Vc)) Vc (4d/3D)2, where Vc is the volume of cargo holds, D is the distance between ship's bottom and the uppermost deck, d is the draught) "Ton" is figured as a 100 cubic foot ton. An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.

Non–Vessel Operating Common Carrier (NVOCC)

A cargo consolidator in ocean trades who will buy space from a carrier and sub–sell it to smaller shippers. The NVOCC issues bills of lading, publishes tariffs and otherwise conducts itself as an ocean common carrier, except that it will not provide the actual ocean or intermodal service.

O.E.C.D.

Organization of Economic Cooperation and Development, headquartered in Paris with membership consisting of the world's developed nations.

On Board

A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.

On Deck

A notation on a bill of lading that the cargo has been stowed on the open deck of the ship.

P&I

Abbreviation for "Protection and Indemnity," an insurance term.

Panamax Vessel

The largest size vessel that can traverse the Panama Canal. Current maximum dimensions are: Length 294.1 meters (965 feet); width 32.3 meters (106 feet); draft 12.0 meters (39.5 feet) in tropical fresh water; height 57.91 meters (190 feet) above the water.

POD

Proof Of Delivery, or a cargo/package receipt with the signature of recipient. This term has been widely used in courier and express industry and also gaining more attention and implementation at air cargo industry.

Packing List

A shipping document issued by shipper to carrier, Customs and consignee serving the purposes of identifying detail information of package count, products count, measurement of each package, weight of each package, etc.

Port –

Harbor with piers or docks. – Left side of a ship when facing forward.

Port state control

The inspection of foreign ships in national ports to verify that the condition of the ship and its equipment complies with the requirements of international conventions and that the ship is manned and operated in compliance with these rules.

Pro Forma Invoice

An invoice provided by a supplier prior to the shipment of merchandise, informing the buyer of the kinds and quantities of goods to be sent, their value, and important specifications (weight, size, and similar characteristics). When an importer applies for Letter of Credit as the means of payment, a Pro Forma Invoice from the beneficiary of such Letter of Credit, usually the exporter, is required by the L/C issuing bank.

Project Cargo

This is a term normal referred to when shipping cargo air or sea, which does not fall within standard methods. i.e. over-height, or oversize cargo which requires special equipment and handle.

PSV

A Platform supply vessel (often abbreviated as PSV) is a ship specially designed to supply offshore oil platforms. These ships range from 20 to 100 meters in length and accomplish a variety of tasks. The primary function for most of these vessels is transportation of goods and personnel to and from offshore oil platforms and other offshore structures

Roll-on, Roll-off (RORO)

A type of ship designed to load and discharge cargo which rolls on wheels or tracks.

Shipping Mark

The letters, numbers or other symbols placed on the outside of cargo to facilitate identification.

Shipping Weight

Shipping weight represents the gross weight in kilograms of shipments, including the weight of moisture content, wrappings, crates, boxes, and containers (other than cargo vans and similar substantial outer containers).

Starboard

The right side of a ship when facing the bow.

Stern

The end of a vessel. Opposite of bow.

Stevedore

Individual or firm that employs longshoremen and who contracts to load or unload the ship.

Suezmax Tanker

Suezmax is a naval architecture term for the largest ship measurements capable of transiting the Suez canal in a laden condition, and is almost exclusively used in reference to tankers. Since the canal has no locks, the only serious limiting factors are draft (maximum depth below waterline) and height due to the Suez Canal Bridge. The current channel depth of the canal allows for a maximum of 20.1 m (66 ft) of draft. The typical deadweight of a Suezmax ship is about 160,000 tons.

Supramax

Bulk carriers with a capacity between 50,000 and 60,000 dwt. These 'bulkers' are well suited for small ports with length and draught restrictions, or ports lacking transshipment infrastructure.

Tare Weight

The weight of a ULD and tie down materials without the weight of the goods it contains.

Through Bill of Lading

A single bill of lading covering receipt of the cargo at the point of origin for delivery to the ultimate consignee, using two or more modes of transportation.

Time Charter (TC)

time charter is the hiring of a vessel for a specific period of time; the owner still manages the vessel but the charterer selects the ports and directs the vessel where to go. The charterer pays for all fuel the vessel consumes, port charges, commissions, and a daily hire to the owner of the vessel.

Transshipment

Transshipment refers to the act of sending an exported product through an intermediate country before routing it to the country intended to be its final destination.

***Twenty-Foot Equivalent Unit (TEU)**

The measure used for container capacity, a teu is a volume measurement equal to one standard 20ft (length 6.1 meter; approximately 39 cubic meters) container.

Twenty-Foot Equivalent Unit (TEU)

TEU is a measure of a ship's cargo-carrying capacity. One TEU measures twenty feet by eight feet by eight feet -- the dimensions of a standard twenty-foot container. An FEU equals two TEUs.

Ultimate Consignee

The ultimate consignee is the person located abroad who is the true party in interest, receiving the export for the designated end-use.

ULCC

Ultra Large Crude Carrier. A tanker in excess of 320,000dwt.

VLCC

Very Large Crude Carrier. A tanker of 200,000 to 319,000dwt. It can carry about 2 million barrels of crude oil.

Wharfage

A charge assessed by a pier or dock owner for handling incoming or outgoing cargo.

Worldscale

Worldscale is a unified system of establishing payment of freight rate for a given oil tanker's cargo. Worldscale was established in November 1952 by London Tanker Brokers' Panel on the request of British Petroleum and Shell as an average total cost of shipping oil from one port to another by ship. A large table was created for this purpose.

IRCLASS
SYSTEMS AND SOLUTIONS PRIVATE LIMITED

CERTIFICATE OF APPROVAL

Issued by Indian Register Quality Systems
(A Division of IRCLASS Systems and Solutions Private Limited)

This is to certify that the Integrated Management System
Across the Establishments & Fleet of

Organisation: The Shipping Corporation of India Limited

Address: H.O.: "Shipping House",
245, Madame Cama Road,
Nariman Point, Mumbai- 400 021

Support Location & Scope: Refer Annexure

has been assessed as Integrated Management System and found conforming to the following requirement

Standard: ISO 9001:2015
ISO 14001:2015
ISO 45001:2018

Scope:
- Owning, Managing & Chartering of Ships for Transportation of Goods and Passengers
- Offshore & Marine Advisory Services
- Maritime Training Services

Certificate No.: IRQS/211201422

Original Certification Date : 23/12/2015

Current Date of Granting : 10/12/2021

Expiry Date : 20/12/2024

Indian Register Quality Systems

NABCB
QM 006
EM 005
OH 007

Shashi Nath Mishra
Head IRQS

This approval is subject to continued satisfactory maintenance of the Integrated Management Systems (QEO) of the organization to the above standard which will be monitored by IRQS. The use of the Accreditation Mark indicates accreditation with respect to activities covered by the certificate with accreditation no. QM 006, EM 005 & OH 007. Condition Overleaf COA/IRQS/NABCB/IMS-QEO/Rev 01

Head Office: 52A, Adi Shankaracharya Marg, Opp.Powai Lake, Powai, Mumbai - 400 072, India.

IRCLASS
SYSTEMS AND SOLUTIONS PRIVATE LIMITED

Annexure to Certificate No. IRQS/211201422
with respect to the following scope:

Establishment/Fleet, Addresses & Applicable Scope
M/s. The Shipping Corporation of India Limited

Location	Scope
SCI -Chennai Regional Office, Jawahar Building, Rajaji Salai, Chennai - 600 001	Co-ordination, Liaison with Head Office and Fleet Management
SCI - Kolkata Regional Office, Shipping House, 13 Strand Road, Kolkata - 700 001	Co-ordination, Liaison with Head Office and Fleet Management
SCI- Delhi Regional Office, Chandralok , 1st Floor, 36, Janpath, New Delhi - 110 001	Liaison with Internal and External Agencies
SCI - Port Blair Regional Office, Gati Coast to Coast Building, No:99, J.L. Nehru Road, P.B. No: 310, Delanipur, Port Blair - 744 101	Co-ordination with Kolkata and HO and Technical Management of A&N ships
Maritime Institutes- MTI- Powai Adi Shankaracharya Marg, Powai - 400 072, Mumbai, Maharashtra, India	Maritime Training Services
Entire Fleet	Shipboard Operations

Shashi Nath Mishra
Head IRQS

CSR ACTIVITIES

1 Project to support School Kit Drive

SCI has under taken the project "School Kit Drive" to support 5,000 nos. lesser privileged school students at various coastal districts of Maharashtra in association with M/s. Seva Sahayog Foundation with a kit of stationery supplies including notebooks, pencil pouch, geometry box, and other supplementary material as per the age group.

2 Project towards Empowerment of Adolescent Girls & Women through Menstrual Health & Hygiene Awareness Workshops

SCI is supporting a project towards Empowerment of Adolescent 6,000 Girls and Women through Menstrual Health and Hygiene Awareness Workshops in and around Visakhapatnam (aspirational district), Andhra Pradesh. The project is undertaken in association with International Association of Human Values (IAHV).

3 Project to support Mid-Day meal Program by supporting 3,000 children

SCI has supported Akshaya Patra Foundation for eradicating classroom hunger and malnutrition amongst children in Lucknow and Vrindavan in Uttar Pradesh & Vadodara in Gujarat, by providing hot, nutritious, healthy and unlimited mid-day meals to 3000 children studying in government and government aided schools here. The project has been promoting the United National Sustainable Development Goals (SDG) of Zero Hunger & Good Health and Well-being and in partnership with the Government of India and respective State Governments implementing the Mid-DAY Meals scheme across government and government aided schools.

4 Project for Urban Forestation in Hapur, Uttar Pradesh.

SCI has associated with Teamwork Welfare Foundation for a "Project for Urban Plantation/ Forestation" for plantation of 7000 plants through Miyawaki Technology in an area of approximately 2500 square meter in two land parcels in Hapur, Uttar Pradesh. The project will not only act as unique source of the ecological park but will also give an exposure to biodiversity. The project will contribute towards reducing the pollution level of NCR.

भारतीय नौवहन निगम लिमिटेड
(भारत सरकार का उद्यम)

कार्गो मंजिल तक पहुँचाए. जीवन को राह दिखाए.

एस सी आई
SCI
Navratna Company
(ISO 9001:2015, ISO 14001:2015 & ISO 45001:2018 Certified)

The Shipping Corporation Of India Ltd.
(A GOVERNMENT OF INDIA ENTERPRISE)

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