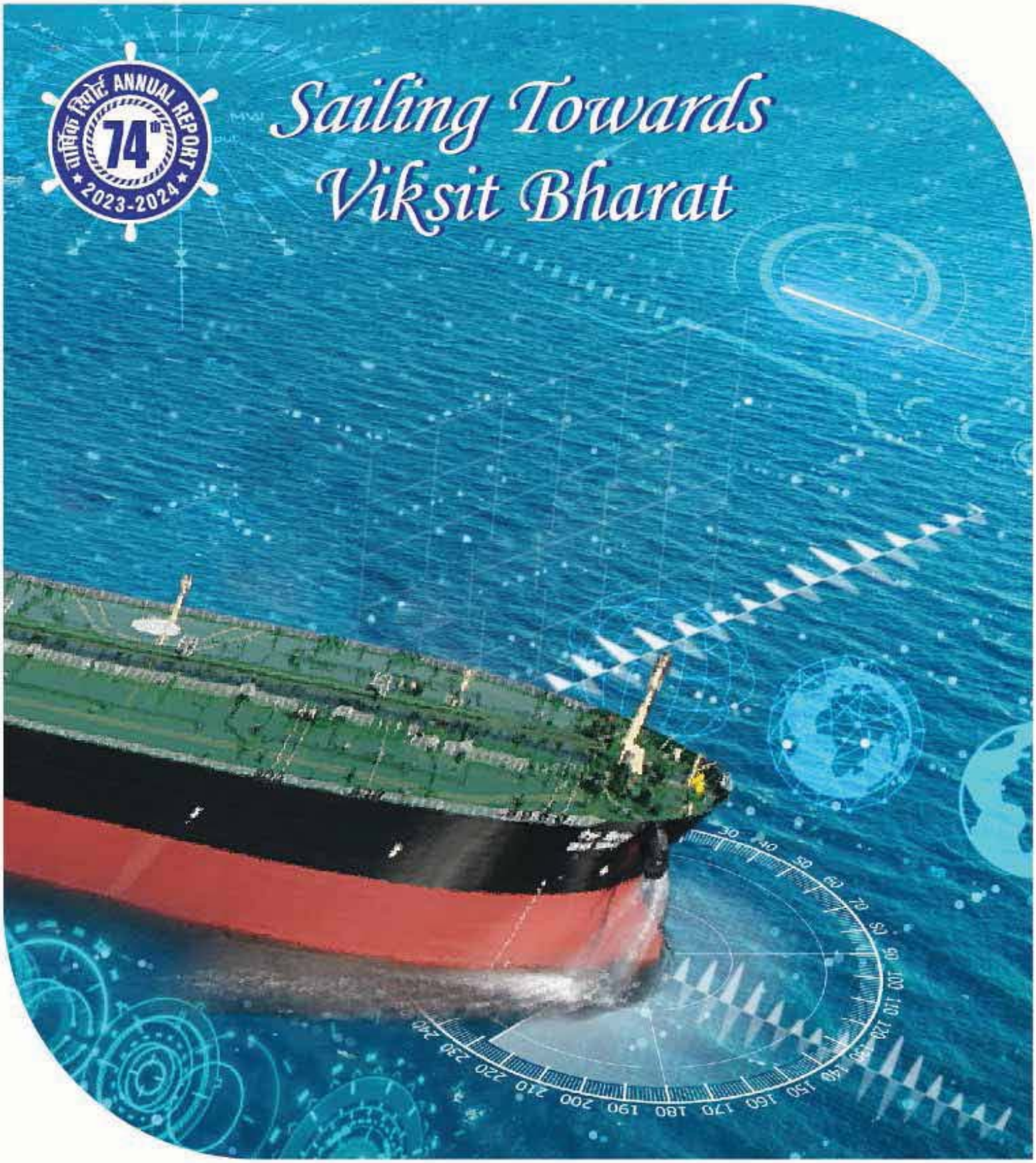



भारतीय नौवहन निगम लिमिटेड
(भारत सरकार का उद्यम)

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)

TRANSPORTING GOODS. TRANSFORMING LIVES.

# AWARDS, ACCOLADES AND ACHIEVEMENTS




10th PSU Awards – Environment & Sustainability




10th PSU Awards CMD Leadership Award




CEO of the Year PSU Award at Business Leader of the Year Award



Appreciation Award - National Maritime Day Celebration Committee - Kochi




61st NMDC Award -1st Rank Outstandingn Indian Employers of Seafarers



WIPS Best Enterprise Award




The Maritime Standard Editor's Choice Award 2023 - Capt. B K Tyagi



Maritime Excellence Award - Winner Excellence in CSR



SamudraManthan Award 2023 The Shipping Company of the Year



Rajbhasha Shield - 2018-19.



Rajbhasha Shield - 2017-18

## 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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# CORPORATE INFORMATION

## BOARD OF DIRECTORS AS ON 09/08/2024#

Capt. B.K. Tyagi
Chairman & Managing Director

Shri Rajesh Kumar Sinha
Government Nominee Director

Shri Raju Lakshmanan
Government Nominee Director

Shri Atul Ubale
Director (Bulk Carrier & Tanker) and Additional Charge of Director (Finance) wef from 07.03.2024

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 M.S. Saini
Director (Personnel & Administration)

Rear Admiral Jaswinder Singh
Director (Liner and Passenger Services)

Shri C.I. Acharya
Whole - Time Director

# Except for first three names and details of Shri C I Acharya, all other names are in the order of date of appointment.

## Key Managerial Personnel

Shri N Subramanya Prakash
Chief Financial Officer

Smt. Swapnita Vikas Yadav
Company Secretary & Compliance Officer.

## STATUTORY AUDITORS

M/s PSD & Asscociates and D. R. Mohnot & Co. were appointed as Statutory Auditors of the Company for F.Y. 2023-24.

M/s PSD & Asscociates and D. R. Mohnot & Co. have also conducted limited review for quarter ended June 2024.

For Financial Year 2024-25, Company has not received letter of appointment of Statutory Auditors from CAG.

Limited Review Audit :
M/s V. Sankar Aiyar & Co. and M/s Chokshi & Chokshi LLP have conducted limited review audit of Q1 of FY 2023-24.

M/s PSD & Asscociates have conducted limited review audit of Q2, and Q3 of FY 2023-24.

M/s Parakh & Co. have conducted limited review audit of Q2 of FY 2023-24.

D. R. Mohnot & Co. have conducted limited review audit of Q3 of FY 2023-24.

SECRETARIAL AUDITOR
M/s. Mehta & Mehta
Practicing Company Secretary

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

REGISTRAR & TRANSFER AGENTS
Bigshare Services Private Limited
Till 20.02.2024 (EOD).

M/s Alankit Assignments Limited
Alankit House, 4E/2 Jhandewalan Extension,
New Delhi – 110 055 W.E.F. 20.02.2024

# CHAIRMAN'S 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 and present to you the 74th Annual Report of your company. The global maritime sector during the financial year 2023-24 continued to navigate the complexities of post-pandemic recovery while contending with evolving geopolitical tensions, economic fluctuations and regulatory changes. Despite the economic uncertainties, consumer spending remained robust in major economies supporting the maritime trade flow. In the financial year 2023-24, your company delivered a strong performance despite the challenges posed by a dynamic global environment characterized by falling freight rates, increasing bunker prices and numerous geopolitical adversities, reflecting your company's continued focus on operational efficiency, cost management and strategic asset deployment. 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**

Being a derived demand, the global economic activities play a significant role in the demand for ships and Shipping. The world GDP during 2023 grew by 3.2% and is projected to experience moderate growth over next couple of years in the range of 2.7% – 3.3%. The GDP growth in the advanced economies was slower, whereas the emerging markets and developing economies have

exhibited relatively strong growth. Advanced economies are expected to see slight increase in growth with emerging economies projected to experience stable growth for 2024 and 2025 with regional differences.

Globally, the total seaborne trade exhibited a decent rise of 3.00% in year 2023. Due to slowdown in the west, growth in global demand of Crude oil is expected to moderate to 1.2% in 2024 after rising by 2.3% in 2023. However, changing trade patterns are expected to increase in tonne-mile demand by around 3% in 2024. Coupled with weakness expected in fleet growth at around 0.1% and 0.5% in 2024 and 2025 respectively, major decline in freight rates will find resistance. Product tanker owners would continue to see healthy earnings in 2024, high tonnage utilization due to stretched voyages will keep freight markets firm. However, the fleet growth is expected to match the growth in trade in 2025 which may lead to rates to recede after 2024. On the dry bulk trade front, although, the beginning of 2023 was sluggish, second half of the year witnessed improvement. Due to rising import demand, the forecast of trade for most of the dry bulk commodities looks promising and the volume of trade shall likely convert into positive tonne-miles due to geo-political uncertainties leading vessels to divert and, thus, haul longer. With the modest expansion in supply growth in 2024 amid buoyant demand, the dry bulk market in 2024-25 is expected to be healthy in all segments.

The global container market showed strong recovery in 2023 and is expected to maintain positive growth momentum in 2024 as well. On the back of strong manufacturing output and export activity, particularly in China, South Korea and South East Asia, Asia Pacific reason is expected to lead the growth in container market in 2024 as well just like 2023 (with all top 10 ports belonging to the region). The market has taken a cautious approach to fleet expansion focusing on larger, modern and more efficient vessels.

FY 2023-24 had been a mixed year for global offshore shipping with fluctuating oil prices and geopolitical tensions impacting demand and operations. However, the segment showed recovery signs in the latter part of the year, driven by increased offshore exploration and production activities. In India, the market showed resilience, with increased exploration and production activities, partly driven by government initiatives to boost domestic energy production. In the coming year, stabilization in global oil prices, coupled with increased offshore exploration and production activities, is expected to drive demand in both global and domestic market. Indian Offshore market is, however, very competitive due to increase in private participation and diversion of foreign assets to Indian waters.

Globally, business communities are recognizing the significance of sustainable development and conservation of the environment and, in this direction, the International Maritime Organization (IMO) has already implemented the Green House Gas (GHG) strategy to reduce the greenhouse gas emissions. Driven by technological advancements, environmental concerns and shifting market dynamics, trends in the industry show increasing adoption of alternative fuels such as LNG, Hydrogen, Ammonia, Methanol and biofuels to reduce carbon emissions and design and construction of energy efficient vessels with advanced hull designs, air lubrication systems and hybrid propulsion systems.

On the policy front, Government of India has undertaken several initiatives aimed at strengthening the domestic shipping industry, including coastal and Inland Waterways, and enhancing its global competitiveness. The Maritime India Vision 2030 with over 150 initiatives across 10 themes and Maritime Amrit Kal Vision 2047 with more than 300 initiatives across 11 key themes are aimed at enhancing the overall performance and efficiency of the Indian Maritime Sector leveraging the recent National Logistics Policy (NLP) and the PM Gati Shakti National Master Plan (PMGS – NMP). 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 and "Harit Nauka" initiative for promoting environmentally friendly practices in shipping industry. Further, in January 2023, the Ministry of New and Renewable Energy has issued the National Green Hydrogen Mission to make India a Global Hub for Green Hydrogen production, usage, and export of green hydrogen and its derivatives.

### Financials & Future Business Prospects

Your Company has reported a standalone net Profit After Tax (PAT) of ₹ 612.15 Crores and consolidated PAT of ₹ 678.97 Crores for the year ended 31st March 2024 as against a standalone PAT of ₹ 800.12 Crores and consolidated PAT of ₹ 870.16 Crores for the year ended 31st March 2023. Revenue from operations for FY 2023-24 decreased to ₹ 5,046.04 Crores as compared to ₹ 5,793.95 Crores in the previous year, i.e. FY 2022-23 due to drastic dip in Liner market and to some extent in the Bulk segment.

Acuite Ratings and Research has upgraded the credit rating of your Company to AA+, which is the second highest rating. Rating upgrade to AA+ has been restored after a period of 12 years (Last AA+ was in Nov. 2011).

# CHAIRMAN'S MESSAGE

Government of India established International Financial Services Centres Authority (IFSCA) in 2020 under the International Financial Services Centres Authority Act, 2019, at GIFT City, Gandhinagar, Gujarat as a unified authority for development and regulation of financial products, financial services and financial institutions in the International Financial Services Centre (IFSC) in India. The Board of Directors of your Company in its meeting held on 09.02.2024 accorded in-principle approval for the formation of a wholly owned subsidiary ("WOS") of the Company at GIFT City. The Ministry of Ports, Shipping and Waterways vide Letter no. SS-11027/1/2024-SU dated 01.08.2024 have communicated the approval of Competent Authority in this regards. Consequently, wholly-owned subsidiary of Shipping Corporation of India Limited, has been incorporated effective August 12, 2024 with the name 'SCI Bharat IFSC Limited' bearing CIN of U64990GJ2024GOI154335. Your Company is undertaking further expeditious actions in this regard.

During the year, your company disposed-off two of its Product Tankers, namely MT Suvarna Swarajya and MT Sampurna Swarajya, after their useful life. In order to augment the existing fleet, your company has envisaged acquisition of secondhand / resale / new vessels in various segments viz. Container, Gas, Product Carrier, Offshore vessels etc. Your company has also been scanning the market continuously for right assets in the market in relation to the available employment opportunities and is optimistic about acquisition of vessels at the opportune time.

Your company has initiated a major IT infrastructure upgradation drive to not only harness the advantages of Digitization but also to protect it from globally increasing cyber threats. During the year, Email Software and Hardwares have been upgraded. E-Office along with new systems are being rolled out for day to day operations of the company. Further, Data Centre and Disaster Recovery site are also under contemplation for their upgradation and refresh.

Your company considers its Human resource as its most significant asset and continuously endeavors to identify and assimilate bright and enthusiastic minds, fill skill gaps, groom them to build a technically sound work force with the ability to adapt to modern challenges and technology. Ministry of Ports, Shipping and Waterways (MoPSW) appreciating the significance of a motivated future ready workforce has restored the age of superannuation of employees of your company from 58 to 60 years, thereby providing an edge to your company in attracting and retaining a qualified, competent and motivated workforce.

### Demerger and 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.

Subsequently, Shipping Corporation of India Land and Assets Ltd (SCILAL) was incorporated in November 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 Shipping Corporation of India Land and Assets Limited (SCILAL), the Resultant Company formed out of the Demerger Transaction is now a separate CPSE under 'Schedule C' Category and is also a Listed Entity from 19.03.2024. The operations of SCILAL are presently managed by SCI under service level agreement.

### Corporate Social Responsibility

Your Company's values as a socially responsible organization are well entrenched and widely acknowledged. Your company aims to be a corporate with its strategies, policies and actions aligned with wider social concerns. Emphasis this year, has been on health & nutrition, women empowerment, environment, education, skill development, promotion of sports, and other areas of social upliftment.

### Awards and Achievements

Affirming its commitment to energy and maritime security of the Country, your company's vessel "Swarna Sindhu" became the first vessel to be flagged off from ONGC Krishna Godavari Basin and "Desh Bhakt" became the first vessel to discharge crude oil at the newly commissioned N1 SPM at Vadinar. On 26th March 2023, your company's OSV 'SCI Mukta', was positioned in

Indian Ocean with ISRO officials on-board to monitor the real-time launch of ISRO's LVM3-M3 "One-Web India - 2 Mission".

I am delighted to announce that your company's significant contribution and pioneering work has been commended on the occasion of National Maritime Day 2023 wherein your company was conferred with the awards for Outstanding Indian Ship Owning Companies (1st Rank) and Outstanding Indian Employers of Seafarers (1st Rank). During the year, your company has also been facilitated with "Shipping Company of the Year Award" at 10th Samudramanthan Award, "Tanker Operator of the Year" by ShipTek, "Environment & Sustainability Award" and "CMD Leadership Award" by Governance Now. Your company's significant contributions have also been acknowledged during 10th Maritime Standard Awards. Your Company's commitment and efforts towards implementation of official language and Women development has also been recognized by the Ministry of Ports, Shipping and Waterways, and WIPS (SCOPE) respectively.

## 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.

## Acknowledgements

I would like to express my gratitude to the Government of India for its support to your Company. I wish to sincerely thank the Hon'ble Minister of Ports, Shipping and Waterways, 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.

**Sd/-**

**Capt B.K. Tyagi**

**Chairman and Managing Director**

# BOARD OF DIRECTORS



## 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. B. K. Tyagi also holds the charge of Chairman and Managing Director of Shipping Corporation of India Land and Assets Ltd. (SCILAL), Inland & Coastal Shipping Ltd (ICSL) and SCI Bharat IFSC Ltd. Capt. Tyagi was erstwhile heading the Liner and Passenger Services Division as Director (L&PS), since 07.01.2021.

Capt. Tyagi also held additional charge of Director (Technical & Offshore Services) and Director (Personnel & Administration) of SCI. In addition, he is on the Board of North Standard Limited (P&I Club) and India LNG Transport (ILT) Company No. 1, 2, 3 & 4. Capt. Tyagi is also presently serving as Director on board of Indian Register of Shipping (IRS) and Indian National Shipowners' Association (INSA).

Capt. Tyagi is an IIMA alumni and a Fellow member of various eminent professional bodies like ICS (London), CMMI, CILT, NMIS, Associate Fellow of Nautical Institute London and member of Institute of Directors. Capt. Tyagi is 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.

Capt. Tyagi is also a member of External Steering Committee in respect of National Centre of Excellence in Green Port and Shipping (NCoEGPS) under Ministry of Ports, Shipping & Waterways (MoPSW), MoPSW's Steering Committee for implementation of Pilot Projects on Green Hydrogen in the Shipping & Ports Sector under National Green Hydrogen Mission, Advisory Board of Directorate General of Shipping, MoPSW's Standing Committee on GeM and IFSCA Standing Committee on the development of the Shipping ecosystem in GIFT IFSC.

In his distinguished Shipping career spanning over 34 years, 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 been felicitated by various reputed National and International Institutions, in which latest additions are as follows:

- 'Life Time Achievement' Award at the 18th edition of ShipTek Awards, Kochi, May' 2023
- 'The Maritime Standard Editor's Choice Award' during the 10th Anniversary Edition of The Maritime Standard Awards, Dubai in Nov' 2023
- Business Leader of the Year 'CEO of the Year – PSU' award at Mumbai in Feb' 2024
- 'CMD Leadership Awards' at Governance Now 10th PSU Awards, New Delhi in Mar' 2024.



## 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, Shipping Corporation of India Land and Assets Limted, India LNG Transport Company (No. 1) Ltd, India LNG Transport Company (No. 2) Ltd and SCI Bharat IFSC Ltd. He is also 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.



## SHRI RAJU LAKSHMANAN — *GOVERNMENT DIRECTOR*

A Chartered Accountant who joined IAS in 2004. Presently posted as Joint Secretary, Ministry of Shipping, Ports and Waterways, Govt of India. Worked as Executive Director, Rural Electrification Corporation Ltd, Ministry of Power, Govt of India for 3 and half years. Lead the implemenlation of Revamped Distribution Sector Scheme, Liquidity Infusion Scheme, DDUGJY, State sector financing and Stressed Asset Management and also worked as CEO of REC Power Development and Consultancy Ltd. Worked in Energy sector in Bihar in different capacities for five years as Managing Director of South Bihar Power Distribution Company Ltd and MD of Genco and Transo. During this period, the peak demand went up from 2200 MW to 6000 MW, number of consumers increased from 50 lakhs to 145 lakhs, 100% village and household electrification were completed and losses decreased from 46 % to 27 %. Prominent positions held in the past include Director, School Mid-day meal program, Additional CEO, Bihar Rural Road Development Agency, Director Industries, Additional Chief Electoral Officer. Received National E-Governance Award (Gold - PSU Category - 2018) for the Revenue Management software implemented in the distribution company. Received Prime Minister's Award for Excellence in Public Administration in 2017 for the rural electrification work done in Bihar. Was posted as District Magistrate of Darbhanga and Saharsa districts. As District Magistrate Saharsa received award from Chief Minister of Bihar for the outstanding work done in handling Kosi floods 2008.

He is presently official (Government) Director on Board of The Shipping Corporation of India Limited, India LNG Transport Company no. 3 Ltd, India LNG Transport Company No. 4 Pvt Ltd, and Irano Hind Shipping Company (IHSC).



## SHRI ATUL LAXMAN UBALE – *DIRECTOR (BULK CARRIER & TANKER AND ADDITIONAL CHARGE OF DIRECTOR (FINANCE) WEF 07.03.2024*

Shri Atul Laxman Ubale joined SCI on 15th May, 1989. He took charge as Director (Bulk Carrier & Tanker Division) with effect from 05th December, 2019. In addition to above, he took charge as Director (Finance) of SCILAL w.e.f. 07.03.2024. Besides, he is also holding Additional Charge as Director (Finance) of SCI with effect from 07.03.2024. In addition to above, he also took charge as Director of SCI Bharat IFSC Limited (a wholly owned Subsidiary of SCI) w.e.f. 12.08.2024.

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, in-chartering / 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 from 01.03.2023 to 04.07.2023. 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.

# BOARD OF DIRECTORS



## SHRI GULABBHAI LAKHUBHAI ROHIT - *INDEPENDENT DIRECTOR*

Shri Gulabbhai Rohit has completed B.Com, M.Com, M.B.A., C.A. (Inter), Administrative Laws, Certificate courses in AMFI, Corporate Finance, Corporate Governance, EXIM (Export Import Management), Financial Accounts, IPR Advanced, Six Sigma Green Belt, Fundamental of Public Policy, BRSR, ESG. He has attended various on-line and off-line Certificate Training on the Policy Making in India in the Amrit Kaal, Women Empowerment for Sustainable Development, Corporate Governance, MSME, Financial Risk Analytic, System Audit and Techniques, Risk Management and Internal Control, Carbon Accounting, Research Publication and IPR.

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 in depth knowledge in the maintaining Books of Accounts and Documentation procedures of Lok Sabha Elections contesting candidates. He has overall 26 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 and other Social 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 13 years and serving as a founder Director of a Co-operative Society. He has expertise and wide experience of around 16 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.

# BOARD OF DIRECTORS



## SHRI KNP CHAKRAVARTHY - *INDEPENDENT DIRECTOR*

Shri KNP Chakravarthy holds a Masters' Degree in Business Administration from Vinayaka Missions University, Salem approved by IGNOU, 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. Recently completed his Masters' Degree in Sociology from Andhra University. 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.



## 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 34 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 25 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.

# BOARD OF DIRECTORS



## 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 35 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. He is also Director on Inland & Coastal Shipping Ltd (ICSL) and SCI Bharat IFSC Limited.



## SHRI C.I. ACHARYA, *WHOLE TIME DIRECTOR*

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)*

Shri Manjit Singh Saini has taken over the position of Director (Personnel & Administration) of SCI w.e.f. 05.07.2023. From 03.09.2023 till 28.12.2023, he was also assigned additional charge of Director (Liner & Passenger Services) of SCI. He has also been appointed as Director (Personnel & Administration) of SCILAL w.e.f. 25.01.2024. After completing his M.Sc. and MBA, Shri Manjit Singh Saini joined SCI on 22.05.1990 as an Assistant Manager (then Junior Officer). During his career spanning over 33 years, he has successfully handled diverse portfolios in various Divisions of SCI and MTI (Maritime Training Institute). During his stint in SCI Head Office, he has served in varied Management level positions in the domains of Administration, Fleet Personnel, Ship Building and Bilateral & Conferences. He has also headed SCI Chennai Regional Office, where he was in-charge of the entire Operations and Administration.

In sync with his career progression, Shri Manjit Singh Saini obtained Post Graduate Diploma in Human Resource Management in 2015. He is a seasoned HR and Administration professional who holds rich experience in wide range of establishment matters, viz. sourcing and management of manpower for fleet and shore operations, estate management, contract management, business process optimization, liaising with government authorities etc.



## REAR ADMIRAL JASWINDER SINGH, *DIRECTOR (LINER AND PASSENGER SERVICES)*

Rear Admiral Jaswinder Singh has taken over as Director (Liner and Passenger Services) at the Shipping Corporation of India on 29 December 23, after serving for more than three and half decades in the Indian Navy. He has also been appointed as the Director of SCI Bharat IFSC Ltd., a wholly owned subsidiary (WOS) of SCI. He has served onboard various types of ships and undertaken numerous deployments in Indian and International waters, including as Captain of ships. He has also headed a Training Establishment and Directorate responsible for formulating specifications for acquiring next generation ships. At Naval Headquarters New Delhi, numerous International Engagement initiatives were spearheaded by Rear Admiral Jaswinder Singh, including Operation Samudra Setu to bring back thousands of citizens during COVID pandemic. Prior taking over his present appointment, he was the Chief of Staff of the only training and operational command of Indian Navy spread over seven states and a union territory. Rear Admiral Jaswinder Singh is a Post Graduate in Business Administration, and also an alumnus of Naval Post Graduate School at California USA. He has been awarded the prestigious Nau Sena Medal for his distinguished service in Indian Navy.

# LIST OF GENERAL MANAGERS AS ON 09.08.2024

| S. No | NAME | TITLE | DES | LOCATION | DIVISION |
|---|---|---|---|---|---|
| 1 | N. SUBRAMANYA PRAKASH | Mr. | GM / CFO | MUM | F&A |
| 2 | G. VINOD | Mr. | GM | MUM | L&PS |
| 3 | JAYARAMAN PURUSHOTHAM | Mr. | GM | MUM | B&T |
| 4 | P.K. RANE | Mr. | GM | MUM | F&A |
| 5 | D.D. CHANDRAN | Capt. | GM | MUM | B&T |
| 6 | M.T. DATTASHANKAR | Mr. | GM | MUM | B&T |
| 7 | PERWEZ A. KHAN | Mr. | GM | MUM | B&T |
| 8 | MAHESH KUMAR BALARAMAN | Mr. | GM | MUM | DY.CVO |
| 9 | SHISHIR KUMAR | Mr. | GM | MUM | T&OS |
| 10 | SOM RAJ | Capt. | GM | MUM | P&A |
| 11 | G.S. SALWANKAR | Mr. | GM | MUM | L&PS |
| 12 | C.L.GOLAPALLI | Mrs. | GM | MUM | F&A |
| 13 | SHYAMALENDU DAS | Mr. | GM | MUM | F&A |



# DECADE AT A GLANCE (STANDALONE)

**OPERATIONAL STATISTICS** **(Figures in Crores of ₹)**

| | IGAAP | | IND AS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2014-15 | 2015-16 | 2015-16* | 2016-17 | 2016-17** | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2021-22*** | 2022-23 | 2023-24 |
| Operating Earnings | 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 | 5046.0 |
| Interest Income | 145.9 | 113.2 | 114.1 | 106.4 | 106.4 | 86.3 | 90.5 | 81.2 | 65.6 | 72.6 | 66.7 | 46.8 | 82.6 |
| Other Income | 288.0 | 85.7 | 50.7 | 38.8 | 38.8 | 61.7 | 141.8 | 161.8 | 60.0 | 31.5 | 31.5 | 65.9 | 133.0 |
| **Total Earnings** | **4587.6** | **4277.2** | **4214.7** | **3592.1** | **3592.6** | **3617.5** | **4105.2** | **4668.4** | **3828.8** | **5098.7** | **5086.3** | **5906.7** | **5261.6** |
| Operating Expenses | 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 | 2963.6 |
| Employee benefits | 413.6 | 457.4 | 487.0 | 457.7 | 418.2 | 485.9 | 447.6 | 476.5 | 473.8 | 485.4 | 483.4 | 477.8 | 502.7 |
| Finance Costs | 179.3 | 160.6 | 171.9 | 172.2 | 172.2 | 179.8 | 359.1 | 364.1 | 21.1 | 157.7 | 157.7 | 184.2 | 171.3 |
| Depreciation | 770.2 | 580.0 | 542.3 | 566.1 | 566.1 | 610.3 | 658.5 | 671.2 | 627.9 | 635.4 | 635.3 | 753.2 | 889.4 |
| Other Expenses | 154.2 | 179.5 | 125.4 | 77.7 | 72.5 | 89.0 | 181.9 | 250.7 | 72.2 | 81.4 | 77.0 | 279.7 | 156.1 |
| Impairment | - | 136.4 | - | - | - | - | - | - | - | - | - | - | - |
| Extraordinary items | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Tax Liability | 75.2 | 46.5 | 36.1 | 41.7 | 43.5 | (224.3) | 47.1 | 45.2 | 16.7 | 43.4 | 43.9 | (67.1) | (33.7) |
| Total Expenses | 4386.7 | 3900.0 | 3461.5 | 3456.7 | 3450.5 | 3363.7 | 4227.2 | 4366.0 | 3210.7 | 4303.8 | 4296.2 | 5106.6 | 4649.4 |
| Profit after Tax | 200.9 | 377.2 | 753.2 | 135.4 | 142.1 | 253.8 | (122.00) | 302.4 | 618.1 | 794.9 | 790.1 | 800.1 | 612.2 |

***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 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 31-03-15 | 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 | 31-03-24 |
| **WHAT THE COMPANY OWNED** | | | | | | | | | | | | | |
| Fixed Assets Gross Block | 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 | 13,202.1 |
| Less:Depreciation (Cum) & Impairment | 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 | 6,198.3 |
| Net Block | 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 | 7,003.8 |
| Assets under Construction | 490.9 | - | - | 27.3 | 27.3 | 7.8 | 7.6 | 2.8 | 32.7 | 58.3 | 58.3 | 33.5 | 42.1 |
| Other Net Assets (net of Other liabilities) | 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 | 2,463.8 |
| Investments | 90.1 | 65.3 | 65.7 | 74.6 | 74.6 | 130.9 | 77.1 | 77.3 | 77.1 | 78.4 | 78.4 | 79.0 | 79.5 |
| Non Core Assets held for Demerger | - | - | - | - | - | - | - | - | - | 2,392.4 | - | - | - |
| **Total** | 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 | 9,589.2 |
| **WHAT THE COMPANY OWED** | | | | | | | | | | | | | |
| Long Term Funds: Bank Loans | 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 | 1,278.3 |
| Unsecured Loans | - | - | - | - | - | 520.4 | 726.3 | 565.4 | 1,756.7 | 1,481.9 | 1,481.9 | 1,249.5 | 1,346.2 |
| Total Long Term Funds | 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 | 2,624.5 |
| Deferred Tax Liability | - | - | 351.6 | 343.6 | 388.2 | 104.0 | 91.5 | 75.3 | 55.8 | 0.8 | 0.8 | 1.0 | 1.1 |
| 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 | 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 | 6,497.8 |
| Other Equity Held for Demerger | | | - | - | - | - | - | - | - | 2,373.6 | - | - | - |
| Total | 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 | 6,963.6 |
| Dividend paid**** | - | - | - | - | - | - | - | - | 34.93 | 11.64 | 11.64 | 15.37 | 20.50 |
| Dividend %# | - | - | - | - | - | - | - | 7.5 | 2.5 | 3.3 | 3.3 | 4.4 | 5.0 |

***Figures are restated as per Ind AS**

**** Figures are restated as per Ind AS 8**

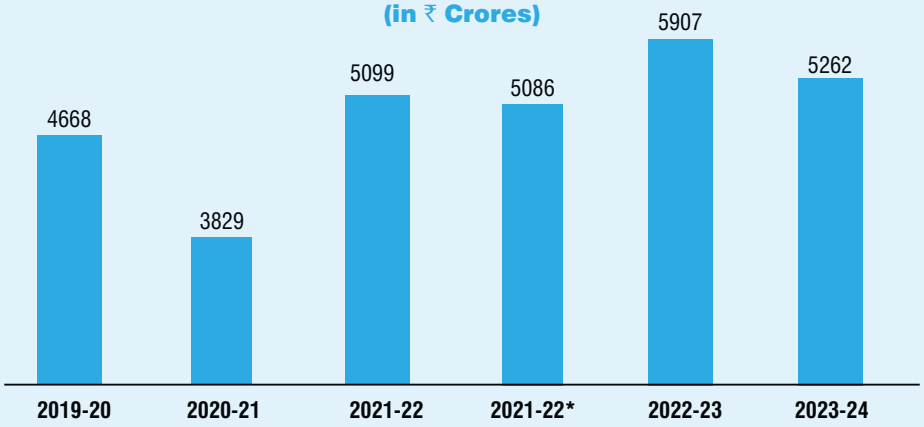
*****Figures are restated as per Ind AS 103 to give effect to Demerger Scheme**

**# The Board of Directors, in its meeting held on 17th May, 2024, has recommended a dividend of ₹ 0.50/- per equity share of face value of ₹ 10/- each for the financial year ended March 31, 2024 which is subject to the approval of the shareholders at the Annual General Meeting.**

******Dividend Declared for FY 2021-22 of ₹ 15.37 Crores were paid in F.Y. 2022-23 and Dividend declared for FY 2022-23 of ₹ 20.50 Crores were paid in FY 2023-24.**

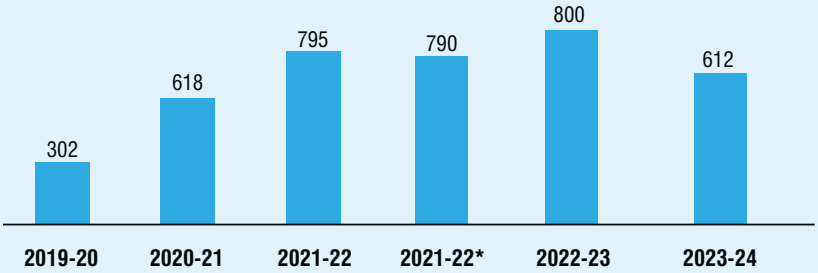
# GRAPHS (STANDALONE)

## TOTAL INCOME
(in ₹ Crores)



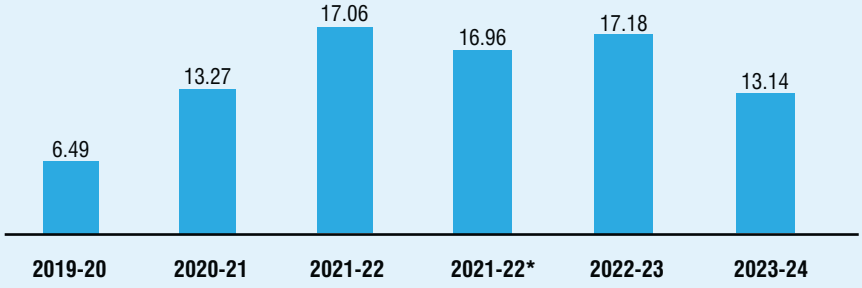

*Figures are restated as per Ind AS 103 to give effect to Demerger Scheme

## PROFIT AFTER TAX
(in ₹ Crores)




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

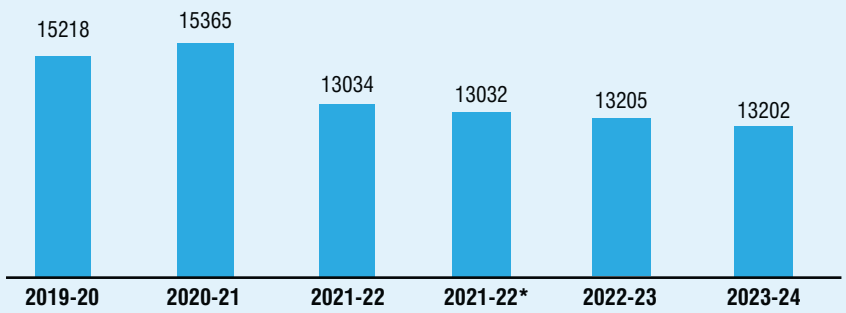
## EARNING PER SHARE
(in ₹)




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

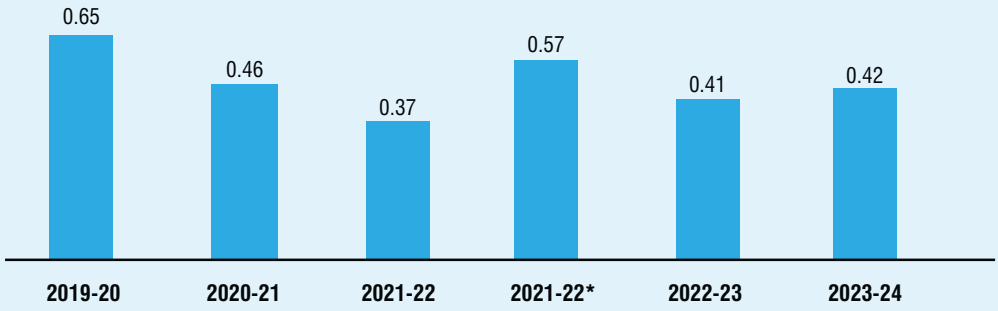
# GRAPHS (STANDALONE)

## GROSS BLOCK
(in ₹ Crores)



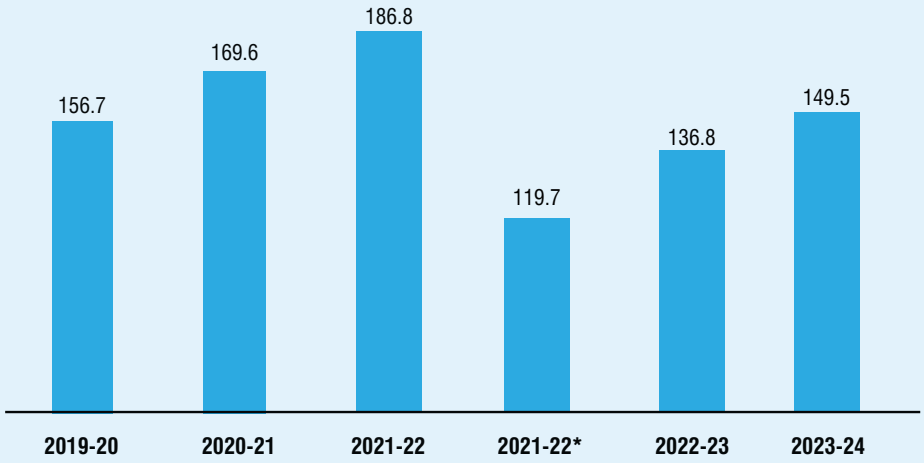

*Figures are restated as per Ind AS 103 to give effect to Demerger Scheme

## 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 2023-24

₹ in crores

| | |
|---|---|
| **Authorised capital** | 1,000.00 |
| **Subscribed and Paid - up capital** | 465.80 |
| **Gross Earnings** | 5,261.56 |
| **Gross Investment on Fleet** | 11,820.35 |
| **No. of passengers carried (including Managed vessels)** | 9,26,771 |
| **No. of Employees (including Crew) as on 1st July 2024** | 2398 |
| **Shore employees 1st July 2024** | 467 |
| **Supernumery** | 1 |
| **Contract (including AM / DGM contract)** | 49 |
| **Retainers (Doctors)** | 2 |
| **Trainees** | 6 |
| **Fleet (Seafarers on Board including contract)** | 1,634 |
| **Trainees** | 329 |
| **Vessel owned as on 01.07.2024** | |
| **Number** | 57 |
| **Tonnage** | 5.245 million DWT<br>GT 2.897 million GT |
| **Vessels on Order as on 01.07.2024** | Nil |
| **No. of Acquisitions from 01.04.2023 – 01.07.2024** | Nil |



**NOTICE** is hereby given that the 74th (Seventy-Fourth) Annual General Meeting of members of The Shipping Corporation of India Limited ("the Company") will be held on Wednesday, September 18th, 2024 at 1200 hours IST through Video Conferencing ("VC") / Other Audio Visual Means ("OAVM") to transact the following business(es):

**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, 2024 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.0.50/- per Equity Share of Rs.10/- each for the Financial Year 2023-24.
3. To appoint a Director in place of Shri Vikram Dingley (DIN: 09515547) 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 2024-25.

**SPECIAL BUSINESS:**

5. **Appointment of Rear Admiral Jaswinder Singh (DIN: 10104264) as a Whole – Time Director (Liner & Passenger Services) of the Company.**

   To consider and if thought fit, to pass with or without modification(s) the following resolution as an 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), and Regulation 17(1C) and other applicable provisions of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, and as per Article 125 of the Articles of Association of the Company, Rear Admiral Jaswinder Singh (DIN: 10104264), who has been appointed as Director (Liner & Passenger Services) 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 29.12.2023 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 2023-24 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 (Liner & Passenger Services) of the Company, liable to retire by rotation on such terms and conditions including remuneration and tenure as may be decided by Government of India from time to time.

   **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 Rear Admiral Jaswinder Singh (DIN: 10104264) as a Director (Liner & Passenger Services) on the Board of the Company.

6. **Appointment of Shri Raju Lakshmanan (DIN: 06908182) as Part-time Official (Government Nominee) Director of the Company.**

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

   **RESOLVED THAT** pursuant to Sections 149, 152 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), and Regulation 17(1C) and other applicable provisions of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, Shri Raju Lakshmanan (DIN: 06908182), whose appointment was communicated by the Ministry of Ports, Shipping and Waterways, Government of India vide Letter No. SS-11025/1/2024-SU dated 13.06.2024 and who was appointed by the Board of Directors as a Government Nominee Director w.e.f. 13th June, 2024 in terms of Section 161(3) of the Companies Act, 2013, be and is hereby appointed as a Government Nominee Director of the Company on the terms and conditions as stipulated by the Government of India.

   **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 Raju Lakshmanan (DIN: 06908182) as a Part-time Official (Government Nominee) Director 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: 09.08.2024**

**NOTES:**

1. Pursuant to General Circular No. 20 / 2020 dated May 05, 2020, read with other relevant circulars on the subject, including General Circular No. 09 / 2023 dated September 25, 2023 (collectively referred to as 'MCA Circulars') companies are permitted to hold Annual General Meeting (AGM) through Video Conferencing (VC) / Other Audio Visual Means (OAVM), without the physical presence of members at a common venue. Further, the Securities and Exchange Board of India ('SEBI'), vide its circular dated October 7, 2023 read with other relevant circulars on the subject ('SEBI Circulars'), has provided relaxations from compliance with certain provisions of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 ('Listing Regulations'). Hence, in compliance with the provisions of the Companies Act, 2013 ('the Act'), the Listing Regulations and relevant MCA / SEBI Circulars, 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.
2. In accordance with the Secretarial Standard on General Meetings (SS-2) issued by the Institute of Company Secretaries of India ("ICSI") read with Clarification / Guidance on applicability of SS-2 dated April 15, 2020 issued by the ICSI, 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.
3. As per the provisions of Clause 3.A.II. of the General Circular No. 20/2020 dated May 05, 2020, the matters of Special Business as appearing at Item No. 5 and Item No.6 of the accompanying Notice, are considered to be unavoidable by the Board and hence form part of this Notice.
4. **Explanatory Statement and related details:** Statement pursuant to Section 102(1) of the Act setting out material facts concerning the special business of the Notice forms part of this Notice. The relevant details, pursuant to Regulation 26(4), Regulation 17 (1C), and Regulation 36(3) of Listing Regulations and Secretarial Standards on the General Meetings (SS-2) issued by the ICSI, in respect of Director(s) seeking appointment / re-appointment at this AGM are also annexed with this Notice.
5. **Proxy and Route Map:** 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.
6. **Quorum:** 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.
7. **Institutional Investors:** Institutional Investors i.e. other than individuals, HUF, NRI etc, who are Members of the Company, are encouraged to attend and vote at the AGM through VC / OAVM facility.
8. **Notice on Website and Exchanges:** In compliance with the aforesaid MCA Circulars read with SEBI Circular dated October 7, 2023, Notice of the 74th AGM along with 74th Annual Report for the Financial Year 2023-24 is being sent only through electronic mode to those Members whose email addresses are registered with the Company / Depositories / RTA as on **Friday, August 09th, 2024.** Members may note that the Notice of the 74th AGM along with 74th Annual Report Financial Year 2023-24 will also be available on the Company's website **www.shipindia.com**, websites of the Stock Exchanges i.e. BSE Limited and National Stock Exchange of India Limited at **www.bseindia.com** and **www.nseindia.com** respectively, and also on the website of NSDL **www.evoting.nsdl.com**. Physical copy of the aforesaid documents may be sent on request of any such Member made at **sci.cs@sci.co.in**

   Any person acquiring shares after the dispatch of notice of AGM but holding shares as on **Friday, September 13, 2024,** may visit SCI's website **www.shipindia.com** under **'Financial Results→Annual Reports'** section to view the 74th Annual Report Financial Year 2023-24.

   A person who is not a Member as on cut-off date of remote e-voting i.e., 13.09.2024, should treat the notice for information purposes only.

9. **Process for registering email address:** 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.

10. **Inspection of Statutory Documents:** The Registers of the Directors and Key Managerial Personnel and their shareholding under Section 170 of the Companies Act, 2013, and relevant documents referred to in this Notice and explanatory statements 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.

11. **Register of Members:** The Register of Members and the Share Transfer Books of the Company will remain closed from **07.09.2024 (Saturday) to 18.09.2024 (Wednesday)** (both the dates inclusive).

12. **Dividend related information:** The Board of Directors at its meeting held on 17.05.2024, had recommended a Dividend of Re.0.50/- per equity share of Rs.10/- each for the financial year ending 31st March, 2024 subject to approval of the Shareholders at the ensuing Annual General Meeting.

    The Members, whose names appear in the Register of Members / list of beneficial owners as received from the depositories as on **06.09.2024,** i.e., the date prior to commencement of Book closure, will be paid dividend as recommended by the Board, if declared at the AGM.

    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 / cheques will be sent to their registered address. To avoid delay in receiving dividend, Shareholders are requested to update their bank details and KYC details with Registrar and Transfer Agent (RTA) / Depositories.

13. **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.

    TDS will be deducted at higher rate if Valid PAN is not furnished as per Section 206AA of the Income Tax Act OR the payment is made to a 'Specified Person' as defined in Section 206AB of the Act OR if the status of the Permanent Account Number (PAN) is inoperative due to failure of linking PAN with Aadhar within the prescribed timelines.

Note:

(1) 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 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 ₹ 50,000/- or more.

(2) Shareholders are requested to ensure their Aadhar number is linked with PAN, as per the timelines prescribed. In case of failure of linking Aadhar with PAN within the prescribed timelines, PAN shall be considered inoperative, and in such scenario, tax shall be deducted at higher rate of 20%.

    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:

| 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 2024-25 > Rs.5,000/- | - 10% in case where PAN is provided/available<br>- 20% in other cases where Section 206AA or 206AB becomes applicable or if PAN status is inoperative | Update the PAN if not already done with depositories (in case of shares held in demat mode) and with the Company's Registrar and Transfer Agents – Alankit Assignments Limited ("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://einward.alankit.com** |
| If total Dividend income to a resident individual shareholder in FY 2024-25 < Rs.5,000/- | NIL | - |
| **Resident - Other than Individuals** | | |
| Indian Commercial Banks/Indian Financial Institutions | - 10%<br>- 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. |
| 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%<br>- 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%<br>- 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 Section 206AA or Rate as per Section 206AB whichever is higher | - |

Please Note that:

Recording of the valid Permanent Account Number (PAN) for the registered Folio/DP ID - Client ID is mandatory. TDS will be deducted at a higher rate in case PAN is not provided or not available (as per Section 206AA of the Act) / PAN-Aadhar linking not done (PAN status "inoperative") / non-filers of Return of Income (as per Section 206AB of the Act). 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:<br>• Copy of the PAN Card, if any, allotted by the Indian authorities.<br>• 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.<br>• Self-declaration of beneficial ownership and not having a PE in India.<br>• Form 10F can be downloaded from the website of the RTA at **https://einward.alankit.com**<br>TDS shall be recovered at 20% (plus applicable surcharge and cess) if any of the above mentioned documents are not provided.<br>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, Alankit Assignments Limited at **https://einward.alankit.com**. The above-mentioned documents (duly completed and signed) are required to be sent to Company's RTA at their email ID at **rta@alankit.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.alankitassignments.com/investor-charter/**

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.

14. **Registration as Speakers:** Members who would like to express their views or ask questions during the AGM shall pre-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 **30.08.2024 (Friday) to 06.09.2024 (Friday).** Those Members who have pre-registered themselves as a speaker within the prescribed timeline 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.
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 Listing Regulations (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**

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.

I. The cut-off date to be eligible to vote by electronic means is **Friday, 13th September, 2024.**
II. 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.
III. The remote e-voting period commences on **Sunday, 15th September, 2024 at 09:00 A.M.** and ends on **Tuesday, 17th September, 2024 at 05:00 P.M.** During this period, Members holding shares either in physical form or in dematerialized form, as on Friday, 13th September, 2024, 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.
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 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 (Membership No. F 9409), Partner and failing her, Ms. Alifya Sapatwala,(Membership No - A24091), Partner, will represent Mehta & Mehta, Company Secretaries. The scrutinizers have communicated their willingness to be appointed and availability for ascertaining the requisite majority. Any person holding shares in physical form and non-individual shareholders, who acquires shares of the Company and becomes member of the Company after the notice is send through e-mail and holding shares as of the cut-off date i.e. **Friday, 13th September, 2024,** may obtain the login ID and password by sending a request at **evoting@nsdl.com** or Issuer / RTA. However, if you are already registered with NSDL for remote e-voting, then you can use your existing user ID and password for casting your 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 022 - 4886 7000. In case of Individual Shareholders holding securities

in demat mode who acquires shares of the Company and becomes a Member of the Company after sending of the Notice and holding shares as of the cut-off date i.e. **Friday, 13th September, 2024** may follow steps mentioned in the Notice of the AGM under "Access to NSDL e-voting system".

VI. 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.com** and **sci.cs@sci.co.in** on or before **Friday, 13th September, 2024, till 05.00 PM (IST)**.

VII. 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.

VIII. 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, 15th September, 2024** at **09:00 A.M.** and ends on **Tuesday, 17th September, 2024** at **05:00 P.M.** 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, 13th September, 2024,** 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 **Friday, 13th September, 2024.**

**How do I vote electronically using NSDL e-voting system?**

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

**Step 1: Access to NSDL e-voting system**

**A) Login method for e-voting and joining virtual meeting for Individual shareholders holding securities in demat mode**

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 | 1. Existing **IDeAS** user can visit the e-Services website of NSDL *Viz.* **https://eservices.nsdl.com** 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.<br>2. If you are not registered for IDeAS e-Services, option to register is available at **https://eservices.nsdl.com.** Select **"Register Online for IDeAS Portal"** or click at **https://eservices.nsdl.com/SecureWeb/IdeasDirectReg.jsp**<br>3. 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. Once the home page of e-voting system is launched, click on the icon "Login" which is available under 'Shareholder / Member' section. |

| Type of shareholders | Login Method |
|---|---|
| | 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.<br>4. Shareholders / Members can also download NSDL Mobile App **"NSDL Speede"** facility by scanning the QR code mentioned below for seamless voting experience.<br>**NSDL Mobile App is available on**<br>App Store Google Play<br>   |
| 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 my easi username & password.<br>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.<br>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.<br>4. Alternatively, the user can directly access e-voting page by providing Demat Account Number and PAN from a 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. |

| Type of shareholders | Login Method |
|---|---|
| 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 above mentioned 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.com** or call at 022 - 4886 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. 1800-21-09911 |

**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 e-services i.e. IDeAS, you can log-in at **https://eservices.nsdl.com/** with your existing IDeAS login. Once you log-in to NSDL e-services 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<br>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<br>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<br>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.com** 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.com**. 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 or send a request to Pallavi Mhatre at **evoting@nsdl.com**

**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.com** 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 number and email ID correctly in their demat account in order to access e-voting facility.

**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. Facility of joining the AGM through VC / OAVM shall open 1 hour before the scheduled 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.
2. 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.
3. Members are encouraged to join the Meeting through Laptops for better experience.
4. Further Members will be required to allow Camera and use Internet with a good speed to avoid any disturbance during the meeting.
5. 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.

**17. Scrutiniser Report / Declaration of Results:**

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, and submit the required documents for issue of Entitlement Letter 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, 2022-23 on its website at **https://www.shipindia.com/investors/unclaimed_sharesdividend.**

**19. For attention of Shareholders:**

**a) Members holding shares in multiple folios:** 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) Barring of Physical transfer of shares:** 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.

**c) For Holders of Dematerialised Securities:** Shareholders holding shares in dematerialized mode have been requested to register their KYC details including email address, bank account details and mobile number with their depository participants.

**d) For Holders of Physical Securities:** As per SEBI Circular No. SEBI/HO/MIRSD/MIRSD_RTAMB/P/CIR/2021/655 dated 3rd November, 2021 as amended from time to time, the latest being SEBI/HO/MIRSD/POD-1/P/CIR/2023/181 dated 17th November, 2023, and SEBI Circular No. SEBI/HO/MIRSD/POD-1/P/CIR/2024/81 dated 10th June, 2024, Members, who hold shares in physical form and whose folios are not updated with any of the KYC details [*viz.,* (i) PAN (ii) Contact Details (iii) Mobile Number (iv) Bank Account Details and (v) Signature], shall be eligible to get dividend only in electronic mode with effect from 1st April, 2024. Accordingly, payment of final dividend, subject to approval by the Members in the AGM, shall be paid to physical holders only after the above details are updated in their folios. Members may refer to FAQs issued by SEBI in this regard available on their website at **https://www.sebi.gov. in/sebi_data/faqfiles/jan-2024/1704433843359.pdf.** Communication in this regard has been sent to all physical holders at the latest available address / email-ID. Members are once again requested to

update their KYC details by submitting the Investor Service Request (ISR) Forms, viz. ISR-1, ISR-2, ISR-3/SH-13, as applicable, duly complete and signed by the registered holder(s) so as to reach our RTA, on or before 01st September, 2024 so that the folios can be KYC updated before the record date of 06th September, 2024. ISR Forms can be accessed from our website **https://www.alankitassignments.com/investor-charter/** at **https://www.shipindia.com/investors/norms_for_processing_investor_service_request/12**

As per the erstwhile requirement, in case a holder of physical securities failed to furnish PAN, nomination, contact details, bank account details and specimen signature by October 1, 2023, Company's RTA was obligated to freeze such folios. To mitigate unintended challenges on account of freezing of folios, SEBI vide its circular no. SEBI/HO/MIRSD/POD-1/P/CIR/2023/181 dated November 17, 2023, has done away with the provision regarding freezing of folios not having PAN, KYC and nomination details.

**e) For all Shareholders:** 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 Alankit Assignments Limited, Alankit House, 4E/2 Jhandewalan Extension, New Delhi- 110055 Tel: + 91-11-4254 1234, Fax: + 91-11-42541201

**Email: rta@alankit.com Website: www.alankit.com**

Shareholders are requested to provide/update 'choice of nomination' for ensuring smooth transmission of securities, if required.

**f) Dispute Resolution Mechanism:**

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.

SEBI vide Circular Nos. SEBI/HO/OIAE/OIAE_IAD-1/P/CIR/2023/131 dated July 31, 2023, and SEBI/HO/OIAE/OIAE_IAD-1/P/CIR/2023/135 dated August 4, 2023, read with Master Circular on Online Dispute Resolution which was last updated on December 20, 2023, has established a common Online Dispute Resolution Portal ('ODR Portal') for resolution of disputes arising in the Indian Securities Market.

Pursuant to above-mentioned circulars, post exhausting the option to resolve their grievances with the RTA / Company directly and through existing SCORES platform, the investors can initiate dispute resolution through the ODR Portal at **https://smartodr.in/login.**

**g) Non-resident Members:** 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: 09.08.2024**

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

**ITEM NO. 5: Under Special Business**

**APPOINTMENT OF REAR ADMIRAL JASWINDER SINGH (DIN: 10104264) AS A WHOLE-TIME DIRECTOR (LINER & PASSENGER SERVICES) 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 10.11.2023 appointed Rear Admiral Jaswinder Singh as Director (Liner & Passenger Services) on the Board of SCI. Accordingly, Rear Admiral Jaswinder Singh was appointed as an Additional Director on the Board of SCI upon assumption of his charge i.e. w.e.f 29.12.2023 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. Accordingly, Rear Admiral Jaswinder Singh as an Additional Director, holds office upto the date of this AGM.

Further, as per the applicable provisions of Regulation 17 (1C) of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 ("SEBI LODR, 2015"), approval of the Shareholder for his appointment is required to be taken at the next General Meeting.

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 Rear Admiral Jaswinder Singh for the office of Director. The candidature of Rear Admiral Jaswinder Singh (L&PS) 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 | **Rear Admiral Jaswinder Singh (DIN: 10104264)** |
| Date of Birth & Age | September 15, 1968<br>55 Years |
| Nationality | Indian |
| Date of first appointment on the Board | December 29th 2023 |
| Qualification | PGDBA |
| List of Directorship in Other Companies as on 09.08.2024 | NIL |
| Membership / Chairmanship of Committees of Other Companies as on 09.08.2024 | 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 Date of Notice | NIL |
| Disclosure of relationship Between Directors inter se | There is no relationship between the Directors inter se |
| No. of Board Meetings during the year (entitled to attend) | 1 |

| | |
|---|---|
| Brief Resume and Nature of Expertise in Specific Functional Area | Rear Admiral Jaswinder Singh has taken over as Director (Liner and Passenger Services) at the Shipping Corporation of India on 29 December 2023, after serving for more than three and half decades in the Indian Navy. He has served onboard various types of ships and undertaken numerous deployments in Indian and International waters, including as Captain of ships.<br>He has also headed a Training Establishment and Directorate responsible for formulating specifications for acquiring next generation ships. At Naval Headquarters New Delhi, numerous International Engagement initiatives were spearheaded by Rear Admiral Jaswinder Singh, including Operation Samudra Setu to bring back thousands of citizens during COVID pandemic. Prior taking over his present appointment, he was the Chief of Staff of the only training and operational command of Indian Navy spread over seven states and a union territory.<br>Rear Admiral Jaswinder Singh is a Post Graduate in Business Administration, and also an alumnus of Naval Post Graduate School at California USA. He has been awarded the prestigious Nau Sena Medal for his distinguished service in Indian Navy. |
| 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 from the date of assumption of charge i.e. 29.12.2023 for a period with effect from the date of his assumption of charge of the post till the date of his superannuation i.e. 30.09.2028, or until further orders, whichever is earlier. SCI, being a Government Company, the remuneration payable to its Functional Directors is approved by Government of India. |

**ITEM NO. 6:**

**APPOINTMENT OF SHRI RAJU LAKSHMANAN (DIN: 06908182) AS PART-TIME OFFICIAL (GOVERNMENT NOMINEE) DIRECTOR 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:

Shri Raju Lakshmanan (DIN: 06908182) was appointed as a Government Nominee Director by the Ministry of Ports, Shipping and Waterways, vide Letter no. SS-11025/1/2024-SU dated 13.06.2024 and subsequently appointed by the Board of Directors as a Government Nominee Director of the Company w.e.f. 13.06.2024 pursuant to Section 161(3) of the Companies Act, 2013. The above appointment of Shri Raju Lakshmanan as a Government Nominee Director on the Board of the Company requires approval of the Members in the General Meeting in terms of Regulation 17(1C) of SEBI Listing Regulations.

In terms of provisions contained under Section 160 of the Act, Company has received a notice in writing along with requisite deposit from a Member proposing the candidature of Shri Raju Lakshmanan for the office of Director.

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.

| | |
|---|---|
| Name of the Director and DIN | **Shri Raju Lakshmanan**<br>**(DIN: 06908182)** |
| Date of Birth & Age | July 23, 1980<br>44 Years |
| Nationality | Indian |
| Date of first appointment on the Board | June 13th 2024 |
| Qualification | IAS and CA |
| List of Directorship in Other Companies as on 09.08.2024 | 1) Sagarmala Development Company Limited<br>2) India Ports Global Limited<br>3) India LNG Transport Company (No.3) Ltd.<br>4) India LNG Transport Company (No.4) Pvt.Ltd.<br>5) Irano Hind Shipping Company Limited |
| Membership / Chairmanship of Committees of Other Companies as on 09.08.2024 | 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 Date of Notice | NIL |
| Disclosure of relationship Between Directors inter se | There is no relationship between the Directors inter se |
| No. of Board Meetings during the year | Not Applicable* |
| Brief Resume and Nature of Expertise in Specific Functional Area | A Chartered Accountant who joined IAS in 2004<br>• Presently posted as Joint Secretary, Ministry of Ports, Shipping and Waterways, Govt. of India.<br>• Worked as Executive Director, Rural Electrification Corporation Ltd, Ministry of Power, Govt. of India for 3 and half years. Lead the implementation of Revamped Distribution Sector Scheme, Liquidity Infusion Scheme, DDUGJY, State sector financing and Stressed Asset Management and also worked as CEO of REC Power Development and Consultancy Ltd.<br>• Worked in Energy sector in Bihar in different capacities for five years as Managing Director of South Bihar Power Distribution Company Ltd and MD of Genco and Transo. During this period, the peak demand went up from 2200 MW to 6000 MW, number of consumers increased from 50 lakhs to 145 lakhs, 100% village and household electrification were completed and losses decreased from 46 % to 27 %.<br>• Prominent positions held in the past include Director, School Mid-day meal program, Additional CEO, Bihar Rural Road Development Agency, Director Industries, Additional Chief Electoral Officer.<br>• Received **National E-Governance Award (Gold - PSU Category - 2018)** for the Revenue Management software implemented in the distribution company.<br>• Received **Prime Minister's Award for Excellence in Public Administration in 2017** for the rural electrification work done in Bihar.<br>• Was posted as District Magistrate of Darbhanga and Saharsa districts. As District Magistrate Saharsa received award from Chief Minister of Bihar for the outstanding work done in handling Kosi floods 2008. |
| 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 from 13.06.2024. The terms and conditions regulating his appointment are determined by the Government of India. He is not entitled to any remuneration for his appointment as Government Nominee Director on the Board of the Company. |

* Shri R. Lakshmanan was appointed as Government Nominee Director w.e.f. 13.06.2024.

## BRIEF DETAILS OF DIRECTOR SEEKING APPOINTMENT/RE-APPOINTMENT AT THE 74th ANNUAL GENERAL MEETING IN TERMS OF REGULATION 36(3) OF SEBI (LODR) REGULATIONS, 2015 AND SECRETARIAL STANDARD-2

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

| | |
|---|---|
| Name of the Director and DIN | **Shri Vikram Dingley**<br>**(DIN: 09515547)** |
| Date of Birth & Age | May 13, 1966<br>58 Years |
| Nationality | Indian |
| Date of first appointment on the Board | May 19th, 2022 |
| Qualification | Mechanical Engineer |
| List of Directorship in Other Companies as on 09.08.2024 | Inland & Costal Shipping Ltd. |
| Membership / Chairmanship of Committees of Other Companies as on 09.08.2024 | 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 Date of Notice | 1,620 shares* |
| Disclosure of relationship Between Directors Inter se | There is no relationship between the Directors inter se |
| No. of Board Meetings during the year | 4 |
| Brief Resume and Nature of Expertise in Specific Functional Area | 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 35 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. |
| 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 from the date of assumption of charge of the post i.e. 19.05.2022 till the date of superannuation i.e. 31.05.2026, or until further orders, whichever is earlier. SCI, being a Government Company, the remuneration payable to its Functional Directors is approved by Government of India. |

* Shares have been acquired by Shri Vikram Dingley prior to his appointment on SCI Board.

**To the Members**

Your Directors have pleasure in presenting the 74th Annual Report on the working of your Company for the Financial Year ended 31st March, 2024.

**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 (2023-2024) | Previous Financial Year (2022-2023) |
|---|---|---|
| Revenue from Operations | 5046.04 | 5793.95 |
| Other Income | 215.52 | 112.70 |
| **Profit/loss before Depreciation, Finance Costs, Exceptional items and Tax Expense** | **1639.17** | **1670.33** |
| Less: Depreciation/ Amortisation/ Impairment | 889.38 | 753.16 |
| **Profit /loss before Finance Costs, Exceptional items and Tax Expense** | **749.79** | **917.17** |
| Less: Finance Costs | 171.31 | 184.19 |
| **Profit /loss before Exceptional items and Tax Expense** | **578.48** | **732.98** |
| Add/(less): Exceptional items | - | - |
| **Profit /loss before Tax Expense** | **578.48** | **732.98** |
| Less: Tax Expense (Current & Deferred) | (33.67) | (67.14) |
| **Profit /loss for the year (1)** | **612.15** | **800.12** |
| Other Comprehensive Income/loss (2) | 0.53 | 9.72 |
| **Total (1+2)** | **612.68** | **809.84** |

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 2023-24 shows a net profit of ₹ 612.15 crore. A sum of ₹ 75.50 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 2023-24.

**Dividend:**

The Board of Directors at their meeting held on 17.05.2024 had recommended a dividend of ₹ 0.50/- per equity shares of ₹ 10/- each i.e. @ 5.00% on the paid up Capital 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 18/09/2024 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 ₹ 612.15 crores for the financial year 2023-24.

Profit after Tax (PAT) is reduced to ₹ 612.15 Crores in FY 2023-24 as compared with profit of ₹ 800.12 Crores in FY 2022-23. Dip in freight rate of Liner and Bulk segment has resulted in reduction in profit.

Liner segment has reported loss of ₹ 187.15 Crores in FY 2023-24 as compared to loss of ₹ 31.19 Crores in FY 2022-23. Bulk segment

has reported profit of ₹ 23.70 Crores in FY 2023-24 as compared to profit of ₹ 203.80 Crores in FY 2022-23. Tanker segment has reported profit of ₹ 605.53 Crores in FY 2023-24 as compared to profit of ₹ 822.45 Crores in FY 2022-23 due to increased cost of services. T&OS segment has posted profit of ₹ 159.59 Crores in FY 2023-24 as compared to profit of ₹ 13.27 Crore in FY 2022-23. In T&OS segment profit has risen sharply during current year pursuant to agreements signed with A&N Administration w.e.f July 2021.

The consolidated net profit for the company for Financial Year 2023-24 is ₹ 678.97 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 | 31.03.2024 | 31.03.2024 | 31.03.2024 | 31.03.2024 | 31.03.2024 |
| Total Income | 19,932 | 22,941 | 23,783 | 24,558 | 50 |
| PAT | 6,003 | 6,980 | 3704 | 7,850 | (97) |
| Equity capital | 18 | 18 | 8 | 35391 | 105 |
| Number of equity shares | 10000 | 10000 | 10000 | 42448300 | 10,50,000 |
| EPS (₹/share) | 60,030 | 69,800 | 37,040 | 18 | (9) |
| Dividend | 6670 | 5836 | - | 3335 | - |
| Net worth | 78,456 | 77,765 | 20,602 | 55,575 | (184) |

Net Impact on Consolidated profits for the year ended 31st March 2024 is increase of ₹ 66.82 crores upon consolidation of above joint ventures and subsidiary company.

**Credit Rating Details:**

| | |
|---|---|
| (a) credit rating obtained in respect of various securities; | a) Rating is done for bank loan 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 two subsidiary Companies and has four Joint Ventures. "Inland and Coastal Shipping Limited" was incorporated on 29th September 2016 and the second subsidiary, SCI Bharat IFSC Limited has been incorporated on 12.08.2024. Both of these subsidiaries, are in the nature of 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 as on 31st March 2024 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 (As on 31st March 2024)**

| 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) |

## 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 repairs by IWAI. ICSL is in the process of establishing scheduled services in NW1 (Haldia / Kolkata to Varanasi) and NW2 (Kolkata to Dhubri / Pandu).

ICSL and IWAI (Inland Waterways Authority of India) executed MOU on 11.03.2022 for taking over 2 RO-RO vessels owned by the IWAI to promote RO-RO transportation aimed at decongesting roads. Informatively, one RO-RO vessel m.v. Gopinath Bordoi was taken over by ICSL and out chartered to M/s Ziria Corporation on 29.08.2023 and second vessel m.v. Sankar Dev, would be taken over by ICSL shortly.

### SCI Bharat IFSC Limited

The Strategy Committee and the Board of Directors of the Company in their respective meetings held on 08.02.2024 and 09.02.2024 accorded in-principle approval for the formation of a wholly owned subsidiary ("WOS") of the Company at GIFT City subject to the approval of Competent Authorites.

On approval of MoPSW, NITI Aayog and DIPAM, the Board of Directors of SCI in their meeting dated 24.07.2024, subject to approval of MoPSW accorded approval for various decisions which are required for the formation a wholly owned subsidiary in GIFT City.

Subsequently, The Ministry of Ports, Shipping and Waterways vide Letter no. SS-11027/1/2024-SU dated 01.08.2024 have communicated the approval of Competent Authority for the following decisions taken by Board of SCI in the Board Meeting held on 24.07.2024:

A) Formation of a Wholly-Owned Subsidiary in the nature of Public Company Limited by Shares
B) Name of the proposed Subsidiary
C) First Subscribers of the Subsidiary Company
D) First Directors of the Subsidiary Company
E) Paid up Share Capital and Authorised Share Capital

Consequently, wholly-owned subsidiary of Shipping Corporation of India Limited, has been incorporated effective August 12, 2024 with the name 'SCI Bharat IFSC Limited' bearing CIN of U64990GJ2024GOI154335.Your Company is undertaking further expeditious actions in this regard.

## 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 were NIL additions to the SCI fleet. However two Product tankers viz. M.T. Suvarna Swarajya and M T Sampurna Swarajya were disposed-off. Thus, the overall fleet position of SCI stood at 57 vessels of 5.245 million DWT at the end of the year.

**Fleet Profile during the Year:**

| Particulars | As on 31.03.2023 | | Additions | | Deletions | | As on 31.03.2024 | |
|---|---|---|---|---|---|---|---|---|
| | No. | DWT | No. | DWT | No. | DWT | No. | DWT |
| Crude oil Tanker | 18 | 3231602 | - | - | - | - | 18 | 3231602 |
| Product tanker | 13 | 862925 | - | - | 2 | 65852 | 11 | 797073 |
| 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 | - | - | 2 | 65852 | 57 | **5245358** |

During the end of the year, the Company had no new built 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 Subsidiary Companies.

**Risk Management.**

SCI considers Risk Management to be a core component of the Management of the Company and its ability to identify and address risks is central to achieving Corporate objectives. Accordingly, SCI has developed a detailed Risk Management Policy in line with the requirements of SEBI (LODR) Regulations, 2015, and other allied laws, rules and regulations which includes framework for identification of risks, measures for risk mitigation and Business Continuity Plan. The Policy has been approved by the Risk Management Committee and the Board. Other details in this regard are provided in the Report of Directors on Corporate Governance, which forms part of this Annual Report.

The company has identified entity level Risks which includes:

i) Strategic Risk

ii) Operational Risk

iii) Financial Risk

iv) Compliance Risk

Some of the risks identified by SCI include market volatility, increasing bunkering cost, cyber security risk, geo-political risks, decarbonisation challenges, Piracy, Foreign exchange fluctuation, regulatory compliances among others. All efforts are made for mitigating and controlling the risks through well-defined mitigation measures and coordination with all stakeholders.

SCI has formulated a three line of Risk Reporting viz. Corporate Risk Committee, Risk Management Committee and Audit Committee.

A corporate level Risk Register is maintained and reviewed quarterly by the Corporate Risk Committee. At each meeting of RMC, the Corporate Risk Committee reports all the risks including the High risks and their mitigation plans. Further, in the area of 'Risk Management', the Audit Committee and Board continued to function in accordance with the applicable laws, rules and regulations.

**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 | 2023-24 | 2022-23 |
|---|---|---|
| Foreign exchange earned* | 5,390.48 | 5,258.75 |
| Foreign exchange outgo* | 4,018.42 | 4,948.45 |

*includes deemed foreign exchange earnings and outgo.

**Public Deposit**

During the financial year 2023-24, 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 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.

**UPDATES ON TRANSFER OF NON-CORE ASSETS FROM SHIPPING CORPORATION OF INDIA LIMITED**

In accordance with the MCA Order dated 22.02.2023, during the Financial Year 2023–2024, titles of all Fixed Deposits eligible to be transferred to Shipping Corporation of India Land and Assets Limited (SCILAL) have been transferred into their name.

All other Non-Core assets of SCI as mentioned in the Demerger Scheme were transferred to SCILAL, by 'de-facto'; however the same is also required to be carried out 'de-jure'. Brief details are as under

a) Subsequent to issue of stamp duty exemption order by Govt. of West Bengal, the Registration of all Kolkata free-hold properties for transfer from SCI to SCILAL is completed on 22.03.2024. Receipt of original transfer deeds and Mutation entry (change of name) formalities at Municipal Corporation are due and same will be completed soon.

b) To facilitate transfer of properties in Maharashtra from SCI to SCILAL, follow-up is being done with the concerned authorities for seeking NOC towards transfer of Shipping House and MTI to SCILAL. Concurrently, adjudication of free-hold properties (residential) is being initiated to execute transfer deeds at respective sub-registrar offices.

c) The Company is taking necessary and appropriate actions for the legal transfer of Irano Hind Shipping Company, P.J.S (IHSC) from SCI to SCILAL.

**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 | |
|---|---|---|---|---|
| | 2023-24 | 2022-23 | 2023-24 | 2022-23 |
| **Return on Net worth (%)** | 9.18 | 13.39 | 9.40 | 13.52 |
| **Net Profit Margin (%)** | 12.13 | 13.81 | 13.45 | 15.02 |
| **Operating Profit Margin (%)** | 7.19 | 10.71 | 8.52 | 10.68 |
| **Debt Equity Ratio** | 0.42 | 0.41 | 0.38 | 0.37 |
| **Current Ratio** | 1.25 | 0.96 | 1.25 | 0.96 |
| **Interest coverage Ratio** | 4.38 | 4.98 | 4.77 | 5.36 |
| **Inventory Turnover Ratio** | 7.55 | 8.49 | 7.55 | 8.49 |
| **Debtors Turnover Ratio** | 4.16 | 7.00 | 4.16 | 7.00 |

* Ratios of comparative period i.e., 2022-23 are based on previous year figures which have been 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) **Return on Net Worth-** Return on Net worth has reduced to 9.18 for F.Y. 2023-24 as compared to Return on Net worth of 13.39 for F.Y. 2022-23 due to reduction in profit.
2) **Operating Profit Margin-** Reduction in operating profit from ₹ 620 crores in 2022-23 to ₹ 363 crores in 2023-24 has resulted in decrease in Operating profit margin.
3) **Current Ratio-** Current ratio has improved due to increase in current assets.
4) **Debtors Turnover ratio-** Debtor turnover ratio has reduced due to increase in Trade receivable

**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 3.2% in 2023, which was quite healthy. However, global merchandise trade volume contracted by 1.2 per cent in 2023 from an expansion of 3.0 per cent in 2022, dragged down by rising trade restrictions and a rotation of demand away from goods to services. Amid a favourable outlook for the US economy, receding inflation in the EU and continual fiscal support in China, the Global economic growth projections have improved. Although the absolute growth percentage projected for 2024 might be lower than that of 2023, the outlook for 2024 is more promising since the surge in 2023 was largely attributed to the rebound from the contraction in 2022. The baseline forecast is for the world economy to continue growing at 3.2 percent during 2024 and 2025. Thus, with growth holding steady and core inflation seemingly under control, global economy appears to remain resilient.

**ii] GLOBAL TRADE**

According to IMF, global trade volume (both goods and services) growth has been low at 0.3 % in 2023. After attacks on commercial shipping in the Red Sea—through which 11 percent of global trade flows—global transportation costs increased, reflecting the rerouting of cargo from the Suez Canal to the Cape of Good Hope and continued trade disruptions from climate extremes in the Panama Canal. Global trade volume is, however, expected to improve with world trade growth being projected to grow at 3.0 percent in 2024 and 3.3 percent in 2025. Advanced economies are expected to see growth rise slightly, with the increase mainly reflecting a recovery in the euro area from low growth in 2023, whereas emerging market and developing economies are expected to experience stable growth through 2024 and 2025, with regional differences. 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.

**iii] SEABORNE TRADE, FLEET & MARKET**

On the dry bulk trade front, the start to 2023 was sluggish. However the segment improved in the second half of the year and in 2024 dry bulk market is poised to cater to the rising import demand. The trade for most of the dry bulk commodities looks promising and the volume of trade shall likely convert into positive tonne-miles due to geo-political uncertainties leading vessels to divert and, thus, haul longer. On the fleet supply front, dry bulk fleet is expected to expand a mere 1.6% in 2024 owing to high demolitions against weaker deliveries this year. The effective expansion in supply is expected to be further subdued at 1.4%, as more vessels will curtail their annual average speed to comply with the IMO regulations. With the modest expansion in supply growth in 2024 amid buoyant demand, the dry bulk market in 2024-25 is expected to be healthy in all segments, provided that the geo-political situation does not change much.

With respect to prospects for crude tankers, global oil demand after rising by 2.3% in 2023, is expected to grow by a moderate 1.2% in 2024 because of a slowdown in demand in the West, hurting the growth in global crude trade. However, in view of the changes in trade patterns, it is expected that tonne-mile demand for crude tankers is likely to increase by 3% in 2024, significantly higher than corresponding 1% growth in trade. Global crude oil trade patterns changed dramatically in 2022-23 after the Russia-Ukraine war, and are expected to evolve further in 2024 because of significant midstream and downstream infrastructure developments. Additionally, rerouting of trade because of the disruptions to the Suez Canal traffic will again stretch the voyages in 2024. With respect to fleet growth, continued weakness is expected to be 0.1% and 0.5% respectively for 2024 and 2025. This weak growth in fleet will support tonnage utilization, capping any major decline in rates. Product tanker owners would continue to see healthy earnings in 2024 as high tonnage utilization due to stretched voyages will keep freight markets firm. However, the fleet growth is expected to match the growth in trade in 2025 which may lead to rates to recede after 2024.

**iv] INDIAN SCENARIO**

Growth in India is projected to remain strong at 6.8 percent in 2024 and 6.5 percent in 2025. With a robust economic expansion combined with increasing population, urbanization and industrialization, in the years ahead, India shall see strong domestic demand.

India's National Steel Policy envisages the country's production capacity to reach 300 million tonnes by 2030 from the current 161 million tonnes and this is likely to spearhead the trade growth in dry bulk cargoes. India is increasing its production of coking coal under India's 'Mission Coking Coal'. The Government of India aims to increase coal production to 140 million tonnes by FY30, which could moderate imports towards the end of the forecast period. However, the demand will continue to outpace the supply. With regards to non-coking coal, although there is thrust to increase output from captive mines and increase domestic production, the Country's dependence on imports will persist in order to meet the robust power demand. Overall, the India centric trade for bulk carriers looks to be firm and robust in the near future.

India's rising economic activity, supporting oil demand will ensure healthy India centric demand for crude oil. India's demand for crude oil is expected to outpace China's demand by 2027. India's product exports are also set to rise during the upcoming years as domestic refinery capacity expansion will outpace demand. India is expected to remain a key supplier of refined products to Asia and the Atlantic Basin. Following the 2022 Russian sanctions, India's middle distillate exports from East to West have increased, supporting the tonne-mile demand.

**v] STRENGTHS**

SCI has had decades of experience in the industry with diversified fleet across all major segments. Having a diversified fleet allows the company to better hedge against the market volatility across various segments and also provides the Company with a unique ability and flexibility to exploit demand growth in any given sector with a quick-mover advantage.

The relatively young fleet of vessels with an average age about 15.2 years is widely accepted and the Company's fleet is deployed in India's EXIM and Coastal trade as well as international cross trades. Moreover, the Company also enjoys a unique distinction of being the only Indian shipping company operating LNG carriers, which are owned by its joint venture companies. The depth and vastness in expertise of your company makes it a front runner in the industry.

Your company also has longstanding relationships with major Indian cargo interests such as Indian oil industry, steel companies, etc. The strong local and international clientele base offers cargo security and employment assurance for sizeable part of the Company's fleet.

**vi] OUTLOOK**

In the dry bulk market, the outlook for 2024 and early 2025 is generally seen to be positive. Charter rates across all segments are expected to remain healthy.

While all shipping segments are likely going to be benefitted due to strong demand and tight effective supply as vessels have been slow steaming to maintain a good rating under IMO's CII regulations, some are likely to be benefitted due to increased tonne-mile demand as a result of geo-political uncertainty. Further the demand is also likely to hold well due to absolute volume of trade also being healthy, with major economies seen to be reviving. However, freight rates are expected to recede post-2025 on account of the strong order book increasing effective supply. It is, however, important to note that the outlook can swing if there are major changes in the current geo-political scenario.

While 2024 has been good so far for tankers, it's not entirely due to trade volume growth; but, rather due to trade pattern shift. In terms of absolute volume the prospects of crude oil trade are not bright for the next couple of years because of a slowdown in oil demand growth and expansion in refinery capacity in oil production hubs. The ongoing production curbs by OPEC+ will keep oil supply tight, further curbing trade growth. Nonetheless, despite a significant deceleration in oil trade, tonne-mile demand will increase briskly in 2024 due to the changes in trade patterns and the rerouting of trade because of the ongoing geopolitical tensions. The prospects oil demand will rise 1.1% in 2024 due to a weak economic outlook, efficiency improvement and high EV fleet. The growth is skewed towards non-OECD countries, with the largest increase coming from Asia Pacific, especially India, whose demand is expected to outpace China's demand by 2027.

**vii] OPPORTUNITIES**

Production rise and rebound of major global economy bodes well for the dry bulk carrier market and presents the opportunity for shipowners to cater to the growing demand. The demand for dry bulk commodities is projected to increase and is likely to improve in tandem with the growth in the global economic outlook which is primarily expected to be driven by Asia's robust coal demand, rebound in global grain exports and stable Iron ore demand in 2024.

With grain trade season looking to be better than 2023, shipowners shall have the opportunity to deploy their tonnage in these high yielding voyages of longer duration. From the point of view of India centric trade, the coastal movement of cargo is expected to be healthy. Moreover, with Asian Pacific countries like China, Indonesia, Vietnam, etc. expected to have healthy trade requirement, it will provide improved opportunity for triangulation from India.

With OPEC tightening supply it is expected that Asian imports of American crude shall increase in 2024-25, helping increase in tonne-mile demand. Also, amid the ongoing disruption in the Red Sea and rising transportation costs, Europe's imports from India have been replaced by those in the US.

It's likely that Europe's diesel imports from the US are not sustainable in the long run, and the continent will have to turn to either India or the Middle East, increasing the tonne-miles of large-sized vessels.

**viii] RISKS AND CONCERNS**

Most of the risk and concerns are likely to be a direct or indirect result of the changes in current geo-political situations.

The supply side equation is unlikely to be impacted by fleet addition in 2024. However a key factor in aiding or limiting supply will be the ongoing Red Sea crisis and Panama Canal drought.

For dry bulk carriers, China's appetite for Iron Ore and coal will also be major factor in driving demand and if requirement from China falls or remains subdued, it will adversely impact the demand drive.

The economic uncertainties and the on-going geopolitical tensions over the conflicts in the Middle East can significantly change the outlook for crude tankers. The crisis in the Red Sea has forced many tankers employed on the Middle East-Europe trade to avoid Suez Canal and transit via the Cape of Good Hope, squeezing supply. However, any easing in tensions will normalize the trade through Suez Canal, increasing tonnage supply.

**B. BULK CARRIERS & TANKERS**

**a) Crude Oil & Product Tankers**

In the year 2023 the global demand for crude oil registered a decent rebound of 2.30% over the previous year. It is expected that the crude tanker earnings will continue to be decent in view of tight tonnage supply and healthy demand. The start of new refineries in Nigeria and Mexico and the expansion in refineries of the Middle East will affect the overall growth in crude oil trade. Further the ongoing Red Sea crisis has changed the trade patterns as the Owners need to transit via the Cape of Good Hope, thus, increasing the cost of transportation. On the other hand, the expected start of the Trans Mountain Pipeline (expansion) in Canada will increase Cananda's seaborne crude exports, boosting the global seaborne trade. After surging by 4% in 2023, it is expected that the global seaborne crude trade to increase by 1.1% in 2024.The expected decline in crude exports from West Africa and North America after the start of Nigeria's Dangote refinery and Mexico's Olmeca refinery will also lead to a shift in trade patterns as buyers will have to find alternative sources. Europe's imports from the US and Latin America will increase at the expense of African and Middle Eastern crude and at the same time, US imports of Latin American crude will also replace Middle Eastern and Nigerian crude. Sanctions on Iran, Venezuela and Russia will keep the grey trade active. Mid-size crude tankers will continue to benefit from the new crude oil trade patterns as Russian crude exports to Asia will remain stable and European imports of the US will increase.

It is expected that the demand growth will ease in 2024 and it may align with the pre-pandemic trend. An acceleration in the adoption of alternative fuels and a brisk expansion in the EV market will squeeze oil demand in OECD countries in coming years. Nonetheless, oil demand will remain high in developing countries driven by healthy economic growth and rising population. Asia will remain the main growth hub for oil demand.

Meanwhile, reimposition of sanctions on Venezuela by the US government will affect the Suezmax demand as Venezuelan crude trade will again shift back to the dark fleet. However, any possible permanent removal of the sanctions after US elections will gradually expand Venezuelan production, increasing long-haul trade on the Latin America to Asia route, boosting VLCC demand. A likely rise in Venezuelan exports to the US will also support demand for mid-size tankers. Overall, the volatile action in the oil trade will hurt the growth in crude oil trade but it will lead to an increase in the average haul length of the crude tanker, boosting the tonne-mile demand.

It is expected that sharp decline in newbuilding deliveries will keep fleet growth subdued over the next two years. The small orderbook will restrain tonnage deliveries during 2024-25. Although tonnage ordering increased in 2023, most deliveries are scheduled for 2026-27. On the other hand, the ongoing firm freight rates and absence of any substantial penalties for lower CII ratings will cap the overall tonnage scraping in 2024. Nonetheless, demolitions will start increasing in 2025 before surging in 2026. Furthermore, the tonnage ordering is expected to remain strong in 2024-25 as owners will need replacement tonnage for their old vessels. Among the segments, Suezmax tankers new orders were high in 2023 and it can change trade patterns slowly. However, it is expected that the VLCC ordering will catch momentum in 2024-25 as a positive outlook for the long-haul Asia-bound trade from the Atlantic and the Middle East will also keep tonnage demand for VLCCs growing in the foreseeable future.The ongoing economic uncertainties, geopolitical tensions in the Middle East, uncertain Venezuelan crude exports can change the outlook for crude tankers significantly. Meanwhile, OPEC countries and their non-OPEC allies (collectively known as OPEC+) are doing production cuts which will keep the OPEC+ output almost flat in 2024, if the extra voluntary cuts will continue.

There were deliveries of 9.8 million dwt of crude oil tanker tonnage and 2.41 million dwt of (IMO Class) product tankers tonnage in 2023. Going forward, the expected deliveries of crude oil tankers in 2024 and 2025 are 2.2 million dwt and 5.8 million dwt respectively. For product tankers 2.3 million dwt delivery is expected towards the end of 2024. Furthermore, the demand for replacement tonnage is also robust as owners seek to renew their fleets in response to the decarbonisation regulations.

The average spot rate yield of AG/China route (TD3C) for VLCC was US$ 35,700 per day in 2023. As crude oil exports from the Middle East is likely to shrink further in 2024-25, there will be no major respite for VLCC demand in the Arabian Gulf. Similarly, reduced Nigerian crude exports after the start of the Dangote refinery will hamper VLCC demand on the West Africa-India route. However, most Middle Eastern crude will continue to move to Asia on VLCCs. Furthermore, VLCCs shall find employment in rising long-haul crude exports from Latin America and US to Asia. The Suezmax rate yield on West Africa – North West Europe route (TD20) was about US$ 40,500 per day in 2023, which is expected to have downward trend in 2024. For Aframax segment, the average spot rate on AG/Far East route (TD8) was US$ 45,600 per day.

Although these freight levels are expected to exhibit downward trend in 2024, overall Aframax earnings will remain attractive on account of continued strong demand growth and tepid tonnage supply growth.

For product tankers, LR2 and LR1 Spot rates on AG/East routes, (TC1 and TC5) were US$ 32,200 and US$ 27,100 per day respectively in 2023. LR tankers' earnings are expected to be attractive in the remainder of 2024 as buoyant demand and sluggish supply growth will keep tonnage utilisation strong. LR tankers will continue to benefit from the stretched voyages due to the Red Sea crisis and Europe's dependence on the Middle East and Asia for diesel and jet due to the ongoing sanctions on Russia. However, tonnage demand in the LR market will soften once the trade through the Suez Canal normalizes. It is expected that rates shall start cooling off from 2025 as tonnage supply will improve. In case of MR tankers, spot earnings on WCI/Japan route (TC12) was at lower levels of US$17,900 per day in 2023. MR tanker earnings are expected to remain robust in 2024; however, rates will moderate from 2025 amid improving fleet growth.

Your company's five VLCCs were gainfully employed during the financial year under review; mainly on spot voyage charters with Indian charterers both in public and private sector. The segment earnings were in line with the prevailing market and brought good margins over vessels' indirect operating costs. Your Company's Suezmax tankers were deployed in a mix of Indian as well as foreign charterers mainly on voyage charter basis. Older Suezmax vessels, however, had lesser employment opportunities owing to their trading limitations. Aframax tankers were deployed in a mix of COA, spot voyages and time charter for carriage of Indian import cargoes as well as cross trade cargoes. Through judicious deployment of some of the modern tankers in international cross trade and by triangulation of voyages, your Company maximized earnings of these tankers. Out of five LR1 tankers trading in DPP, four tankers were employed on Indian coast in a mix of COAs and spot voyages, catering to coastal crude movement for the Indian oil industry. One DPP LR1 tanker was employed on time charter business with foreign charterer ensuring steady earnings at healthy levels.

LR2 and LR1 product carriers of your Company were deployed in the East of Suez market and maintained a healthy level of revenue as compared to the prevailing market. The LR2 product tankers were employed with foreign charterers on voyage charters, achieving good returns. The CPP LR1 tanker was also deployed for transporting international cross trade cargoes. Three MR product tankers were gainfully employed on the Indian coast supporting coastal movement of Indian oil industry's product cargoes.

**Opportunities**

According to the IEA, global oil and products demand will expand by 1.1 and 1.2 mbpd in 2024 and 2025 respectively. Nearly 40% of this expansion is expected to be driven by increasing demand for petrochemicals. Tonne-mile demand will increase briskly in 2024 due to the changes in trade patterns and the rerouting of trade because of the ongoing geopolitical tensions. Crude tanker demand is forecast to outpace supply in 2024 but grow slower than supply in 2025 as ships may return to the Suez canal and sailing distances shorten. Driven by increasing sailing distances product tanker demand is also expected to grow faster than supply in 2024 but slower in 2025.

Global crude oil trade patterns changed dramatically after the Russia-Ukraine conflict, and are expected to evolve further in 2024 because of significant midstream and downstream infrastructure developments. The expected start of the Trans Mountain Pipeline expansion (TMX) in Canada will increase seaborne export capacity in the Pacific. An increase in refinery throughput in Nigeria's Dangote refinery will require Nigerian crude buyers such as India and Europe to look for alternative supply of light crude from the US, boosting tonne-mile demand for tankers. Similarly, a possible start of Mexico's Olmeca refinery (most likely in 2025) will induce US refiners to increase heavy crude imports from Latin America, which again will be positive for the tonne-mile demand for mid-size tankers.

Product tanker cargo volumes are forecast to grow by 1.0-2.0% in both 2024 and 2025. Product tanker tonne miles demand is also forecast to be impacted by changes in sailing distances, which are predicted to increase in 2024. With high newbuilding prices, tonnage ordering has reduced in 2023 after moderate ordering in 2022. Reduction in charter hire rates and corresponding improvement in the bottomlines of product shipping companies over the last two years will improve the credit rating and it will assist them in getting financing for new acquisitions at attractive terms. Also, the tightening environmental regulations also call for fleet renewal, as these regulations will make the employability of old and inefficient vessels difficult in the coming years. In view of this, tonnage ordering will be healthy over the next two to three years.

**Risks and Concerns**

The production cuts by OPEC+ will keep oil supply tight; however, will hamper the growth in trade since the tight oil supply might lead to a drawdown in oil inventories. The economic uncertainties and geopolitical tensions over the conflicts in the Middle East can significantly change the outlook for crude tankers. The crisis in the Red Sea has forced tankers employed on the Middle East-Europe trade to avoid Suez Canal and transit via the Cape of Good Hope, which has squeezed the tonnage supply. However, any easing in tensions will normalize the trade through Suez Canal, increasing tonnage supply. On the contrary, any possible disruption to the Strait of Hormuz traffic will be a disaster for the oil tanker market as it will significantly squeeze the global oil supply and thereby its trade. Moreover, economic outlook is still highly uncertain. Any weakness in the global economy, especially in China, will hurt the oil demand and thereby the demand for crude tankers.

**b) Dry Bulk**

The overall dry bulk segment earnings for the year FY 23-24 was weaker as compared to FY 22-23. While the average Baltic Dry Index (BDI) remained more or less similar in FY 23-24 when compared to FY 22-23, the TCY earning were lower. In contrast to FY 22-23, the first 2 quarters of FY 23-24 were subdued. It was only in the second half of FY 23-24 that the segment defied the seasonal trend and recovered.

When compared to 2023, dry bulk trade is set to exhibit a growth of 3.9% in 2024, with tonne-mile demand increasing by an estimated 4.2%. Also the dry bulk global trade is expected to grow at an average of 2.2% - 3.0% for the subsequent 3 years.

In the first quarter of 2024, dry bulk markets have defied seasonal weakness and are expected to remain reasonably buoyant in the near future. Dry bulk demand is expected to improve in tandem with the growth in the global economic outlook, with Asia's robust coal demand, rebound in global grain exports and stable iron ore demand in 2024. With geopolitical disruptions influencing the market and higher trade of bauxite, grain and steel products on long-haul routes continuing, dry bulk shipping demand is projected to expand in 2024. In addition to the ongoing geopolitical disruption, the tonne-mile demand is also aided by Panama canal drought.

The buoyant dry bulk demand is juxtaposed with a modest expansion in effective supply in 2024. The dry bulk fleet is expected to expand a mere 1.6% in 2024 owing to high demolitions against weaker deliveries this year. The effective expansion in supply is expected to be subdued at 1.4% as more vessels will curtail their annual average speed to comply with the IMO regulations. The average vessel speed has been treading downwards, indicating ship-owners' preference for reducing speed to maintain the required CII rating. The existing squeeze in supply amid buoyant demand will continue to help vessel utilization, which has been trending upwards in 1Q24, aiding charter rates in 2024-25.

Your company's dry bulk fleet comprises of eight modern Supramax vessels of around 57,000 dwt each and seven modern Panamax / Kamsarmax dry bulk carriers of around 80-82,000 dwt. The dry bulk carrier fleet is relatively young with an average age of about 12.1 years. The Company's dry bulk carriers have been engaged over a spread of various trades and deployment patterns such as spot voyages, period time charters including index linked time charter, COA's, etc. In addition to import, export and cross trade voyages, your dry bulk carriers were also employed on Indian coast, performing a few coastal time charters and voyage charters, whose earnings compare well with markets. The diverse trade and deployment patterns ensured that the market volatility and geo political uncertainties were well covered.

**Opportunities**

Rebounding of major global economies from relatively lower levels of 2023 will be a key driver in dry bulk demand. Trade requirement for most of the major dry bulk cargoes like Iron Ore, Coal, Grain etc look positive for 2024.

Global steel output is expected to rise by 2.8% in 2024 as production in advanced economies rebounds. While China's GDP growth will play a key role in driving the demand, India too is expected to spearhead the growth in Steel output. Chinese steel output is projected to improve 1.8% in 2024 as there will be ample demand for competitive Chinese steel products in the rest of the world despite the sluggish demand from the country's real estate sector. Iron ore imports will strengthen amid an expected revival in demand, as the inventory was 1.4% down in 1Q24 despite a 4.5% jump YTD.

The demand for non-coking coal import from India, China, Vietnam and Thailand is also expected to be healthy. China's power demand is projected to increase another 6% in 2024 and their continued reliance on coal in the short term would imply necessitating coal imports to ensure energy security. Meanwhile, India's thermal coal imports are projected to expand 4.6% in 2024 amid its robust power demand. The Indian government has set a target to produce 170 million tonnes of coal from captive and commercial coal blocks during the 2024-25 financial year. This target is 26% higher than 116 million tonnes in 2023- 24. The target for coal output for Coal India Limited (CIL) in 2024-25 is one billion tonnes from CIL mines. NTPC has also set a target of 40 million tonnes of production capacity from its captive mines in the fiscal year 2025. However, the country's dependence on imports will persist to meet the robust power demand as the country's coal-powered generation will increase by 16% by 2030 compared to 2022.

Grain trade is also expected to rebound and this is likely to provide additional support to the shipping demand. Argentina's grain exports are recovering after the severe drought last year. With grain exports from US and Brazil also looking promising, the overall demand for grain trade is set to expand in 2024 in comparison to 2023.

Trade requirements apart, the demand side is likely to be impacted by geopolitical uncertainty. Ongoing crisis in the Red Sea and transit restrictions in the Panama Canal have aided in tonne–mile demand. Amid the geopolitical tensions in the Red Sea, a significant share of vessels heading from West to East have rerouted through the COGH, increasing shipping demand and raising the share of dry bulk vessels passing through the COGH from 55% at end April 2023 to 77% at end April 2024. This is at the expense of the Panama and Suez Canal vessel transits. As a result, Panamax tonne-miles have soared since the majority of grain and soybean trade on the USG-Asia route is carried out on these vessels.

**Risks & Concerns**

Dry bulk trade demand is generally driven by the global economic outlook. However, geopolitical tensions and economic uncertainties also impact the trade. Although, currently, geopolitical tensions and economic uncertainties have worked in favor of the freight market, any shift or

change may impact the freight rates adversely. For example, if worsening of the Red Sea crisis leads to further increase in freight rates, it may lead Chinese importers to import a higher share of grain from Brazil instead of the US. This may limit the additional tonne-mile demand that is presently being generated due to the rerouting of vessels. With respect to geo-political tensions in the Black Sea, any adverse development with respect to the grain corridor will also pose a risk.

Additionally, if the Iran-Israel crisis escalates to a full-fledged war in the Middle East, engulfing the major economies, the demand for dry bulk commodities might contract in the short term due to an increase in commodity prices and a surge in vessel operating expenses with a spike in bunker costs.

Even though the impact of El Niño has started waning, the expected La Niña in 2H24 could disrupt mining and port activities. The resulting floods could affect iron ore and coal mining, particularly in Australia, where port activities could be hampered.

Lastly, since China's appetite for Iron Ore and Coal plays a major role in dry bulk demand, any sluggishness or production cap in China might change the otherwise positive demand outlook.

**c) LNG Transportation**

Year 2023 brought the much needed normalization for LNG market after a chaotic 2022 that witnessed the Russian invasion of Ukraine and Europe's consequent switch to pipeline LNG from Russia. In 2022, the significant change in trade patterns with Europe facing a potential energy crisis saw LNG prices spiral to record highs, leading to a surge in vessel chartering and shipping rates. European demand was more stable in 2023 than it was in 2022 as the continent had successfully secured storage well ahead of winter, overcoming the fears of supply shortage. By February 2023 nearly 63% of storage level was still available with Europe. Some LNG cargoes were diverted to Brazil from Europe owing to the high inventory created by Europe and Brazil experiencing heat waves, accentuating LNG demand for power generation. Factors such as robust Norwegian supply and mild winters due to El Nino effect dissuaded LNG cargo imports during the peak winter season in Europe.

Going forward, global LNG trade and projects are expected to grow at a compound annual growth rate of 9.5% from 2024 to 2029. The factors that may play vital roles are the continued and growing relevance of LNG globally, improving supply, long-lasting demand, advancing geo-economics and changing weather conditions. While Asian economies continued moving towards LNG mainly on account of fuel switching (coal to gas), more countries became LNG importers, with some countries having higher economic growth prospects. In long run it is expected that Asia will lead the LNG trade. The Asian countries are likely to increase the share of LNG in their energy mix as it will play a crucial role in decarbonizing the developing Asian economies, such as China, India and Bangladesh, which still largely depend on coal for power generation.

The LNG shipping rates continued to fall in tandem with seasonality despite LNGCs avoiding the Suez Canal due to the ongoing attacks in the Red Sea. The expected effect of the supply dynamics due to volatility in the LNG market, with growing Panama Canal restrictions and Australian strikes buoying the fears of global supply disruptions was not significant.

Lower price is incentivized LNG buying in Asia with countries such as China and India increasing their imports. Despite China's gradual rebound, Japan and South Korea were less active in securing LNG amid the revival of their nuclear plants. Asian prices are expected to be at a premium with Europe, creating significant change in trade patterns.

Due to the addition of liquefaction capacities despite the ongoing scrutiny by the US over LNG expansion plans and growing LNG demand in advanced and emerging economies. Geopolitical disturbances, high LNG demand in emerging economies and erratic weather conditions will further boost the global LNG trade. However, downward risks such as the Panama and Suez Canal disruptions, low industrial growth in Europe, sporadic investment and inflationary pressure in the West pose concerns to the LNG market. The upward trajectory in the trade is expected to continue until 2027 as Europe continues to increase its imports and China remains the top importer. Despite Europe's robust appetite for LNG, Asia will remain the top LNG importer. On the supply side, the US will retain its position as the top exporter, followed by Qatar, Australia and Russia.

The new projects will alter the trading patterns for both Asia and Europe due to the shorter trade distances. It is expected that additions in capacity from 2025 will ease the market constraints as prices stabilise. Egypt has also resumed their LNG exports. Africa is expected to be next in line (after the US, Qatar and Australia) to becoming a major LNG exporter with high-profile LNG projects planned in countries such as Mozambique, Gabon, Congo, Senegal and Tanzania. Growing liquefaction capacity will complement increasing regasification build-up, which is expected to expand at a compound annual growth rate of 2.4% between 2024 and 2029, reaching 1,418 mtpa by the end of 2029. Europe and China will be the growth drivers in the short term, while South and Southeast Asia will be the frontrunners in the long run.

Meanwhile, the boost in liquefaction projects has bought investments in the shipping sector. The LNGC fleet grew more than 6% in 2023. The fleet expansion is forecast to increase further at 9% and 11% in 2024 and 2025, respectively, with 74 and 86 carriers expected to be delivered. Qatar aims to increase its LNG production capacity to 142 mtps by 2030 from the current plan of 126 mtpa. The country's ambition would impact process, contracts and shipping, especially post 2028, when a surplus production capacity becomes operational.

Vessel demand is further supported by the EEXI regulations, which encourage reduced vessel speeds, and CII regulations, which will boost vessel scrapping. Higher newbuild prices and tight shipbuilding capacity has restrained the new orders. It is projected that supply will outpace demand over 2024-25 which could depress the charter rates. Virtually all delivery slots till 1st half of 2027 are booked with major LNGC shipyards triggering re-jigs in the order book. Shipyards are also facing inflation and shortage of labour and raw material, potentially delaying scheduled deliveries. However, with slippages in 2023-24, major capacities being added from 2025 and older steam turbine vessels being phased out, the market is likely to re-establish equilibrium.

India's LNG imports were marginally up by 6% QoQ to 27% YoY to 6 million tonnes in 1Q24, supported by low prices and improved domestic demand. India's LNG imports are expected to rise at a CAGR of 12% between 2024 and 2029, aided by the rise in City Gas Distribution (CGD) demand, increasing regasification capacities and improving global LNG supply. The fall in LNG prices (around $8-10 MMBtu) is boosting demand from India's fertiliser, refinery, petchem sectors, with major LNG buyers – IOCL, GAIL, GSPC, Torrent Gas and BPCL buying spot cargoes. Several Asian governments are targeting to increase the share of natural gas in their energy mix and plan to develop more gas-fired power plants to support power generation. It is planned to increase India's share of gas to 15% by 2030 from the current 5%. India's LNG imports are projected to jump by 18% in 2024, with consumption recovering across sectors due to the lower LNG prices. The Country is ramping up its regasification capabilities and it is expected to add 65.7 mtpa by 2029.

Strategic alliances and partnerships will also become increasingly essential in supporting the FSRU development. More collaboration in the future is anticipated, strengthening regional energy security, which will further support the demand for FSRUs.

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 fourth LNG carrier jointly owned by your Company is deployed 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 further growth opportunities in LNG shipping. Your company has built up a pool of trained LNG officers and has acquired substantial experience of independent technical and commercial operation of LNG tankers.

**d) LPG Transportation**

The global LPG trade reached 124.8 million tonnes in 2023, rising by 7.2% YoY. Asian LPG imports increased by 6.5% in 2023, spearheaded by China's 22% YoY growth, negating the contraction in imports by Japan and South Korea. India's LPG imports dropped slightly to 18.2 million tonnes in 2023 from 18.6 million tonnes in 2022. Though country imported 5.1 million tonnes in 4Q23, up by 17% QoQ, yet down by 8% YoY. The rise in India's LPG imports in 4Q23 is attributed to the manufacturing sector switching back to propane from LNG amid firm gas prices over the winter season. An increase in the demand for Liquefied Petroleum Gas from residential, industrial, and transportation sector is the major driver for India's LPG demand. 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.

India's LPG imports are expected to reach 19.9 million tonnes in 2024 and 21.1 million tonnes in 2025 on robust residential demand, which currently accounts for about 90% of the country's LPG demand. While residential demand will remain firm, industrial demand for propane is also likely to pick up following the government's recent reduction in customs duty to 5% from 15% on LPG imports. Meanwhile, policy support will boost LPG imports in the Country. The Government of India aims to provide new LPG connections to 7.5 million households (low-income) under Pradhan Mantri Ujjwala Yojana (PMUY), starting from FY24-25.

While some short-term incentives will support LPG demand in India this year, the country's infrastructure development will strengthen its capabilities to accommodate the growing appetite for LPG in the long run. The Kandla-Gorakhpur LPG pipeline from Gujarat to Uttar Pradesh is scheduled to come online in 2024, while Indian Oil Corporation (IOC) is also due to commence operations at the import terminal in Kochi, with capacity of 15.4 kt of LPG. India is also attracting foreign investment in its LPG sector, which will provide further impetus for the country's infrastructure, strengthening its LPG import capabilities.

The charter hire rates for VLGCs surged in 2023 because of increased long-haul trade, supported by a wide US-Asia arbitrage, recovery in Asian petchem production and supply inefficiencies created due to the Panama Canal restrictions and Red Sea tensions. The Panama Canal restrictions due to drought conditions since August 2023 supported the sector as VLGCs are compelled to take longer routes, squeezing vessel supply. However, the attacks in the Red Sea also forced VLGCs to take even longer route via the Cape of Good Hope.

Your company's VLGC carrier - VLGC Nanda Devi, was gainfully employed under time charter with Indian energy PSU during this financial year.

**DISCUSSION ON FINANCIAL PERFORMANCE WITH RESPECT TO OPERATIONAL PERFORMANCE**

The financial performance of the tanker segment has been largely influenced by healthy earnings on all segments. Your company operates a diversified fleet, including five VLCCs, which were primarily employed on spot voyage charters with Indian charterers. However, due to dry-dock activities, revenue-earning days were lower compared to the previous year. Suezmax tankers were deployed in a mix of Indian as well as foreign charterers mainly in spot market. The older Suezmax vessels faced reduced employment opportunities owing to technical and age related limitations. Your company's Aframax COA earnings remained at decent level throughout the year. Four LR-I crude tankers were

employed on the Indian coast, engaging in a mix of COAs, spot voyages, and other operations like lighterage and floating storage duties; whereas one unit was deployed on time charter with a foreign charterer. The LR product tankers were employed with foreign charterers on voyage charters, achieving stable returns. MR tankers were employed on the Indian coast.

The earning of the dry bulk segment was subdued for the first half of the year owing to low demand. China's appetite was low and grain trade was also muted. However several factors resulted in the segment picking up in the second half of FY 23-24. China's import of iron ore surged, likely to replenish low inventories. This along with Panama canal drought and Red Sea crisis escalation that led to vessel's rerouting, resulted in demand supply gap that drove the markets up. This ended up defying the seasonal cycle. And although the recovery in the second half of the year did help ship owners, the overall earnings for the full financial year were lower than that of FY 22-23, as the levels seen for dry bulk market in the first few months of FY 22-23 were much higher, thereby driving earnings. Also, some of the dry bulk vessels of your Company were scheduled for dry-dock. However your company's diversified strategic deployment of tonnages, including COA, produced profitable financial results in dry bulk segment.

**C. LINER AND PASSENGER SERVICES**

**Industry Structure & Developments**

**i) World Scenario:**

A.1 Global shipping industry found itself at epicentre of unprecedented challenges in 2023. It navigated through substantial economic hurdles, escalating inflation, significant shifts in consumer behaviour, increased geopolitical uncertainties, and a pronounced move towards diversifying global supply chains. Conflict in Ukraine, resulted in closure of Black Sea ports, causing congestion and delays in goods transportation and had a particularly significant impact. Moreover, notable decrease in Ukraine's exports, especially grains & food products, contributed to global price hikes. Recent conflicts in Middle East have also exerted substantial pressure on shipping industry, prompting international Companies to issue advisories and make adjustments to their networks / operations etc. Challenges posed to key shipping routes, including Suez Canal and Strait of Hormuz, added further uncertainty to industry in 2024. Expansion of BRICS, now including UAE, Saudi Arabia, Iran, Ethiopia, Egypt, and Argentina, is expected to bring about major shifts in international trade routes, introduce new alternative payment systems, and support infrastructure development across regions. However, outcome depends on how BRICS leverage its expanded influence in evolving global landscape, presenting both opportunities and challenges for global and regional shipping & maritime sector. This collaboration, combined with other recent developments in region, such as inception of India-Middle East-Europe Economic Corridor (IMEC), is poised to reshape dynamics, scope & reach of global shipping.

A.2 In response to ongoing trade tensions between US & China, escalating labour costs, and concerns about potential manufacturing disruptions akin to those witnessed during COVID-19 pandemic, Companies, especially in technology sector are increasingly exploring strategies to diversify their global supply chain operations away from China. While completely severing ties with China poses challenges due to robust electronic supply chains, established over past three decades, Companies are strategically relocating their final manufacturing and assembly processes outside of China while maintaining reliance on Chinese suppliers for essential raw materials. Establishing a manufacturing presence in a new location is a gradual process, typically taking more than two to three years. Anticipated growth in production in alternative regions is expected to gain momentum in 2024, with significant transitions occurring after 2025.

A.3 In 2024, pivotal shipping & maritime trends mentioned above are poised to shape global shipping landscape. Persistent consumer spending caution will influence container shipping demand and imbalanced inventory availability, potentially leading to an increase in blank sailings in certain regions. Simultaneously, oversupply is expected to drive intense competition and reduced profitability, paving way for possibly more consolidation, mergers and acquisitions in 2024.

A.4 Geopolitical uncertainties are anticipated to cast shadows on established trade routes, and expanding influence of BRICS countries is set to introduce new market dynamics, further impacting shipping & maritime landscape. Additionally, gradual shift in supply chains away from China emerges as a key trend with significant implications for market. Future of whole shipping & maritime industry is unpredictable, yet interconnected economic trends and geopolitical events mentioned above are set to guide course & destiny of global shipping ecosystem in 2024 and beyond.

A.5 As per UNCTAD, in 2023, global economy grew by 2.7%, but international trade in goods decreased by 1%. Although there has been some recovery in 2024, it's unlikely that merchandise trade will be a significant driver of growth this year. Global maritime trade routes, crucial to world's trade & commerce, are facing increasing challenges. Most recently, escalating attacks on ships in Red Sea since November 2023 have been compounding already existing disruptions in Black Sea caused by war in Ukraine. Additionally, climate-induced droughts are affecting trade through Panama Canal.

A.6 In 2023, global container market grew 0.2% year-on-year to 173.8 million TEUs, which is 1.5% more than in 2019 before COVID-19 pandemic. However, this is 3.9% lower than in 2021, with cargo volumes declining by almost 7 Million TEUs due to regional and East / West trade decreases. According to BIMCO, global container volumes are expected to grow between 3% and 4% in 2024 and 2025. In

2023, world's top 20 ports generated 387.5 million TEUs in cumulative traffic, which is 1.24% more than previous year. Asia was main driver of growth, with 15 of top 20 ports in 2023, including Beibu Gulf, a new entrant. Africa's leading port, Tangier Med, also entered ranking in 2023.

A.7 As 2023 saw a relatively low level of container ship recycling, new ships entering fleet caused an 8% increase in capacity of container fleet, fastest growth registered since 2011. In 2023, shipyards delivered 350 new container ships with a total capacity of 2.2 Million TEUs, beating previous record from 2015 when 1.7 Million TEUs was delivered. Ships larger than 15,000 TEUs continued to dominate deliveries, and segment grew 28% after 1.3 million TEUs were delivered in 2023.

**B) Indian Scenario:**

B.1 India's 12 Major Ports handled 819.23 Million Tonnes (MT) of cargo in FY24, some 4.45 % more than 784.30 MT handled during last year on back of strong growth in Iron Ore, Raw Fertiliser, Coking Coal and Container shipments, as per IPA. Mormugao saw highest increase in traffic in percentage terms, by nearly 19% to 21 MT in FY24. It was 17 MT in FY23. Rise came on back of increased Iron Ore exports to 5 MT, up 117% y-o-y. Traffic across all other categories, like Petroleum, Coking Coal & Thermal Coal saw a decline.

B.2 India's maritime sector is set to undertake a transformative journey with a comprehensive roadmap launched during Global Maritime India Summit, involving an investment of ₹ 80,000 lakh crores. Amrit Kaal Vision 2047, formulated by Ministry of Ports, Shipping & Waterways (MoPSW), builds on Maritime India Vision 2030 and aims to develop world class ports and promote inland water transport, coastal shipping, and a sustainable maritime sector. It encompasses aspirations in Logistics, Infrastructure, and Shipping, supporting India's 'Blue Economy'. Vision, shaped through over 150 consultations with various stakeholders and analysis of 50 international benchmarks, outlines more than 300 actionable initiatives for enhancing ports, shipping, and waterways by 2047.

B.3 GMIS 2023, organized by MoPSW, was largest summit ever conducted in Mumbai. Hon'ble Prime Minister inaugurated summit and launched 'Maritime Amrit Kaal Vision 2047'. Ministers from 10 foreign countries, official delegations, business delegates, and exhibitors from 42 countries participated. Event witnessed signing of 360 MOUs worth Rs. 8.35 lakh crores, and additional investible projects worth ₹ 1.68 lakh crore were announced. Summit facilitated 2,460 B2B meetings and more than 500 G2B / G2G meetings. Hon'ble Prime Minister also laid foundation stone for eleven projects, totalling ₹ 14,440 crores, and eleven projects valued at ₹ 8,924 crores were dedicated to the Nation.

B.4 To meet larger vision of achieving Zero Carbon Emission Goal, Government launched 'Harit Sagar' Green Port Guidelines on 10.05.2023. Four major ports viz. Deendayal Port, Visakhapatnam Port, New Mangalore Port and VOC Port are already generating renewable energy more than their demand. On 27.09.2023, Green Hydrogen NGEL signed an agreement with SMP, Kolkata to develop a Green Hydrogen Hub in Kolkata. SMP, Kolkata and Saif Powertec Ltd., Bangladesh signed a MOU on 25.09.2023, to establish a new multimodal transport route for container movement between India and Bangladesh for fostering trade & shipment between two countries through Mongla and Chattogram Sea Ports, as well as Pangaon River Port.

B.5 On 03.11.2023, Costa Serena, first international cruise liner in India, was launched from Mumbai by Hon'ble Union Minister of MoPSW. This is a significant milestone in history of cruising and tourism in India and was made possible by "Dekho Apna Desh" campaign of Hon'ble Prime Minister. From April to November 2023, 86.47 MMT of cargo was moved through Waterways as compared to 80.44 MMT moved during April to November 2022, i.e. an increase of 7.49%.

**II) Business Sector & Outlook**

(i) Shipping industry is considered a crucial barometer reflecting trends of global economy, and particularly container shipping sector, dealing with consumer goods, is known to react sensitively to economic and political changes. In 2024, container shipping is expected to be influenced by complex changes in shipping industry environment, global economic conditions, and political situations, which will likely have a significant impact on cargo volumes & freight rates. Consequently, 2024 is anticipated to be a challenging year for predicting container freight rates.

(ii) Global container cargo volumes is directly influenced by worldwide economic situation, and this impact has been pronounced in recent years. Due to pandemic, there was a 1.5% decrease in 2020 compared to previous year. Subsequently, in 2021, with launching of economic stimulus measures by various governments including interest rate cuts, consumption increased, leading to a 6.6% rise in cargo volumes. However, in 2022, Russia-Ukraine war resulted in inflation & interest rate hikes, leading to a decrease in consumption and a 3.7% decline in cargo volumes. In 2023, as inflation moderated, there has been a slight 0.5% increase in cargo volumes. Examining cargo volume by routes, in 2023, routes in Asian region experienced a 1.4% decrease, while European routes saw a 7.2% increase, and North American routes decreased by 4%.

(iii) According to Clarkson's forecast, global container cargo volume outlook for 2024 is approximately 208.54 Million TEUs, representing an increase of about 3.7% compared to 2023. Maritime Strategies International (MSI) provides a more optimistic projection, anticipating a growth rate of 4.5% for 2024. This upward trend is primarily associated with cessation of interest rate hikes in US, EU etc., interpreted as reflecting expectations for recovery in consumer spending and corporate demand. Breaking it down by routes, forecast suggests

that route within Asia will experience a 3.4% increase to 89.42 Million TEUs, Europe route will see a 1.5% rise to 16.75 Million TEUs, and North American routes is expected to increase by 6.5% to 22.49 Million TEUs.

(iv) On supply side, starting from 2023, delivery of large container ships has gained momentum. Looking at data for 2023, delivery of container ships with a capacity of over 8,000 TEUs was 130,000 TEUs in May, 230,000 TEUs in June, 170,000 TEUs in July, and 120,000 TEUs in August. In December, 150,000 TEUs were delivered. These figures represent increases of 458%, 99%, 169%, 406%, and 191% compared to same months in previous year, indicating substantial influx of container ship capacity into shipping market. As of end 2023, global container ship capacity reached 27.83 Million TEUs, signalling significant change in shipping industry. This figure represents an increase of approximately 8.3% as compared to 25.7 Million TEUs in 2022, marking highest growth rate in past decade.

(v) Delivery of a large number of container ships can contribute to stabilization of freight rates, simultaneously, it can also lead to intensified market competition and sustained pressure for reduction of freight rates due to oversupply. Container shipping industry needs to respond flexibly and strategically to these challenging market changes. To achieve this, a focus on analysing market trends, improving operational efficiency, developing long-term business plans (such as diversification of business) etc. is considered crucial. Through such an approach, container shipping industry can effectively cope with market volatility and strive for long-term stability and sustainable growth.

(vi) According to predictions from Clarkson's and MSI, growth rates for cargo volume in 2024 are forecasted to be approximately 3.7% and 4.5%, respectively. In contrast, growth rate for container ship capacity, according to Clarkson's, is expected to reach 7.0%. It appears that demand growth rate may not keep pace with increase in supply, indicating a less favourable freight rate, profit & profitability outlook as compared to previous year.

**III) Future Trends in Shipping Industry**

**(a) Low Carbon Fuels:** Adoption of low carbon fuels, such as Liquefied Natural Gas (LNG) & Biofuels, represents a significant step towards reducing greenhouse gas emissions in shipping industry. As environmental regulations become stricter and sustainability concerns grow, ship-owners are increasingly investing in alternative fuels to power their vessels. This shift towards low carbon fuels not only helps reduce emissions but also positions Companies favourably in a market increasingly focused on environmental responsibility and compliance with emissions targets.

**(b) Streamlined Hulls:** Advancements in hull design, including development of more streamlined shapes & structures, aim to improve hydrodynamics of vessels and reduce drag. By minimizing resistance encountered by ships moving through water, streamlined hulls can enhance fuel efficiency and reduce operational costs. As fuel expenses constitute a significant portion of operating expenses for shipping companies, investments in streamlined hulls offer potential for substantial long-term savings and increased competitiveness in market.

**(c) Efficient Propeller Design:** Innovations in propeller design focus on optimizing blade geometry, materials, & propulsion systems to maximize propulsion efficiency and minimize energy consumption. Efficient propeller designs help vessels achieve higher speeds with lower fuel consumption, leading to improved performance and reduced environmental impact. By investing in more efficient propeller technologies, shipping companies can enhance their operational efficiency; lower operating costs, and comply with regulatory requirements aimed at reducing emissions and improving sustainability.

**(d) Improved Voyage Planning & Fuels Savings:** Enhanced voyage planning techniques leverage advanced weather forecasting, AI route optimization algorithms, and real-time data analytics to optimize vessel routes and minimize fuel consumption. By identifying most fuel-efficient routes and adjusting speed and course accordingly, shipping companies can achieve significant fuel savings and reduce environmental emissions. Improved voyage planning not only contributes to cost savings but also enhances operational efficiency, reliability, and safety, positioning companies for success in an increasingly competitive and environmentally conscious industry.

**(e) Hull Coatings:** Development of advanced hull coatings aims to reduce friction between ships & water, thereby, improving fuel efficiency and reducing emissions. Innovative coatings, such as silicone-based or non-toxic foul-release coatings, prevent marine growth and reduce drag, allowing vessels to maintain optimal performance over extended periods. Investing in better hull coatings not only helps shipping companies reduce fuel consumption and operating costs but also prolongs lifespan of vessels and minimizes environmental impact by reducing use of biocidal antifouling paints.

**(f) Air Cushions:** Air lubrication systems, also known as air cushions or air bubbles, create a thin layer of air bubbles along hull of a vessel, reducing frictional resistance and improving fuel efficiency. By injecting compressed air or micro-bubbles beneath hull, air cushion systems enable ships to glide more smoothly through water, requiring less propulsion power and fuel consumption. Adopting air cushion technology offers significant fuel savings and environmental benefits, making it an attractive option for shipping companies seeking to enhance efficiency and sustainability in their operations.

**(g) Sails:** Modern sail-powered cargo ships are incorporating innovative technologies to enhance efficiency and sustainability. Rigid sails, made from durable materials like carbon fibre, and kite sails, which capture high-altitude winds, are among latest trends. Rotor sails, using Magnus effect, are gaining popularity for their effectiveness in various wind conditions. Hybrid propulsion systems combine traditional engines with sail power to reduce fuel consumption and emissions. Automated sailing systems optimize sail adjustments

in real-time, minimizing human intervention. Additionally, some ships integrate solar panels with sails to harness both solar and wind energy. Wind-Assisted Ship Propulsion (WASP) technology leverages multiple wind propulsion methods for maximum energy savings. New ship designs focus on aerodynamics and hull efficiency to complement sail power. Maritime industry is also seeing increasing regulatory support and incentives for sustainable shipping practices, further driving innovation in sail-powered technologies.

**IV) SWOT Analysis – L&PS Division**

**A) Strength & Weaknesses**

A.1 Liner Division of SCI has vast experience in liner trade, which is most formidable force instilling confidence in cargo interests / owners who continue to lend their invaluable support to SCI.

A.2 Customer friendly approach at all levels and SCI's customized services puts SCI ahead in league.

A.3 Wide network of agents, world over, provides and facilitates for localized contacts in markets to offer bespoke, customised, end-to-end total logistics solutions.

A.4 Operating partnerships have been forged with internationally recognized container carriers in select consortia, to enhance coverage and frequency on major trading routes.

A.5 Break-bulk operations are largely profitable and provide stable source of revenue.

A.6 Though SCI started predominantly as a liner shipping company but currently has only 2 liner vessels with a meagre share of global liner capacity.

**B) Opportunities & Threats:**

B.1 Substantial growth of Indian EXIM container trade facilitated by enabling GOI policies viz. Maritime Amrit Kaal Vision 2047, Maritime Vision 2030, Sagarmala, Gati Shakti, National Logistics Policy, Foreign Trade Policy 2023 etc.

B.2 Substantial potential for enhancing presence on Indian coast in coastal shipping sector, feeder operations, IWT etc.

B.3 Capitalise on substantial movement of project cargoes, heavy lift shipments; tapping more PSU / GOI / Defence cargoes.

B.4 India–Maldives service to serve as template for expansion into Indian Ocean Region (IOR) & near Coastal Regions.

B.5 Provide Technical, Operational & Commercial Management, of IWAI Vessels through ICSL.

B.6 Break-bulk sector affords inherent potential for carriage of ODC / Project / Heavy Lift cargoes of Government Organizations / Departments / PSUs etc.

B.7 Supply / demand overhang with huge box-ship order book dominated by larger ships (ULCS / VLCS) placing considerable stress on already depressed freight markets.

B.8 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.

B.9 Trade-wars, protectionism etc. & its impact on emerging markets pose serious headwinds.

B.10 On-going industry consolidation, capacity management & network optimisation forcing cascading of bigger vessels into niche segments stressing out freight rates, capacity utilisation, revenues and profitability.

B.11 Extreme volatility in input costs viz. especially bunker prices, port / terminal / depot tariffs etc. severely impacting bottom line.

**V) Liner Shipping Services 2023-24**

**A) Segment-Wise Performance**

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

| Type of Ownership | As on 31.03.2023 | | Addition | | Scrapping | | As on 31.03.2024 | |
|---|---|---|---|---|---|---|---|---|
| | No. | DWT (MT) | No. | DWT (MT) | No. | DWT (MT) | No. | DWT (MT) |
| SCI Owned | 2 | 1,15,598 | - | - | - | - | 2 | 1,15,598 |
| In chartered | 1 | 10,643 | 1 | 28,632 | | | 2 | 39,275 |
| **Total** | **3** | **1,26,241** | **1** | **28,632** | | | **4** | **1,54,873** |

A.2 SCI owned container vessels viz. m.v. SCI Chennai and m.v. SCI Mumbai are 14 years old. As on 31.03.2024, 4 vessels including 2 in-chartered container vessels having combined DWT of about 154,873 MT was operated by your Company.

In addition to above owned and in-chartered vessel, your Company also has loading rights on 18 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 etc. to name a few. Your Company continued to be present in following sectors.

**B) Container Services**

**B.1** **India Europe Service / Himalaya Service / IPAK Service:** UK–Continent Cellular Container Service was commenced by SCI in 1994, 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 were contributed by SCI. A slot swap arrangement between SCI & MSC was agreed, under which SCI was allotted 150 TEUs on India Pakistan Europe Service (IPAK service) operated by MSC, against allotment of 150 TEUs from SCI's allocation on India Europe Service. Thereafter, in early 2016, service was upgraded to nine vessels of 8,500 - 10,000 TEU capacity with SCI contributing one in-chartered vessel of about 8,500 TEU capacity. Since re-delivery of in-chartered vessel in August 2021, SCI has been maintaining its presence in India–Europe sector through purchase of slots from MSC. In meantime, owing to on-going Red Sea crisis and attacks on commercial ships, Shipping Lines started to route their vessels via Cape of Good Hope as transiting through Suez Canal became unsafe. In view of above, round voyage duration of Asia Europe Services viz. IPAK service & Himalaya Service operated by MSC increased from 63 days to 84 days and number of vessels deployed in services also increased from nine to twelve vessels. Accordingly, MSC re-organized Himalaya Service to cover Mediterranean ports and IPAK service for catering to European / North Continent Ports. Hence, SCI is now operating India–Europe service through slot purchase on IPAK Service operated by MSC. During January 2024, SCI finalized in-chartering of an 8,000 TEU vessel, which is expected to be delivered to SCI during last week of August 2024 & is planned for deployment in IPAK Service.

**B.2** **SCI Middle East India Liner Express (SMILE) Service & Chennai Colombo Gulf Service (CCG) of Partner:** SMILE & CCG services seamlessly link up 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 East Coast of India ports. These 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 viable and environmentally feasible options. SCI connects West Coast of India to Southern & Eastern ports of India viz. Vizag, Katupalli & Krishnapatnam offering Pan India service since thereby promoting GOI initiative 'Sagarmala', increased coastal shipping and effecting modal shift.

**B.3** **India–Maldives Shipping Services (IMSS):** 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 inchartererd vessel. However, Service was continued through interim arrangement with other carriers. On 05.05.2023, direct shipping service recommenced between India and Maldives, through induction of m.v. MSS Galena, from VO Chidambarnar Port. m.v. MSS Galena, since her inaugural sailing on 05.05.2023, gave much needed connectivity between both Nations. On completion of charter of m.v. MSS Galena and for maintaining continuity of IMS Service, SCI has taken m.v. MSM Douro, a 220 TEU (nominal capacity) vessel, for induction in IMS Service.

**B.4** **Inland Waterways Services:** "Inland & Coastal Shipping Ltd" (ICSL), a wholly owned subsidiary of SCI, was incorporated on 29.09.2016 for undertaking / providing transportation services through inland waterways, coastal shipping and end to end logistics. A MOU was executed between ICSL and Inland Waterways Authority of India (IWAI) on 22.01.2021 for Operations & Management of three cargo vessels on bareboat charter basis. Vessels would navigate on National Waterways and serve hinterlands of India. Two cargo vessels were taken over by ICSL in January and February 2021 respectively and third vessel would be taken over by ICSL after completion of formalities by IWAI. ICSL is in process of establishing scheduled services in NW1 (Kolkata to Patna / Varanasi) and NW2 (Kolkata to Dhubri / Pandu) in collaboration with IWAI. Subsequently, ICSL and IWAI executed a MOU on 11.03.2022 for taking over two RO-RO vessels owned by IWAI to promote RO-RO transportation aimed at decongesting roads. Informatively, one of the RO-RO vessels viz. m.v. Gopinath Bordoloi, was taken over by ICSL and out-chartered on 29.08.2023 and second vessel m.v. Sankar Dev, would be taken over by ICSL shortly.

**B.5** **Feeder Operations:** SCI enters feeder arrangements with "Common Carriers" between various destinations / port-pairs on Indian Sub-continent for providing seamless connectivity for EXIM & Coastal trade fraternity.

**B.6** **Slot Swap Arrangements:** SCI enters into slot-swap arrangements with service providers depending upon trade requirements.

**B.7** **Break-Bulk Services:** SCI arranges carriage of break-bulk cargoes on space charter basis from various regions across globe including USA, Europe, Far-East etc. for imports of Government Departments / PSUs and other GOI Organisations, which includes ODC / Project / Heavy Lift / IMO Class-I Cargoes etc. and also containers.

**VI)** **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. Both physical & Virtual Meetings with Agents, Customers, Shippers, Cargo Consolidators etc. are held periodically, and SCI representatives also participate in various trade meets at important locations in India.

**VII)** **Outlook:**

a) IMF projects a GDP growth of 6.8% for FY 2024-25, citing strong domestic demand, whereas, ADB has a more optimistic outlook, forecasting a growth of 7% GDP growth for FY 2024-25, based on expectations of robust investments and a strong service sector. Further, Budget 2023-24 has emphasised significant increase in capital expenditure outlay, with a focus on infrastructure development, including investments in ports, waterways, and related logistics infrastructure, which would directly & indirectly benefit shipping sector by augmenting capacity & improving efficiency and connectivity.

b) On international side, according to predictions from Clarkson's and MSI, growth rates for cargo volume in 2024 are forecasted to be approximately 3.7% and 4.5%, respectively. In contrast, growth rate for container ship capacity, according to Clarkson's, is expected to reach 7.0%. It appears that demand growth rate may not keep pace with increase in supply, indicating a less favourable freight rate outlook during 2024–25. Further, uncertainty arising from prolonged geo-political conflicts such as Russia–Ukraine war, attacks on commercial vessels in Red Sea region forcing diversion of vessels via longer & riskier route of Cape of Good Hope has had a debilitating impact on shipping services. Longer sailing distances & transit times, higher bunker consumption, increased insurance premiums, risk allowances for crew, etc., have caused a spike in freight rates. As complex macroeconomic and geopolitical factors are beyond control of shipping lines & there is considerable uncertainty regarding their impact on shipping services during 2024. In view of above, India Sub-continent Europe Sector would remain extremely volatile in terms of both cargo volumes and freight rates in coming months.

c) SCI's weekly Coastal service (SMILE) with owned vessels viz. m.v. SCI Chennai & m.v. SCI Mumbai (115,598 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. In addition, vessel m.v. Alexandria has been in-chartered & inducted in SCI's Coastal fleet to maintain continuity and expand SCI's Coastal services. With presence of m.v. Alexandria and two owned vessels, SCI is ideally poised to expand presence on Indian coastal trade & post favourable results in 2024-25. However, due to influx of excess tonnage by competing lines, reduction in cargo volumes, downward trend in freight rates etc. is expected to continue at least till mid of FY 2024-25.

d) As regards Inland Waterways, though navigable waterways of India continue to be underutilized, government's focus on development and promotion of Inland Waterways as a supplementary mode of transport through initiatives like Amritkaal 2047, MIV 2030, Gati Shakti Plan and Sagarmala for development of Multimodal Transport, would give necessary impetus to further development & usage of Inland Waterways making it next sunrise sector. SCI is already operating in inland waterways and is looking for further opportunities for expansion through its subsidiary, Inland & Coastal Shipping Limited, located at Kolkata.

**VIII)** **Risks & Concerns:** As container freight rates in last two years touched record high levels, it is unlikely that such rates will continue to maintain at 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.

**IX)** **Discussion on Financial Performance w.r.t. To Operational Performance:** Your Company's liner segment registered a net loss of ₹ 187.15 crores in FY 2023-24 as against ₹ 31.19 crores in 2022-23. Operating Income decreased to ₹ 460.99 crores in 2023-24 from ₹ 1,128.59 crores in preceding year due to lower volumes and sub-optimal 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 & trans-shipment costs by reducing carrying cargoes to non-base ports, better inventory management, control on repair costs of vessels & containers. On time schedule reliability of our services, especially, in Europe sector, continues to be very good and comparable or better than global players.

**X)** **Measures Taken To Improve 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 point of view of profitability. Ultra slow steaming is planned and achieved on 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 vessel is being replaced by younger fleet at better terms. Division is scouting for second hand vessel(s) if it fits operational, technical and commercial requirements.

**XI)** **<u>Information Technology</u>:** SCI has a robust ERP system in place. These systems are hosted at 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 and Courier Frauds through articles, emails and talks by eminent personalities.

**D. Technical and Offshore Services Division**

**Information relating to the year under review viz 01.04.2023 to 31.03.2024:**

The T&OS Division of SCI operates fleet of 10 owned offshore vessels. In addition to the above, it has also been managing vessels of various organizations/Government departments. As on 31.03.2024, this comprised of 02 vessels of ONGC, 27 vessels of A&N Administration, 3 vessels of Geological Survey of India and 01 vessel of UTL Administration.

**Offshore vessels:**

**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 Vessels (MPSV).

During the year under review, five (5) vessels (one PSV and four 120T BP AHTSVs) continued to be on long term charter with ONGC. Further, two vessels were under deployment with DRDO (one MPSV and one 80T BP AHTSV); and two vessels were under deployment with Indian Navy (one MPSV and one PSV). Vessels deployed with DRDO and Indian Navy were providing assistance in national missions of strategic importance.

While at the beginning of the year, two (2) 80T BP AHTSVs were operating in the spot market and were deployed with various Government and private clients; subsequently, during the year one 80T BP AHTSV has been deployed with DRDO on long term basis.

**O&M of ONGC owned vessels**

**i. Specialized vessels of ONGC:**

During the year 2023-24, your company continued the Operation & Maintenance (O&M) of ONGC's one Geotechnical vessel (GTV Samudra Sarvekshak)

Also your company continued to provide O&M to ONGC owned Well Stimulation vessel (WSV Samudra Nidhi), since the vessel's delivery in the year 1986.

**ii. Mobile Offshore Drilling Unit (MODU):**

Your Company had been providing Marine Man Management services to one MODU of ONGC viz; 'Sagar Bhushan', since last 6 years. As per the directions from ONGC, the vessel has been handed over back in Mar'2024.

**O&M of other organizations:**

**i. 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). 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.

**ii. O&M of UTLA owned vessels:**

Your company, on 02.02.2022, had executed an agreement with Union Territory of Lakshadweep Administration (UTLA) towards Operation and Management (O&M) of their entire fleet of vessels.

Subsequently, your company received letter dated 21.02.2023 from the UTL Administration informing about signing of MoU with Cochin Port Authority, Cochin Shipyard Limited and Lakshadweep Development Corporation Limited (LDCL) for Port Infrastructure development projects and Shipping operations and maintenance of UTLA vessels. As per the letter, your company was requested to take necessary action for handing over operation and management of UTL vessels to LDCL. Accordingly, suitable arrangements were made by your company for smooth handing over. During the year 2023-24, 22 vessels of UTL Administration were handed over to M/s. LDCL in a phased manner and remaining 01 vessel was handed over in April'2024.

**iii. 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.

**iv. 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 31.03.2023 | | | Addition | Scrap/ Redelivered | As on 31.03.2024 | | |
|---|---|---|---|---|---|---|---|---|
| | Nos. | PAX capacity | Cargo Capacity (MT) | | | Nos. | PAX capacity | Cargo capacity (MT) |
| Pax-cum-cargo | 14 | 6517 | 4390 | - | 5 | 9 | 5098 | 4390 |
| Cargo ships | 8 | - | 4400 | - | 7 | 1 | - | 400 |
| POL ships | 3 | - | 910 | - | 2 | 1 | - | 700 |
| High Speed Crafts | 6 | 600 | - | - | 6 | - | - | - |
| Tug | 2 | - | - | - | 2 | - | - | - |
| Other vessels | 17 Foreshore & 3 Research | 1601 | 250 | - | - | 17 Foreshore & 3 Research | 1601 | 250 |
| | 53 | 8718 | 9950 | - | 22 | 31 | 6699 | 5740 |

**DRDO Project:**

Your Company continued to deploy its one Multi-Purpose Support vessel (MPSV) "SCI Saraswati" with the Defence Research & Development Organisation (DRDO) during the entire FY 2023-24. Further to this, your company has also provided one more Offshore vessel to DRDO to cater to their requirements. These vessels are being utilized to meet support requirements towards DRDO's strategic missions of national importance.

**Indian Navy Projects:**

Similar to previous year, during the current year also, the Indian Navy has continued to avail services of your company's one MPSV "SCI Sabarmati" and one PSV "SCI Yamuna". Your company is proud to have been associated and assisting the Indian Navy in their critical missions of national importance.

**India-SriLanka Passenger ferry service:**

As per directions of Government of India, your company rendered necessary assistance for commencement of International Passenger Ferry service between Nagapattinam, India and Kankesanthurai, Sri Lanka, which was flagged off on 14.10.2023 from Nagapattinam.

SCI took over the High Speed Craft (HSC) 'Cheriyapani' owned by the UTL Administration, completed mandatory audits & certification and obtained permissions from D.G. Shipping and vessel was made ready to be deployed for the ferry service. The vessel HSC 'Cheriyapani' successfully completed four round voyages between Nagapattinam and Kankesanthurai on 14th, 16th, 18th & 20th Oct 2023 and has catered to the requirements of passengers of both countries.

Thereafter, as weather conditions started deteriorating at Nagapattinam and Kankesanthurai, passenger service had to be suspended beyond 20th Oct 2023. Accordingly HSC Cheriyapani sailed from Nagapattinam on 24.10.2023 for Kochi and the vessel was handed over to LDCL (UTLA) on 28.10.2023.

**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. Your company is also in the process of tonnage acquisition in the required segments.

Further to keep the vessels technologically up-to-date your company is in the process of upgrading four (4) 120T BP AHTSVs from DP1 to DP2, in line with the market requirements of E&P operators.

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

ONGC being the biggest E&P company in India, your company has been employing majority of its vessels with them on 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.

While SCI has diversified Offshore fleet, it is comparatively small to cater/fulfill to the needs of E&P companies in India, which is being capitalized by the private & small players by adding low cost assets.

**Opportunities and Threats:**

The offshore vessel market in India presents several opportunities, driven by the country's expanding energy sector, regulatory initiatives and increasing demand for maritime infrastructure. Here are some key opportunities:

**i. Oil and Gas Exploration:**

> Increased Exploration Activities: The Indian Government has been encouraging exploration and production activities in its offshore oil and gas fields. This creates demand for offshore assets like Offshore Support Vessels (OSVs), Platform Supply Vessels (PSVs), Anchor Handling Tug Supply Vessels (AHTSVs) and Multi-Purpose Support Vessels (MPSVs).

> Deepwater and Ultra-Deepwater Projects: As exploration moves to deeper waters, there is a growing need for specialized vessels capable of operating in challenging environments.

**ii. Renewable Energy:**

> Offshore Wind Farms: India is exploring the potential of offshore wind energy. The development of offshore wind farms will require various types of support vessels for installation, maintenance and operations.

**iii. Subsea Operations:**

> Pipeline and Cable Laying: With the expansion of offshore oil and gas fields and the development of renewable energy projects, there is a need for vessels specializing in laying subsea pipelines and cables.

> Inspection, Maintenance, and Repair (IMR): Regular IMR activities for existing offshore infrastructure present ongoing opportunities for offshore vessels.

**iv. Maritime Security:**

> Coastal Surveillance: Enhancing coastal security and monitoring activities requires specialized vessels equipped with advanced surveillance and monitoring systems.

> Search and Rescue Operations: The need for efficient search and rescue operations in India's vast maritime domain creates demand for well-equipped and versatile offshore vessels.

Investment in Technology: Investing in modern, technologically advanced vessels can enhance efficiency and safety in offshore operations.

By capitalizing on these opportunities, companies in the offshore vessel market can play a crucial role in supporting India's maritime infrastructure and energy ambitions.

With steady growth in the demand for crude oil, the E&P activities are expected to rise, thereby creating shipping demand for offshore assets in the Indian coast. Substantial potential is foreseen for growth in offshore services on the Indian coast as well as in the neighboring areas. Informatively, during the second half of the year, ONGC floated tender for chartering of various offshore vessels for a long term period of 3 years, wherein SCI was successful in getting contract for three vessels for 3 years period. Further, ONGC has also declared that they have made 11 discoveries during the last one year, which includes 5 discoveries Offshore and 6 onshore. Also your Company is being approached by various Government organizations as well as private operators for requirement of Offshore vessels. Thus various opportunities exist in the market for deployment of Offshore vessels of your Company.

While opportunities exist in the Indian market, there is lot of competition from the private players as well as foreign assets that are being diverted to Indian waters. This was observed in the last ONGC tender, wherein the participation was 60 vessel offers as against the tender requirement of 17 vessels, thus highlighting the stiff competition in the Indian market with Indian private shipping companies as well as from foreign shipping companies.

**Industry Structure and Developments:**

**i) 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.

**ii) Indian scenario:**

With ONGC already floated tender for chartering of 17 vessels on long term basis of 3 years, the Indian market was upbeat, with opportunities to deploy vessels on long term basis. ONGC is in the process of floating few more tenders for requirement of Offshore vessels in the next year also. Opportunities also existed during the year for deployment of vessels on short term basis, thus indicating that the Indian market was comparatively less impacted by the global geo-political tensions.

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.

**iii) Outlook:**

The outlook for the Indian offshore oil industry is influenced by various factors, including domestic and global demand for oil, technological advancements, regulatory frameworks, and geopolitical dynamics. Here's an overview:

- Reserves and Exploration: India has significant offshore oil reserves, particularly in the western offshore region of the Arabian Sea and the eastern offshore region of the Bay of Bengal. Exploration efforts continue to identify new reserves, including deepwater and ultra-deepwater prospects.
- Production Growth: The Indian offshore oil industry has experienced steady production growth over the years, driven by projects operated by state-owned companies like Oil and Natural Gas Corporation (ONGC) and Oil India Limited (OIL), as well as private players like Reliance Industries Limited (RIL). However, ageing fields and declining production rates in some areas pose challenges to sustaining growth.
- Investment and Development: The Indian Government has been encouraging investment in the offshore oil sector through policies aimed at attracting domestic and foreign investment, promoting exploration and production activities, and facilitating technology transfer. Initiatives such as the Open Acreage Licensing Policy (OALP) and the Hydrocarbon Exploration and Licensing Policy (HELP) aim to boost exploration and production activities in both shallow and deepwater areas.
- Technological Advancements: Advancements in exploration and production technologies, including seismic imaging, drilling techniques and enhanced oil recovery methods, are enhancing the viability of offshore oil projects in deeper waters and challenging environments. These technologies contribute to unlocking new reserves and improving production efficiency.
- Global Market Dynamics: The Indian offshore oil industry is influenced by global oil market dynamics, including oil prices, supply-demand trends and geopolitical developments. Fluctuations in oil prices can impact investment decisions, project economics and Government revenue from oil exports.
- Renewable Energy Transition: The global transition towards renewable energy sources, including solar, wind and hydroelectric power, presents both challenges and opportunities for the offshore oil industry. While there is increasing pressure to reduce reliance on fossil fuels and mitigate climate change, oil will likely remain a significant part of the energy mix for the foreseeable future, especially for industries like transportation and petrochemicals.

In summary, the outlook for the Indian offshore oil industry is influenced by a complex interplay of factors, including technological advancements, regulatory frameworks, market dynamics and the transition towards renewable energy. Despite challenges, the industry is expected to continue playing a significant role in India's energy security and economic development. Furthermore, ONGC is also expected to come up with more 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.

**Risks and Concerns:**

Availability of competent/suitable manpower for the Indian Flag Offshore vessels has become a serious concern. The acute shortage of manpower onboard vessels is hampering the employment of vessels and thereby affecting adversely in commercial operation of vessels. Moreover, with good opportunities available across globe, Indian seafarers are moving to foreign/private shipping lines for pay & taxation benefits, thereby India is facing shortage of competent manpower onboard Offshore vessels.

Further, there has been shortage of availability of yards on the Indian Coast for dry-docking and repairs of Offshore vessels. There are only limited yards present and various difficulties are being faced in availability of dry-dock slots as per the vessels requirements.

Entry of new players in the Indian market with low Capex is another concern and challenge for your company. Many small private players acquiring vintage secondhand vessels at low cost and competition with these players is a big challenge for SCI. 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.

**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 2 nos. 1200 Passenger-cum-cargo vessels, which are under construction at M/s. Cochin Shipyard Ltd. Similarly, your Company has also been providing assistance to the UTL Administration for supervision of 2 nos. 2000 LPG Cylinder carriers under construction at M/s Goa Shipyard Ltd. This first vessel is scheduled to be delivered to UTL Administration by end July 2024. Your Company is actively exploring opportunities to add new clients to its consultancy base such as NCPOR, etc.

**Tonnage Acquisition Programme**

During the year under report, your company had envisaged acquisition of secondhand vessels in various segments viz., Container, Gas, Product Carrier, Offshore vessels, etc.

Necessary steps were taken in this regard and accordingly during the month of March to May 2024, tenders were floated for acquisition of various vessels as stated above. As per the response received for the tender and technical evaluations of the offers, next course of action would be pursued as per the laid down procedures for acquisition of vessels.

Additionally, your company had also floated tender for acquisition of one secondhand High Speed Craft (HSC) of 15 to 20 years old having capacity to carry about 150 passengers to support the Government of India's vision for starting the international ferry services between Nagapattinam - India and Kakensanthurai - Sri Lanka.

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.

Under the National Green Hydrogen Mission (NGHM), your company has identified 2 vessels to be retrofitted to run on Green Methanol by 2027. The retrofit would be carried out in line with the Scheme Guidelines for Implementation of Pilot Projects for use of Green Hydrogen in Shipping Sector under the NGHM. Detailed feasibility study and discussions with Engine OEM is in progress.

Prevention of use of Single Use Plastics (SUP) onboard vessels in compliance with DGS orders, regular hull cleaning, propeller cleaning / polishing / periodic hull coating during drydock, use of tin free and cybutryne free Anti-fouling paints, using environmental friendly refrigerants, use of asbestos free products onboard, installation of Ballast Water Treatment plants in a phased manner on existing vessels depending on their dry dock schedule (completed on 33 out of 42 vessels required to be fitted with BWTS), etc are some of the measures showing your company's commitment to Eco-friendly policies and conservation of energy.

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.

As far as Carbon Intensity Indicator (CII) is concerned, SCI is exploring various types of Energy Saving Devices (ESDs)/technology such as propeller boss cap fins, low resistance (high performance) anti-fouling paints, trim optimization, time & speed monitoring, etc with an objective to achieve continuous improvement in ship's operational CII.

**Technology Absorption, Adoption and Innovation**

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

The 2023 IMO GHG Strategy is particularly focusing on reduction in carbon intensity of international shipping (to reduce CO2 emissions per transport work), as an average across international shipping, by at least 40% by 2030. The 2023 IMO GHG Strategy also includes a new level of ambition relating to the uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources which are to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030.Your company is committed to align with IMO's 2023 revised GHG Emissions strategy.

Your company is continuously trying to identify and implement emission reduction technologies and best practices. The technology for retrofit of existing 4-stroke diesel engines to run on Green Methanol is now available with OEM. Your company has identified 2 such vessels feasible for conversion of main propulsion engines to run on Green Methanol by 2027.

Your Company has also completed preparation and approval of EEXI technical files and plan to fully comply with the new MARPOL regulation effective from 01.01.2023 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 in order to support compliance with the EEXI requirements. All vessels of your company built after 2013 have Energy Efficiency Design Index (EEDI) certificates.

The Company has estimated the Carbon Intensity Indicator (CII) ratings for its fleet, which is helping to monitor vessel's CII rating and appropriate action plan can be formulated accordingly to improve CII (2% improvement in CII annually from 2023 to 2026).

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.

**Situation in Coastal operation and Offshore areas:**

The E&P activities are expected to continue steadily in the Indian offshore region, with new discoveries being made by the E&P companies. ONGC has recently concluded tender for chartering of 17 offshore vessels and it is expected that few more tenders are likely to be floated shortly.

Shortage of availability of competent/suitable manpower onboard vessels and limited availability of yards on the Indian coast for dry-docking/ repairs of offshore vessels has been a matter of concern.

**Measures taken to improve services and operations**

To keep the vessels technologically up-to-date your company is in the process of upgrading four (4) 120T BP AHTSVs from DP1 to DP2, in line with the market requirements of E&P operators.

Further your company also endeavours to augment its offshore fleet by acquisition of vessels and deploy on the Indian coast.

**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 2023-24, your Company continues to support the Micro and Small scale Enterprises (MSEs) by procuring 49.21% 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 2.49% of total eligible procurement, while from SC/ST owned MSE Vendors there is 0.001% 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. The Vendor Development Programme (VDP) was conducted by your company on 12th & 13th June 2023 for the SC/ST owned MSEs and also for the Women owned MSEs in the financial year 2023-24.

In line with Government's vision for procurement through Government e-marketplace (GeM), your Company has adopted the GeM system of procurement for items which are available on GeM Portal. Target for procurement through GeM portal was set at ₹ 230 crore for the financial year 2023-24. 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 2023-24 commencing from 20.02.2023 has been negotiated by your Company. There was an increase of 8.85% in the renewal premium over the expiring premium for policy year 2022-23 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 01.04.2024 till the preparation of the report.**

Your Company had participated in the tender floated by M/s.ONGC last year and has emerged successful in the global competitive bidding process. Your Company has been successful in obtaining long term contracts of 3 years for three of its Offshore vessels, which includes two 120T BP AHTSVs and one PSV.

Your company has conducted Vendor Development Programmes (VDP) on 3rd May 2024.

Your company has floated tenders from March to May 2024 for acquisition of secondhand/ resale vessels of various types and sizes, which includes Tankers, Containers, Offshore vessels, etc. These tenders are now in various stages of evaluation and processing.

**E. International Safety Management Cell**

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.

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.

SCI has complied with all the functional requirements of the ISM Code, which includes the Safety, Occupational Health & Environment Protection Policy, Drug & Alcohol Policy and Cyber Security 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 officers with dedicated single point 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 enables SCI to remain world-class ship operator / owner. The SCI is also in a position to provide such management expertise to other national/ international ship operators.

**ISPS Cell**

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.**

**E) PERSONNEL AND ADMINISTRATION**

**A. FLEET PERSONNEL**

To meet the demand for seafarers it is vital that the SCI promotes careers at sea and enhances maritime education and training, with a focus on the diverse skills needed for a greener and more digitally connected industry. Fleet Personnel Department in keeping with the vision of SCI is committed to maintain its status as a leading Indian Shipping Company in building skills, knowledge and attitude and significantly contribute to the capacity building in the sector.

As predicted by BIMCO Seafarer Workforce Report 2021, the shortage in the supply of seafarer officers continues through FY 2023-24. The demand has outpaced the supply. The shortage is being felt in all the ranks across the different types of vessels ranging from Bulk Carriers to Special Trade Passenger Ships. The shortage is also being felt for Near Costal Vessel (NCV) certified officers to sail on coastal vessel.

The Fleet Personnel Department has attempted to address the shortage by taking various steps which includes the enhancement of wages as market correction factors, promotion of officers on direct contract with parallel sailing in senior ranks, family carrying permission and rejoining bonus for senior officers; as applicable.

All the vacancies related to the fleet personnel are advertised on our website regularly. The engagement on social media platform is being encouraged to build our online presence. To further mitigate the shortage, officers are also being recruited on contract directly and through manning agents.

2nd Mate and MEO Class IV are being presently accepted from the open market to address the deficit. Deck/Engine Cadets and Trainee Electrical Officers are being inducted as regular officers as part of the Roster upon completion of their shipboard training, after receiving the certificate of competency (CoC) and are offered employment under the terms of the INSA-MUI Agreement. This is being done to ensure an uninterrupted supply of officers.

The Collective Bargaining Agreements (CBA) viz. NMB Agreement applicable to ratings / petty officers and the INSA-MUI Agreement applicable to officers was valid up to December 31, 2023. The new agreements have now been signed between INSA & the Union representatives and will be effective till December 31, 2027.

SCI has implemented online system for crew (rating) selection and same is being used successfully. The selection process is being reviewed regularly in order to keep up with the changing scenario.

The Fleet Excellence Award 2022 Ceremony was held in phygital mode on March 14th, 2024, at SCI HO Auditorium. Senior Management, Seafarers on board vessels as well as those ashore on leave, Cadets and Shore Personnel were present to acknowledge the outstanding contribution of Seafarers with regard to safety, adherence to ISM norms, efficiency, and incident-free sailing.

SCI has been a pioneer in employing women seafarers onboard its vessels and has implemented various initiatives including age relaxations and fee concessions to aspiring female cadets. There were 23 Women Officers and 10 trainees employed by SCI in calendar year 2023.

**B. MARITIME TRAINING INSTITUTE ('De-facto' transferred to SCILAL by virtue of Demerger Order dated 22.02.2022)**

Maritime Training Institute of India is located at Powai, Mumbai in an area of 45 acre of land and aims to provide the service to the Indian

Shipping Industry (Shore and onboard seafarers) to meet the training and re-training requirements in line with vision of the Govt. of India to become an advanced seafaring nation.

Maritime Training Institute (MTI) conducts three pre-sea training courses, namely, Diploma in Nautical Science (DNS), leading to B.Sc. (Nautical Science), Graduate Marine Engineering (GME) and Electro-Technical Officer (ETO) course. MTI also conducts various competency courses, such as Second Mate (F.G.) Functions course, revalidation courses for Deck Officers (i.e. Master, Mates and 2nd Mates).

In year 2023-24, Maritime Training Institute, Powai has conducted 314 nos. of residential and non-residential courses for imparting training to 3011 seafarers / candidates on following categories:

a. DNS (TNOCs), pre-sea training residential course leading to 77 nos. Navigating Officers;
b. GMEs (TMEs) pre-sea training residential course leading to 40 nos. Marine Engineer Officers;
c. ETOs, pre-sea training residential course leading to 80 nos. Electrical / Electro-Technical Officers; and.
d. Various STCW / Modular and Industry need based non-residential courses to 2814 nos. seafarers.

MTI has commenced GP Rating leading to 2nd Mate NCV Course in July, 2024 to cater to the needs of the industry.

MTI has trained 1,89,525 candidates since its inceptionin 1988.

On demand of the industry, MTI has introduced many new modular courses such as VICT, AECS etc. MTI also commenced Master's Revalidation Course w.e.f. July 2023.

MTI is in the process of modernizing the GMDSS GOC Laboratory and Computer Laboratory and installation of a modern Electrical Laboratory/ workshop for imparting training to ETOs and GMEs.

Information towards major achievement during the year under review i.e. FY 2023-24 Academic Achievements

Major Academic Achievements –

a) MTI, Powai has been rated A1 (outstanding) grade continuously as per the CIP (Comprehensive Inspection Program) of the Directorate General of Shipping (DGS) Govt. of India. Last CIP was conducted on July 2023. Also Flag Administration (DG Shipping) inspection was completed successfully on 22.03.2024.
b) MTI, Powai is the only institute to conduct Extra 1st Class Examination under the direct supervision of DG Shipping.
c) MTI has also conducted "Certificate of Competency" examinations for engineers (i.e. Class I, Class II, Class IV and ETOs) in March 2024 under the direct supervision of DG Shipping.
d) MTI is one of two (02) training institute to conduct GMDSS GOC examination in India West Zone approved by DG Shipping and WPC.
e) To augment its training infrastructure and capabilities, MTI has MoU with the following institutes:
    i. The International Maritime Training Centre (IMTC) for practical training of IGF Basic Course and various DG approved Fire Fighting Courses
    ii. The Institute of Marine Engineers of India (IMEI) for practical training of Basic IGF Course, Basic Training for Oil & Chemical Tanker Cargo Operation and Basic Training for Liquefied Gas Tanker Cargo Operations.
    iii. The Loyalty Marine Education Trust (LMET) for practical training of Basic Training for Oil & Chemical Tanker Cargo Operation and Basic Training for Liquefied Gas Tanker Cargo Operations.

Other Initiatives –

As a contribution towards realizing Govt. of India's vision of self-sustainability,

- MTI has a "Solar Plant" with a capacity of 515.5kWp (1st green house campus in the Indian Maritime Education Industry) for internal electric power supply requirements.
- MTI also utilizes the in-campus natural waste (leaves etc.) to create manure and Lake/Well Water for gardening work in MTI Campus.

It is envisaged by Ministry of Ports, Shipping and Waterways (MoPSW) to establish South Asia Centre for Excellence for Sustainable Maritime Transport (SACE-SMaRT) at MTI, Powai, with following aim:

a. to transform the maritime sector in India and South Asia into a technologically advanced, environmentally sustainable, and digitally proficient industry; the National Centre of Excellence
b. with a regional dimension, to focus on the latest technologies and practices for reducing greenhouse gas emissions, fostering technical cooperation, capacity building, and the digital transition of the maritime sector in India specifically and South Asia broadly.

**SHORE PERSONNEL**

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

The total Manpower as on 01.04.2024 is 466 (excluding Board Level members), out of which 426 are officers and 40 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 2023-24.

**Training and Employee Engagement Activities of 2023-24:**

Following activities were undertaken to enhance organizational capability and employee enagagement:

**Training**

SCI ensures that its employees are upto date to tackle the ever changing landscape of the shipping industry. During FY 2023-24, SCI employees benefitted from over 50 in-house and external training programmes. Training man-days per employee stood at 4.1 days.

Employees were sent for a plethora of trainings ranging from Skill development, Specialized courses in Domain, compliance related trainings, New Labour codes, CSO, DPA, Infrastructure Financing, Public procurement with special focus Public Procurement policy for Micro & Small Enterprises(MSEs) and Project Management. Middle Management officers attended a Training programme for building infrastructure for a Viksit Bharat. To improve knowledge with practical Orientation on Marine Hull business, a training session was conducted on Marine Hull and energy Insurance.

In an attempt to enhance soft skills, employees were nominated for trainings like Building Competencies for Personal Excellence, Gender Equality and Women Empowerment. Sessions for Wellness, Stress Management & well-being were also organized.

Training of Trainer's Program for IO/PO Training, Preventive Vigilance, Public Procurement, Cyber Hygiene and Security, Ethics and Governance training programs were organized under 3-Month Capacity building campaign during Vigilance Awareness week-2023-24.

As a part of Orientation Programme, ship visits were organized for new joinees. A Management Development Programme for young Managers was also organized. Training on IT systems like DANAOS, SAP HCM, SRM, MM and FI was imparted by the IT department. Phygital trainings were conducted to ensure knowledge dissemination to all our offices pan India.

Some of the key conferences attended by employees are Bunkering India, Navigating the changes through the lens of Materiality – SEBI (LODR) Regulations amendment, Women in Energy Sector (WIES) and Asia Dry Bulk Cargo summit.

**Employee engagement**

Concerted efforts of the leadership team of SCI to 'invest in people' have led to tremendous progress in employee engagement initiatives across the organization. Numerous in-house events was carried out for employees both ashore as well as onboard.

Besides celebrating International Mother Language Day, International Day of Yoga, World Environment Day, Constitution day, Communal Harmony week and Flag Day, a series of activities were organized such as employees and family welfare programs on Career Guidance, Nutrition & Exercise and Self Defense Techniques. SCI also implemented the Har Ghar Tiranga and Har Ghar Dhyan Campaign. Various initiatives & programs were also implemented under Azadi ka Amrit Mohostav (AKAM).

For the wellness of employees, health check-up camps were organized at the Head Office & Regional Offices. The International Day of Yoga 2023 was celebrated under the theme of "Yoga Sagarmala". Various activities including physical yoga and sessions on benefits of yoga by eminent yoga teachers / faculty was conducted for employees, ship staff & all stakeholders.

Various Events including plantation, seminar on millets, etc were conducted on Mission Lifestyle for Awareness on "World Environment Day". SCI sponsored its employees to take part in the Maritime 10K Challange-Run together for cleaner Oceans. SCI employees also participated in the Energy Literacy Training during the National Energy Literacy week. Public Sector Week was celebrated by organizing various activities like Health Check-up Camp, essay Writing Competition, Speech Competition from 10th April to 16th April 2024.

SCI Management, other employees and cadets attended and actively participated in the Global Maritime India Summit 2023 event at BKC ground from 17th to 19th October, 2023.

**Reservation Policy**

SCI 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 2024 and number of appointments made during the preceding calendar year.

| Groups | Representation of SC/ST/OBC as on 01.01.2024* | | | | Number of appointments made during the calendar year 2023 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | By Direct Recruitment | | | | By Absorption | | | |
| | Total No. of Employees | SC | ST | OBC | Total | SC | ST | OBC | Total | SC | ST | OBC |
| Executive Group A | 435 | 98 | 43 | 78 | 41 | 6 | 3 | 16 | 4 | 2 | 0 | 0 |
| Non-Executive Group B (SV and SIV) | 30 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Group C (SIII and SII) | 10 | 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) | 475 | 111 | 48 | 80 | 41 | 6 | 3 | 16 | 4 | 2 | 0 | 0 |
| *Below board level executives | | | | | | | | | | | | |

**Note:**

1. In calendar year 2022, recruitment process of 44 Assistant Managers on Contract was carried out, of which 41 Assistant Managers on Contract joined in calendar year 2023. As on 01.01.2024, 36 AM on Contract were present.

2. In 2023, recruitment process for Senior Managers was carried out. 17 Senior Managers were given offer of appointment. As on August 07, 2024 12 Senior Managers have joined.

**Women Representation**

Company is committed to the principle of equal employment opportunity and strives to provide employees with a workplace free from 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. Women constitute around 20% of total workforce at shore establishments of SCI.

SCI was conferred with "First Place" for "Best Enterprise Award", a tribute to Excellence in Public Enterprise Management under 'Navratna Category' in recognition of the commendable work done for the development of women in the organization, at WIPS 34th National Meet at Bangalore on 12th February 2024.

**Policy to prevent sexual harassment in workplace.**

SCI promotes gender equality and has been taking proactive measures to prevent any Sexual Harassment at workplace. SCI has been complying with the requirements of the "The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013". SCI has prepared a Prevention of Sexual Harassment policy in line with the Act. SCI 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 2023-24 related to Sexual Harassment.

**CORPORATE SOCIAL RESPONSIBILITY (CSR) AND SUSTAINABLE DEVELOPMENT FOR FY 2023-24**

The Corporate Social Responsibility vision of SCI 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.

SCI has framed its CSR policy in line with the guidelines contained in the Companies Act 2013 and Companies (CSR Policy) Rules, 2021 & 2022 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 2023-24, as per applicable provisions was ₹ 14.70 Crores which was allocated against the following initiatives in the year 2023-24:

**CSR Activities for the Year 2023-24**

**A. Health & Nutrition**

1. Supplementary Nutrition Kits for 65 children infected & affected with HIV / AIDS in Mumbai.
2. Elimination of Disability from Clubfoot in 600 Children in Rajasthan Karnataka, Kerala & Andhra Pradesh.
3. Organizing Health checkup cum awareness camps with focus on menstrual / maternal health, infant health and general health in Khandwa, Vidisha, Guna and Rajgarh (aspirational districts in Madhya Pradesh).
4. Distribution of 75 nos. of Motorized Tricycle, done in two tranches of 25 nos. and 50 nos. respectively, to the needy divyangjans in Deoria, Uttar Pradesh.
5. Health Awareness and capacity building programe - Project Naritva (Socio-economic empowerment of 1000 women under Integrated Village Development Programme) in Bahraich, Aspirational district in Uttar Pradesh.
6. Installation of 20 nos of Submersible Pumps for making available safe drinking water at Dakshin Dinajpur, West Bengal.
7. Rural Mobile Medical Unit (one advanced Life Support Mobile Medical Van) in Jhargham, West Bengal.
8. Improving Nutrition & Health of Government School Children through Gift milk Programme for 2000 children in Gadchiroli, aspirational district of Maharashtra & Muzzafarpur, aspirational district in Bihar.
9. Procurement of 2 nos of T.B. Handheld X-ray Machines to strengthen the National TB Programme in Andhra Pradesh.
10. Swasthya Project- Improving Healthcare facilities by supporting with Critical Medical Equipment's and Instruments to Rishikul Govt. P.G.Ayurvedic College & Hospital, Haridwar, Uttrakhand.
11. Construction of Deep Bore Well for Drinking Water in Dimapur, Nagaland.
12. Construction and Maintenance of 2 nos of deluxe Sulabh Public Toilets at Ramagundama and Mahbubabad, Railway Stations of Telangana.
13. Medical Equipment Support to Govt Civil Hospital, Roorkee, Uttrakhand.
14. Providing free meals to vulnerable families of patients hospitalized in public hospitals of Mumbai, Maharashtra.
15. Medical Research Equipments for IIT Madras.
16. Distribution of 200 wheelchairs to needy divyangjans in urban slums of New Delhi
17. Livelihood Enhancement and increasing the nutritional status of 1000 tribal women farmers through pro-organic vegetable cultivation in Vallabhnagar block of Udaipur, Rajasthan

18. Provision of mid-day meals for 2428 tribal children in Ghatshila, East Singhbhum and Jharkhand.
19. Upgrading the medical infrastructure of Punjab Kesari Charitable Hospital, Vashi by providing One Shaver System & Arthroscopy machine with Ortho Drill System.

**B. Environment Sustainability**

20. Distributing solar led tube lights to 370 families in tribal Village in Mayurbhanj, Odisha.
21. Supply and Installation of 500 solar street lights in North Goa.
22. Installation of 75 KW Solar Power Generating Systems at Children Village of SOS, Latur, Maharashtra.

**C. Promotion of Education**

23. Maritime Education at Indian Maritime Universities across nation and Maritime Training Institute – Powai, Mumbai as Annual Grants for 30 SC/ST Students.
24. Construction and Establishment of Amenities Building comprising of Indoor Shooting Range and Library with reading room at Netaji Subhash Chandra Bose Military Academy, Silvassa and Dadra & Nagar Haveli.
25. Setting up 23 Smart Class rooms at government schools of Vijayapur / Yadagari / Bagalkot, Karnataka.
26. Creating a sports ground and science Lab at Zila Prishad High School, Majeru Andhra Pradesh.
27. Residential care Centre for the deprived children with one School Bus in Mumbai, Maharashtra.
28. Construction of Classrooms and Admin Block at a Primary School in Noida, Uttar Pradesh

**D. Skill Development & Women Environment**

29. Skill Development Training as per protocols of National Skill Development Corporation for 150 candidates in the area in General Duty Assistant in Delhi and National Capital Region.
30. Skill Development Training for 360 underprivileged women in various trades in Ferozpur & Moga (aspirational district), Punjab.
31. Support for 18 Sewing Machines and One Ironing set for creating employment for underprivileged women in Habra, West Bengal.
32. Hand embroidery training and distribution of tailoring machine to 100 nos of women in Bhadohi, Uttar Pradesh.

**E. Promotion of Sports**

33. 100 youths for 3 years for sports training programmes for preparing them for local / state & national level events in Jammu & Kashmir.
34. Contribution to National Sports Development Fund for promotion and development of sports

Against the allocation of ₹ 14.70 crores, ₹ 5.45 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, SCI continued its persistent efforts towards the progressive use of Hindi in its day-to-day affairs during the year under report. As per annual programme, SCI conducted Hindi activities and competitions at regular intervals and awarded prizes to the employees. Apart from this, SCI also arranged in-house Hindi typing and translation training programme.

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 2022-23.

With a view to creating 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 2023-24 after necessary modifications. For the year 2022-23, the "Annual Rajbhasha Shield" was awarded to CMD Division, and "Annual Rajbhasha Gaurav Sammaan" was awarded to eligible officers on the basis of their Hindi performance. All these initiatives have proved to be a booster for progressive use of Hindi in daily office routine work

During Hindi Pakhwara in September 2023, an appeal made by CMD was emailed to all employees to enhance the usage of Hindi in official noting and correspondence. SCI also attended meetings of Town Official Language Implementation Committee (TOLIC) during the year under report and participated in their activities.

It is a matter of great honour that SCI's Head Office at Mumbai has been awarded Rajbhasha Shields by the Ministry of Ports, Shipping & Waterways in July 2023 for having attained 2nd place twice for excellence of Rajbhasha implementation in 'B' region during the year 2017-18 and 2018-19.

**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 SCI 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 forms the remuneration policy of our company.

**SPECIAL PURPOSE VEHICLE:**

**Sethusamudram Corporation LIMITED**

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 superannuated.

The board of Directors of SCI in their meeting dated 09.08.2024, approved the nomination of Director (L&PS) on the Board of Sethusamudram Corporation Ltd subject to approval of MoPSW to represent the interest of SCI.

**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 2021-22 & 2022-23 is Very Good.

MOU performance evaluation data for financial year 2023-24 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 2024.

**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 2023-24 was 20530 days. The Ships were available (Total days of the year less Actual repair and dry dock days) for 19358 days which is 94.29% 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 2023-24 amounts to INR 1,54,472 Lakhs (previous year INR 1,71,809 Lakhs). Basis the above, export earnings as a percentage of Revenue from Operations for the FY 2023-24 stands at 30.62% (previous year 29.65%).

**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 "Follow-on 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 crs, an amount of ₹ 196.80 crs has been utilised till date as follows –

| Month & Year | ₹ Crs | 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.

**Large Corporate Entity**

As Per SEBI circular no SEBI/HO/DDHS-RACPOD1/P/CIR/2023/172 dated 19.10.2023 on "Ease of doing business and development of corporate bond market- revision in framework for fund raising by issuance of debt securities by Large Corporates", all Large Corporates shall endeavor to comply with the requirement of raising 25% of their incremental borrowings done in FY 2022, FY 2023 and FY 2024 respectively by issuance of debt securities till March 31, 2024, failing which the large corporate shall provide a onetime explanation in their Annual report for FY 2024.

SCI is a "Large Corporate" fulfilling the criteria specified in para 3.2 of the circular. There was no "incremental borrowings" by SCI in FY 2022 and FY 2023. The outstanding Qualified borrowings as at the start of financial year 2024 was ₹ 1860 crores and the outstanding Qualified borrowings as at the end of the financial year 2024 was ₹ 2267 crores resulting in incremental borrowings of ₹ 407 crores. The outstanding qualified borrowings as on 31.03.2024 includes a disbursement of RS. 500 crores from State Bank of India for refinancing of outstanding loan from EXIM Bank. The disbursement was done by State Bank of India on the last working day for forex transactions in FY 2024 ie, 28.03.2024 but the repayment to EXIM was done on 03.04.2024 as EXIM required 5 days prepayment notice. Thus, the incremental borrowing was technically on account of pending refinancing transaction which was ultimately completed on 03.04.2024.The company will endeavor to comply with the requirements of this circular as and when required.

**Additional Disclosures as required under the Guidelines laid down by DPE**

i. Disclosure on materially related party transactions that may have potential conflict with the interest of the company at large.
   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 Provisions of relevant Act.

ii. Items of expenditure debited in books of accounts, which are not for the purposes of the business:-
   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

iii. Expenses incurred which are personal in nature and incurred for the Board of Directors and Top Management – NIL

iv. The office and administration expenses as a percentage of total expenses are 4.88% in FY 2023-24 as against 4.89% in FY 2022-23.

v. The finance expenses as a percentage of total expenses is 3.66% in FY 2023-24 as against 3.56% in FY 2022-23.

**Segment-wise Performance**

Report on performance of the various operating segments of the Company (audited) is included at Note No. 31 of the Notes on Financial Statements (Standalone) for the year ended 31st March 2024, 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 into

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) and company's future plan and cash position 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**

**Transfer of Equity Shares / Unclaimed Dividend to IEPF:**

May kindly refer report of Directors on Corporate Governance for information in this regard.

**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. 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 2023-24**

During the year under review, the Vigilance Division carried out the activities under Preventive, Punitive and Participative Vigilance. The important activities carried out in 2023-24 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, four Chief Technical Examiner Type inspections were carried out and recommendations for systemic improvements were issued on basis of their findings. A surprise inspection at the SCI's regional office at Delhi was carried out by the CVO. Another surprise inspection by a Vigilance officer was carried out at SCI's regional office in Kolkata/ Haldia.

F. In view of the many common mistakes being made by the employees while filling up the online APRs, an interactive session on 'Common Errors in filing of Online Annual Property Return' was conducted on 26/05/2023 at SCI HO, which was also made available to the employees at regional offices through webcast.

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

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

I. 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.

J. 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-2023 theme were aired throughout the Vigilance Awareness Week.

K. 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.

L. A number of training sessions in various thematic areas for Capacity Building as a part of precursor campaign period of the Vigilance Awareness Week were conducted for SCI officers.

During the FY 2023 – 24, 3 nos. registered complaints brought forward from previous FY 2022 – 23 and 19 nos. newly registered complaints were processed by the Vigilance Division. As on 31/03/2024, all of these 22 registered complaints have been disposed off as per prescribed procedure.

**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 various 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. During the FY 2023 – 24, a two days' training program for current and potential IOs/ POs of the member organizations of VSC, Mumbai was conducted by the faculty associated with the training module of HPCL.

**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**

Details of Key Managerial Personnel as on 31.03.2024 are as follows:

| Sr. No | Name of KMPs | Designation |
|---|---|---|
| 01 | Capt. Binesh Kumar Tyagi | Chairman and Managing Director |
| 02 | Shri Atul Ubale* | Director (B&T) and holding Additional Charge of Director (F) |
| 03 | Shri Vikram Dingley | Director (T&OS) |
| 04 | Shri Chirayu Indradeo Acharya** | Whole-time Director |
| 05 | Shri Manjit Singh Saini*** | Director (P&A) |
| 06 | Rear Admiral Jaswinder Singh**** | Director (L&PS) |
| 07 | Shri N. Subramanya Prakash | Chief Financial Officer |
| 08 | Smt. Swapnita Vikas Yadav | Company Secretary |

*Shri Atul Ubale, Director (B&T), SCI is also holding the additional charge of Director (Finance) w.e.f. 07.03.2024.

**Shri C.I. Acharya who was holding post of Director (Finance), SCI is currently under suspension w.e.f 07.03.2024.

***Shri Manjit Singh Saini, SCI was appointed on the Board of SCI as Director (P&A) w.e.f 05.07.2023.

****Rear Admiral Jaswinder Singh was appointed on the Board of SCI as Director (L&PS) w.e.f 29.12.2023.

**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**

1. Board Composition - As on 31.03.2024, 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. To this extent, the Company is non-compliant with the relevant provisions of DPE Guidelines on Corporate Governance, 2010.
2. Committees of the Board - The Company has constituted Audit Committee, Corporate Social Responsibility Committee, Nomination and Remuneration Committee, Stakeholders' Relationship Committee, Risk Management Committee and other Committees for operational convenience in terms of requirements of the Companies Act, 2013 read with rules made thereunder, SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 and DPE Guidelines on Corporate Governance, 2010. The composition and scope of the Board level Committees are provided in the Report on Corporate Governance, which forms part of this report.
3. Number of Meetings of the Board and Committees thereof- 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 the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, the evaluation of the Board as a whole, Committees and 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 2023-2024 and 2024-2025. 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 2023-24 is appended to the Director's report. The Secretarial Auditor in this report for the year ended 31st March, 2024 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 prescribes the requirement of having at least half of the Board of Directors as Independent Directors. However, the composition of the Board is not duly constituted in the absence of requisite number of Independent Directors. Further, the requisite number of Independent Directors were not appointed on Board of the Company as contemplated in the Clause 3.1.4 of Guidelines on Corporate Governance for Central Public Sector Enterprises (CPSE) issued by the Department of Public Enterprises (DPE), Ministry of Heavy Industries and Public Enterprises, Government of India vide their O.M.No.18/(8)/2005-GM dated 14th May, 2010. Further, it may be noted that the Board of the Company is non-compliant with the aforesaid mentioned regulation from 01.04.2023 till 31.03.2024.*

The Management views on the above observation are as follows:

*The Company being Navratna Public Sector Undertaking (PSU), the Competent Authority nominates Directors on Board. The Company through its various communication letters dated 01.06.2023, 04.09.2023, 23.11.2023, 04.01.2024 and 26.02.2024 had taken up the matter with Competent authority with a request to appoint requisite number of Independent Directors on the Board of the Company. The matter is under active consideration with the Competent Authority.*

**Cost auditors and cost audit report**

The provisions of Section 148 of Companies Act 2013 are not applicable to the Company, hence cost accounts and records are not required to be maintained by the Company.

**Auditors Report**

The Statutory Auditors have given an unqualified report on the Financial Statement of the Company for the Financial Year 2023-24. Further, there are NIL comment made by Controller and Auditor General of India on the Statement of Standalone and Consolidated Financial for year ended 31.03.2024.

**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:**

**A communication was sent by Under Secretary, MoPSW to refer this matter to Committee on Public Undertakings for final decision.**

**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 2023-24 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. **Environmental protection:** 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, Industrial skills and Building Infrastructure for a Viksit Bharat 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.

**General Disclosures**

Your directors state that:

(1) There was no change in the nature of business of the company during the financial year ended 31st March 2024.

(2) During the year, the details of application made or any proceeding pending under the Insolvency and Bankruptcy Code 2016, along with their status was 'NIL'.

**Acknowledgements**

Your Directors express their gratitude to the Government of India for its support to your Company and thank sincerely Shri Sarbananda Sonowal, Hon'ble Minister of Ports, Shipping and Waterways, Hon'ble Minister of State for Ministry of Ports, Shipping and Waterways Shri Shripad Naik and Shri Shantanu Thakur 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 and Departments of the Government of India, 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**
**Sd/-**
**Capt. B.K. Tyagi**
**Chairman and Managing Director**

**Place : Mumbai**
**Dated : 12.08.2024**

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 2023-24 were in the following broad areas:

   a) Promoting Healthcare including preventive healthcare and making available safe drinking water
   b) Eradicating Hunger and Malnutrition
   c) Promotion of Education & Skill Development
   d) Women Empowerment.
   e) Environment Sustainability, and
   f) Promotion of Sports

2. **Composition of CSR Committee as on 31.03.2024**

| Sl. No. | Name of Director | Designation / Nature of Directorship | Number of meetings of CSR Committee held during the year | Number of meetings of CSR Committee attended during the year |
|---|---|---|---|---|
| 1 | Capt. B K Tyagi | Chairman and Managing Director (Chairperson) | 04 | 04 |
| 2 | Shri Manjit Singh Saini* | Director (P&A), (Member) | 03 | 03 |
| 3 | Shri Vikram Dingley | Director (T&OS), (Member) | 04 | 04 |
| 4 | Shri KNP Chakravarthy | Independent Director | 04 | 04 |
| 5 | Dr. Anil Kumar Misra | Independent Director | 04 | 04 |

*Shri Manjit Singh Saini, became a member of the CSR Committee w.e.f 05.07.2023 consequent to his appointment as Director (P&A), SCI. Shri Atul Ubale, Director (B&T) was holding 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.

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.**

   The CSR policy is available on the website of the Company at ***https://www.shipindia.com/csr/csrsubpage/preamble,*** and the committee composition is available at ***https://www.shipindia.com/page/committees.***

4. **Provide the executive summary along with web-link of Impact Assessment of CSR Projects carried out in pursuance of sub-rule (3) of rule 8 of the Companies (Corporate Social responsibility Policy) Rules, 2014, if applicable –**

   **Not applicable in case of SCI.**

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

   Average net profit - ₹ 7,35,06,73,487/-.

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

   ₹ 14,70,13,470/-.

   **(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)**

   ₹ 14,70,13,470/-.

6. **(a) Amount spent on CSR Projects (both Ongoing Project and other than Ongoing Project).**

   **Ongoing Project** – ₹ 3,25,54,645/-

**Details of the Ongoing CSR 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 | Support for Supplimentary Nutrition Kits for 65 children infected & effected with HIV / AIDS | I | Yes | Maharashtra | Mumbai | 12 months | 21,61,380.00 | 9,72,621.00 | No | DESIRE Society | CSR00002465 |
| 2 | Support for Elimination of Disability from Club-foot in 600 Children | I | Yes | Karnataka, Kerala & Andhra Pradesh | Multiple Districts | 18 months | 72,00,000.00 | 28,80,000.00 | No | CURE International India Trust | CSR00001867 |
| 3 | Support for for distribution of 25 no's of Motorized Tricycle to the disbaled persons | I | No | Uttar Pradesh | Deoria | 12 months | 11,73,900.00 | 4,69,560.00 | No | ALIMCO | CSR00000532 |
| 4 | Installation of 20 nos of Submersible Pumps for making available safe drinking water | I | No | West Bengal | Dakshin Dinajpur | 12 months | 27,08,760.00 | 10,83,504.00 | No | Dakshin Dinajpur Deshbandhu Rural Development Society | CSR00001375 |
| 5 | Distributing solar led tube lights to 370 familes in Tribal area | IV | No | Odisha | Mayurbhanj | 12 months | 15,72,500.00 | 9,43,500.00 | No | Parichay Foundation | CSR00002652 |
| 6 | Installation of 75 KW Solar Power Generetaing Systems at Children Village of SOS | IV | No | Maharashtra | Latur | 12 months | 34,50,000.00 | 20,70,000.00 | No | SOS Children's Village of India | CSR00000692 |
| 7 | Support for Maritime Education as one time Annual Grant | II | Yes | Tamil Nadu, Andhra Pradesh, West Bengal, Maharashtra | Chennai/ Vizag/ Kolkata/ Mumbai | 12 months | 28,50,000.00 | - | Yes | SCI | NA |
| 8 | Construction and Establishment of Amentites Building comprising of Indoor Shooting Range and Library with reading room at Netaji Subhash Chandra Bose Military Academy | II | Yes | Dadra & Nagar Haveli | Silvassa | 24 months | 49,00,000.00 | - | No | Vidya Bharati Gujarat Pradesh | CSR00006412 |
| 9 | Skill Development Training for 150 candidates in the area in General Duty Assistant | II | Yes | Uttar Pradesh | Ghaziabad | 12 months | 63,00,000.00 | 25,20,000.00 | No | Ch. Ramesh Chand Charitable Trust | CSR00016451 |
| 10 | Support for 100 youths for 3 years for sports training programmes for preparing them for local / state & national level events. | VII | No | Jammu & Kashmir | Anantnag, Kulgam and Pulwama | 36 months | 40,50,000.00 | - | No | Indian Sport Association | CSR00051923 |
| 11 | Livelihood Enhancement and increase the nutritional status of 1000 tribal women farmers through pro-organic vegetable cultivation | I & III | No | Rajasthan | Udaipur | 15 months | 42,00,900.00 | 16,80,360.00 | No | Foundation For Ecological and Environmental Sustainability Trust | CSR00045566 |

| 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 |
| 12 | Support for rural Mobile Medical Unit | I | No | West Bengal | Jhargham | 12 months | 38,64,600.00 | 23,18,760.00 | No | Viswa Kalayan Seva Trust | CSR00014259 |
| 13 | Improving Nutrition & Health of Government School Children through Giftmilk Programme for 2000 children | I | No | Maharashtra & Bihar | Gadchiroli & Muzzafarpur | 15 months | 78,64,167.00 | - | No | NDDB Foundation for Nutrition | CSR00004168 |
| 14 | Support for procurement of 2 nos of T.B. Handheld X-ray Machines to strenghten the National TB Programme | I | Yes | Andhra Pradesh | Visakhapatnam & Vizianagaram | 12 months | 80,00,000.00 | - | No | Connect to Andhra | CSR00008366 |
| 15 | Support for Construction of Deep Bore Well for Drinking Water | I | No | Nagaland | Dimapur | 12 months | 9,90,000.00 | - | No | Nagaland Apex Handloom Handicraft & Textile Export Marketting Association | CSR00050680 |
| 16 | Construction and Maintenance of 2 nos of deluxe Sulabh Public Toilets at Railway Stations | I | No | Telangana | Ramagundama and Mahbubabad | 12 months | 80,00,000.00 | - | No | Sulabh International Social Service Organisation | CSR00000185 |
| 17 | Support for for distribution of 50 no's of Motorized Tricycle to the disbaled persons | I | No | Uttar Pradesh | Deoria | 12 months | 23,47,800.00 | 18,78,240.00 | No | ALIMCO | CSR00000532 |
| 18 | Skill Development Training for 360 underprivleged women in various trades | II | No | Punjab | Ferozpur & Moga | 12 months | 42,36,000.00 | 16,94,400.00 | No | Regional Centre for Entrepreneurship Development | CSR00000070 |
| 19 | Support for setting up 23 Smart Class rooms at government schools | II | No | Karnataka | Vijayapur / Yadagari / Bagalkot | 12 months | 60,27,000.00 | 30,13,500.00 | No | Society for NEED | CSR00006833 |
| 20 | Support for creating a sports ground and science Lab at Zila Prishad High School | II | Yes | Andhra Pradesh | Krishna | 12 months | 40,00,000.00 | - | No | Connect to Andhra | CSR00008366 |
| 21 | Support for Supply and Installation of 500 solar street lights | IV | Yes | Goa | North Goa | 6 months | 92,40,000.00 | 83,16,000.00 | No | Rebuild India Trust | CSR00014106 |
| 22 | Support for hand embroidery training and distribution of tailoring machine to 100 nos of women | II & III | No | Uttar Pradesh | Bhadohi | 12 months | 40,48,000.00 | 16,19,200.00 | No | Manab Kalyan Welfare Society | CSR00033041 |
| 23 | Support to residential care centre for the deprived children with one School Bus | II | Yes | Maharashtra | Thane | 6 months | 18,10,974.00 | 10,95,000.00 | No | Caring Hands | CSR00012385 |
| 24 | Support to provide free meals to vulnerable families of patients hospitalized in public hospitals | I | Yes | Maharashtra | Mumbai | 15 months | 93,89,844.00 | - | No | HKM Charitable Foundation | CSR00001738 |

| 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 | Support to IIT Madras for Medical Research Equipment's | I | Yes | Tamil Nadu | Chennai | 6 months | 50,00,000.00 | - | No | IIT Madras / SCI | CSR00004320 |
| 26 | Distribution of 200 wheelchairs to needy divyangjans in urban slums | I | Yes | New Delhi | - | 6 months | 13,00,000.00 | - | No | Bhartiya Sarva Samaj Mahasangh | CSR00012986 |
| 27 | Support for provision of mid-day meals for 2428 tribal children | I | No | Jharkhand | Ghatshila & Khunti | 6 months | 10,15,760.00 | - | No | International Association for Human Values | CSR00000683 |
| 28 | Support for 18 Sewing Machines and One Ironing set for creating employment for under-privileged women | III | Yes | West Bengal | North 24 Parganas | 6 months | 9,69,040.00 | - | No | Uddipan Educational Trust | CSR00000612 |
| 29 | Support for Construction of Classrooms and Admin Block in Primary School | II | Yes | Uttar Pradesh | Noida | 24 months | 25,23,950.00 | - | No | Abhudaya Trust | CSR00019017 |
| 30 | Support to PKC Hospital for upgrading the medical infrastructure | I | Yes | Maharashtra | Thane | 6 months | 38,07,965.00 | - | No | Punjab Kesari Charitable Trust | CSR00024975 |
| **Total** | | | | | | | **12,50,02,540.00** | **3,25,54,645.00** | | | |

**Other than Ongoing Project** – ₹ 2,18,03,244/-.

**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 | Support for organizing Health check Up cum awareness camps with focus on menstrual / maternal health, infant health and general health | I | No | Madhya Pradesh | Khandwa, Vidisha, Guna and Rajgarh | 33,24,000.00 | No | Advance Information Management Society (AIMS) | CSR00030412 |
| 2 | Health Awareness and capacity building programe - Project Naritva (Socio-economic empowerment of women) | I & III | No | Uttar Pradesh | Bahraich | 51,48,147.00 | No | NITCON Social Foundation | CSR00017035 |
| 3 | Swasthya Project- Support for Life Saving Medical Equipments and Instruments to Rishikul Govt. P.G. Ayurvedic college & Hospital | I | No | Uttarakhand | Haridwar | 54,86,597.00 | No | Sustainable action Towards Human Empowerment | CSR00005293 |
| 4 | Support for Medical Equipment Support to Govt Civil Hospital, | I | No | Uttarakhand | Haridwar | 53,44,500.00 | No | Creative Attempts in Rural Development (CARD) | CSR00022006 |
| 5 | Contribution to National Sports Development Fund for promotion and development of sports | VII | NA | NA | NA | 25,00,000.00 | Yes | National Sports Development Fund, GoI / SCI | NA |
| | **Total** | | | | | **2,18,03,244.00** | | | |

**(b) Amount spent in Administrative Overheads**

₹ 1,04,380/-

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

Nil.

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

₹ 5,44,62,269/-

**(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 |
| 5,44,62,269/- | 9,25,37,175/- | 25.04.2024 | PM CARES Fund | 14,026/- | 18.07.2024 |

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

| Sl. No. | Particular | Amount (in ₹) |
|---|---|---|
| (1) | (2) | (3) |
| (i) | Two percent of the average net profit of the company as per section 135(5) | 14,70,13,470/- |
| (ii) | Total amount spent for the Financial Year | 5,44,62,269/- |
| (iii) | Excess amount spent for the financial year ((ii)-(i)) | Nil |
| (iv) | Surplus arising out of the CSR projects or projects or programmes or activities of the previous financial years, if any | Nil |
| (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 135 (6) (in ₹) | Balance Amount in Unspent CSR Account under sub section (6) of 135 (in ₹) | Amount Spent in the reporting Financial Year (In ₹) | Amount transferred to any fund specified under Schedule VII as per seconf proviso to Section 135(5), if any. | | Amount remaining to be spent in succeeding financial years. (In ₹) | Deficiency, if any |
|---|---|---|---|---|---|---|---|---|
| | | | | | Amount in ₹ | Date of transfer | | |
| 1 | 2022-23 | 10,31,01,538 | 10,31,01,538 | 7,48,81,077 | 44,765 | 16.09.2023 | 2,79,75,696* | |
| | | | | | 2,00,000 | 16.01.2024 | | |
| 2 | 2021-22 | 2,06,82,503 | 48,00,000 | 37,57,500 | 1,00,050 | 15.09.2023 | 9,42,450 | |
| 3 | 2020-21 | 77,95,955 | NIL | NIL | NIL | NIL | NIL | |

** Additional approximate ₹ 14 Lakhs for interest earned will be treated as per the provisions of Companies Act.*

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

✓ **Yes** **O No**

If Yes, enter the number of Capital assets created / acquired 20

| S No | Short particulars of the property or assets(s) (including complete address and location of the property): | Pincode of the property or assets (s) | Date of Creation | Amount of CSR amount spent (In ₹) | Details of the entity/authority/beneficiary of the registered owner | | |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | | |
| | | | | | CSR Registration Number, if applicable | Name | Registered address |
| 1 | Care Stream CR System with BPL 500mA Diagnostic X-ray | 249401 | 19.03.2024 | 14,98,000.00 | CSR00005293 | Sustainable action Towards Human Empowerment | C-80 (Second Floor), Front side, Pandav Nagar Complex, Ganesh Nagar-Delhi - 110 092 |
| 2 | Mind ray Hematology analyzer (5 part) | 249401 | 19.03.2025 | 4,81,499.00 | | | |
| 3 | Olympus CX33 HD Digital microscope | 249401 | 19.03.2026 | 2,52,520.00 | | | |
| 4 | Abicon automatic ESR analyzer | 249401 | 19.03.2027 | 88,382.00 | | | |
| 5 | BPL cardiart 6208 view plus 3 channel ECG | 249401 | 19.03.2028 | 60,990.00 | | | |
| 6 | Digital photoelectric colon meter | 249401 | 19.03.2029 | 42,928.00 | | | |
| 7 | Keeler accupen tonometer | 249401 | 19.03.2030 | 3,21,000.00 | | | |
| 8 | Synaptophore | 249401 | 19.03.2031 | 56,709.00 | | | |
| 9 | Richard wolf Cystoscopy set with TURP | 249401 | 19.03.2032 | 8,56,000.00 | | | |
| 10 | Magnus MX211 | 249401 | 19.03.2033 | 1,34,048.00 | | | |
| 11 | DSSE OT table hydraulic | 249401 | 19.03.2034 | 50,504.00 | | | |
| 12 | BPL N7 (Neonatal & pediatric) | 249401 | 19.03.2035 | 8,07,520.00 | | | |
| 13 | BPL Video laryngoscope | 249401 | 19.03.2036 | 2,67,500.00 | | | |
| 14 | BPL CTG machine | 249401 | 19.03.2037 | 1,60,499.00 | | | |
| 15 | Smart Electric digital cautery 400w | 249401 | 19.03.2038 | 47,936.00 | | | |
| 16 | Arthroscopy System with Shaver | 247667 | 19.03.2024 | 29,08,550.00 | CSR00022006 | Creative Attempts in Rural Development (CARD) | Village - Jhulaghat, District - Pithoragarh, Uttarakhand, 262526 |
| 17 | Anesthesia Workstation | 247667 | 19.03.2025 | 15,69,120.00 | | | |
| 18 | Multi parameter Monitor | 247667 | 19.03.2026 | 3,06,163.00 | | | |
| 19 | Multi parameter Monitor | 247667 | 19.03.2026 | 3,06,163.00 | | | |
| 20 | One Tata Winger School Bus to residential care centre for the deprived children at Seva Kutir, Pali, Mir-Bhayandar, Thane, Maharashtra | 401106 | 31.01.2024 | 18,10,974.00 | CSR00012385 | Caring Hands | Aroh Nisarg, Tagad Wasti, Bhistbag, Savedi, Ahmednagar - 414 003 |

(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 ₹ 14,70,13,470/- (i.e. 2% of average net profit of the company as per sub-section (5) of section 135) is earmarked towards CSR initiatives for the FY 2023-24 and 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, ₹ 5,44,62,269/- has been disbursed as on 31.03.2024 and an amount of ₹ 9,25,51,201/- remains unspent, which will be disbursed on completion of relevant milestones.

**On behalf of the Board of Directors**
**For Shipping Corporation of India Limited**
**Sd/-**
**Capt. B.K. Tyagi**
**CMD and Chairman (CSR Committee)**
**DIN: 08966904**

**Place: Mumbai**
**Date: 09.08.2024**

**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:** SAME AS ABOVE
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 2023-24
10. Name of the Stock Exchange(s) where shares are listed
    **Reply:** BSE Limited 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:** Dr. Soma Tondan, DGM - Incharge (Shore Personnel)
    **Email:** hr@sci.co.in, 022 2277 2585
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
14. Name of assurance provider: Not applicable
15. Type of assurance obtained: Not applicable

II. Products/services

16. 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 |

17. 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 | 65.98 |
| 2 | Liner Services | 50120 | 8.90 |
| 3 | Bulk | 50120 | 12.86 |
| 4 | Technical & Offshore service | 50120 | 10.34 |

III. Operations

18. 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.

19. 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 30.62% of the company's total turnover.

c. A brief on types of customers

**Reply:**

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

ii. LPG and LNG Tankers Customer: The customers for LPG Tankers are mostly Indian companies like IOCL, HPCL, BPCL, etc. LNG vessels are chartered to Petronet and one vessel also novated to Exxon.

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

iv. Offshore vessels: The major customers for Offshore vessels are Indian E&P operators like ONGC, L&THE, etc.

v. Technical Consultancy: The Company is providing Technical Consultancy assistance to various organizations for their 'Tonnage Acquisition Programme'. Customers include various Government Departments / Organizations such as UTL Administration, Andaman & Nicobar Administration, Geological Survey of India, ONGC, CSL, ALHW, DGLL, etc.

vi. 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

20. Details as 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) | 467 | 371 | 79.44 | 96 | 20.56 |
| 2. | Other than Permanent (E) | 52 | 45 | 86.54 | 7 | 13.46 |
| 3. | **Total employees (D + E)** | **519** | **416** | **80.15** | **103** | **19.85** |
| **EMPLOYEES (Floating Staff)** | | | | | | |
| 1. | Permanent (D) | 871 | 854 | 98.04 | 17 | 1.95 |
| 2. | Other than Permanent (E) | 1554 | 1539 | 99.03 | 15 | 0.97 |
| 3. | **Total employees (D+E)** | **2425** | **2393** | **98.68** | **32** | **1.32** |
| **WORKERS (Not applicable)** | | | | | | |
| 4. | Permanent (F) | - | - | - | - | - |
| 5. | Other than Permanent (G) | - | - | - | - | - |
| 6. | **Total workers (F + G)** | - | - | - | - | - |

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 & Floating Staff)** | | | | | | |
| 1. | Permanent (D) | 8 | 5 | 62.5 | 3 | 37.5 |
| 2. | Other than Permanent (E) | -- | -- | -- | -- | -- |
| 3. | **Total differently abled employees (D + E)** | 8 | 5 | 62.5 | 3 | 37.5 |
| **DIFFERENTLY ABLED WORKERS (Not applicable)** | | | | | | |
| 4. | Permanent (F) | - | - | - | - | - |
| 5. | Other than permanent (G) | - | - | - | - | - |
| 6. | **Total differently abled workers (F + G)** | - | - | - | - | - |

21. Participation/ Inclusion/ Representation of women

| | Total (A) | No. and percentage of Females | |
|---|---|---|---|
| | | No. (B) | % (B / A) |
| Board of Directors | 13* | 1 | 7.69 |
| Key Management Personnel | 8** | 1 | 12.5 |

*Including Shri C.I. Acharya who has been suspended w.e.f. 07.03.2024 by Ministry of Ports, Shipping and Waterways vide Office Order dated 07.03.2024.

** Including the Chairman & Managing Director and 5 Functional Directors, one of whom is suspended as mentioned above.

22. Turnover rate for permanent employees and workers

*(Disclose trends for the past 3 years)*

| | FY 2023-24 (Turnover rate in current FY) | | | FY 2022-23 (Turnover rate in previous FY) | | | FY 2021-22 (Turnover rate in the year prior to the previous FY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | Male | Female | Total | Male | Female | Total | Male | Female | Total |
| **Permanent Employees (Shore Staff)** | 7.31% | 8.00% | 7.45% | 10.02% | 8.29% | 9.67% | 8.74% | 8.47% | 8.69% |
| **Permanent Employees (Floating Staff)** | 14.64% | 15.02% | 14.65% | 38.65% | 38.46% | 29.77% | 4.62% | 0% | 4.51% |
| **Permanent Workers** | NA | NA | NA | NA | NA | NA | NA | NA | NA |

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

23. (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 |

VI. CSR Details

24. (i) Whether CSR is applicable as per section 135 of Companies Act, 2013: (Yes/~~No~~)

(ii) Turnover (in ₹) ₹ 5,04,604 Lakhs

(iii) Net worth (in ₹) ₹ 6,88,352 Lakhs.

VII. Transparency and Disclosures Compliances

25. 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 web-link for grievance redress policy) | FY 2023-24 Current Financial Year | | | FY 2022-23 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 A Board level Committee i.e., Stakeholders' Relationship Committee of the Company, is functional as per SEBI (LODR) Regulations, 2015 and Section 178 of Companies Act, 2013. Contact details of the Company Secretary is available on the Company's website at the following weblink: **https://www.shipindia.com/investors/contact_us** | 16 | 0 | All complaints have been resolved to the satisfaction of the shareholders. | 5 | 0 | All complaints have been resolved to the satisfaction of the shareholders. |
| Employees and workers | Yes, Link: **https://www.shipindia.com/grievance** | 15 | 0 | NIL | 18 | 1 | NIL |
| Customers | Yes, Link: **https://www.shipindia.com/grievance** | 0 | 0 | NIL | 0 | 0 | NIL |
| Value Chain Partners | Yes, Link: **https://www.shipindia.com/grievance** | 0 | 0 | NIL | 0 | 0 | NIL |
| Other (please specify) | Yes, Link: **https://www.shipindia.com/grievance** | 50 | 1 | Grievances received from complainants other than employees and shareholders | 51 | 2 | Grievances received from complainants other than employees and shareholders |

26. 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 implications 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 as per Safety Management System. The Company also has insurances in place to cover this risk. | Shipping companies may be held responsible for cleanup 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 2023-24 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. **Environmental protection:** 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, Industrial skills and Building Infrastructure for a Viksit Bharat 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<br>Director (P&A)<br>DIN: 10111633<br>Category: Executive Director |
| 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.<br>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. | | | | | | | | | | | | | | | | | |

| 11. Has the entity carried out independent assessment/ evaluation of the working of its policies by an external agency? (Yes/No). If yes, provide name of the agency. | P 1 | P 2 | P 3 | P 4 | P 5 | P 6 | P 7 | P 8 | P 9 |
|---|---|---|---|---|---|---|---|---|---|
| | Yes. The 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 | 2 | 1.Orientation Program for capacity Building of functional directors.<br>2.Orientation Program for Independent Directors of CPSE | 15.38 |
| Key Managerial Personnel | 2 | Leadership / Technical | 100 |
| Employees other than BoD and KMPs | 52 | Leadership / Soft Skills / Health and Wellness / Industrial Skills | 100 |
| Workers | NA | NA | NA |

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 | 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 the 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 at **www.shipindia.com**.

As a part of 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.

To ensure full compliance with all relevant laws of the land, rules, regulations, the principles of economical use of resources, and of fairness and transparency in its relations with its Bidder(s) and Contractor(s), SCI cooperates with renowned international Non-Governmental Organization "Transparency International" (TI). SCI is party to the Integrity Pact which is applicable to the tender / contract of value above ₹ 1 crore. The essence of Integrity Pact is to take all measures necessary to prevent corruption and follow transparent and fair tendering process. **Weblink: https://www.shipindia.com/upload/tender/Doc_-_6_-_Integrity_Pact_-_Revised_201911.pdf**

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 2023-24 (Current Financial Year) | FY 2022-23 (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:

| | FY 2023-24 (Current Financial Year) | | FY 2022-23 (Previous Financial Year) | |
|---|---|---|---|---|
| | Number | Remarks | Number | Remarks |
| Number of complaints received in relation to issues of Conflict of Interest of the Directors | Nil | Nil | Nil | Nil |
| Number of complaints received in relation to issues of Conflict of Interest of the KMPs | Nil | Nil | Nil | Nil |

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

8. Number of days of accounts payables ((Accounts payable *365) / Cost of goods/ services procured) in the following format:

| | FY 2023-24 (Current Financial Year) | FY 2022-23 (Previous Financial Year) |
|---|---|---|
| Number of days of accounts payables | 164 | 146 |

9. Open-ness of business

Provide details of concentration of purchases and sales with trading houses, dealers, and related parties along-with loans and advances & investments, with related parties, in the following format:

| Parameter | Metrics | FY 2023-24 (Current Financial Year) | FY 2022-23 (Previous Financial Year) |
|---|---|---|---|
| Concentration of Purchases | a. Purchases from trading houses as % of total purchases | N.A | N.A |
| | b. Number of trading houses where purchases are made from | N.A | N.A |
| | c. Purchases from top 10 trading houses as % of total purchases from trading houses | N.A | N.A |
| Concentration of Sales | a. Sales to dealers / distributors as % of total sales | N.A | N.A |
| | b. Number of dealers / distributors to whom sales are made | N.A | N.A |
| | c. Sales to top 10 dealers / distributors as % of total sales to dealers / distributors | N.A | N.A |

| Parameter | Metrics | FY 2023-24 (Current Financial Year) | FY 2022-23 (Previous Financial Year) |
|---|---|---|---|
| Share of RPTs in | a. Purchases (Purchases with related parties / Total Purchases) | 52.12% | 40.79% |
| | b. Sales (Sales to related parties / Total Sales) | 60.38% | 57.13% |
| | c. Loans & advances (Loans & advances given to related parties / Total loans & advances) | 89.38% | 89.95% |
| | d. Investments (Investments in related parties / Total Investments made) | 93.93% | 94.50% |

**Leadership Indicators**

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

   **Reply:**

| 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 | MSME | 1. Awareness to Women & SC/ST MSE Vendors<br>2. Awareness of Registration process<br>3. Tendering Process Types of procurement undertaken by SCI |

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 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year | Details of improvements in environmental and social impacts |
|---|---|---|---|
| R&D | - | - | - |
| Capex | 21.51% | 16.83% | Notes: 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:<br>i. Reducing NOx & SOx emissions from its ships to improve air quality & reduce carbon footprint as per MARPOL. 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.<br>ii. Use of tin free and Cybutryne free Anti-fouling paints on the ship's hull to sustain marine eco systems.<br>iii. Prohibition on discharge of oil, solid waste & sewage etc. from its ships in full compliance with MARPOL Regulations.<br>iv. Use of solar power & LED lighting. 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.<br>v. Refrigerant used in AC plants onboard ships is environment friendly as a safeguard against Ozone layer depletion. |

| | FY 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year | Details of improvements in environmental and social impacts |
|---|---|---|---|
| | | | vi. SCI vessels comply with Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 and carry ship specific list of hazardous materials onboard, which will be useful while recycling/handling of hazardous materials.<br>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 on 33 existing vessels till 31st March 2024. 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.<br>viii. 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, incorporates implementation plan for achieving the required CII and also procedures for self-evaluation and improvement.<br>ix. Use of Asbestos free products onboard.<br>x. Prevention of use of Single Use Plastics (SUP) onboard vessels in compliance with DGS orders.<br>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.<br>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.<br>xiii. Lubrication system Wartsila RPLS (Retrofit pulse lubrication system) installed on 2 nos. 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.

Notably, the company sources the bunker fuel for its ships which has less than 0.1% of sulphur content for ECA areas and not more than 0.5% for other areas, as per the prevailing IMO regulations effective from 01.01.2020. 100% of Marine Bunker fuel is sourced in compliance with IMO regulation.

b. If yes, what percentage 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 shipping and logistics business and do not manufacture any product for sale. The waste generated on board from ship operations are managed as per vessel specific Garbage Management Plan and landed ashore to approved reception facilities for further processing. Prohibition on discharge of oil, solid waste & sewage etc. from its ships are in full compliance to MARPOL. Old/ expired batteries and pyrotechnics are handed over to authorized vendors for safe disposal/ recycling. The sludge remaining on ships are disposed 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 into logistics and shipping services, which has impact on Emissions, Ballast water, Domestic discharges and Oil Pollution. Below table describes the action 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:<br>1. Carbon intensity of the ship to decline through further improvement of the energy efficiency for new ships.<br>2. To reduce CO2 emissions per transport work, as an average across international shipping, by at least 40% by 2030<br>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<br>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,<br>To reduce emissions, the Company has implemented/ taken following initiatives:<br>• Reducing SOx emissions from its ships to improve air quality & reduce carbon footprint. 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. 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 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. |

| Name of Product / Service | Description of the risk / concern | Action Taken |
|---|---|---|
| | | • For reduction on NOx emissions, all engines comply with NOx tier I/ tier II requirements under Regulation 13 of MARPOL Annex VI.<br>• The Company's list of emission reduction measures includes installation of LED lighting, regular hull cleaning, propeller cleaning / polishing, etc.<br>• The Company has completed preparation and approval of EEXI technical files and plan 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 in order to support compliance with the EEXI requirements. All vessels built after 2013 have Energy Efficiency Design Index (EEDI) certificates.<br>• The Company has estimated the Carbon Intensity Indicator (CII) ratings for its fleet, which is helping to monitor vessel's CII rating and appropriate action plan can be formulated accordingly to improve CII (2% improvement in CII annually from 2023 to 2026).<br>• Vessels have Ship Energy Efficiency Management Plan (SEEMP) onboard for monitoring fuel consumption data to improve operational efficiency, estimate CII ratings for three years, incorporates implementation plan for achieving the required CII and also procedures for self-evaluation and improvement.<br>• The Company is exploring investments into alternative technologies and fuels.<br>• All the Company vessels are complying with regulation 12 of IMO MARPOL Annex VI on Ozone Depleting Substance (ODS).<br>• 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. Under National Green Hydrogen Mission, SCI has identified 2 vessels to be retrofitted to run on Green Methanol by 2027. The retrofit would be carried out in line with the Scheme Guidelines for Implementation of Pilot Projects for use of Green Hydrogen in Shipping Sector under the NGHM. Detailed feasibility study by Engine OEM is being carried out by the Engine OEM.<br>• SCI has signed MOU with ship's engine OEM for conversion of two SCI vessels to run on Green Methanol.<br>• SCI has signed an MOU with M/s.NTPC Green Energy Ltd for supply of Green Hydrogen/its derivatives (Methanol/Ammonia). |
| Shipping | Ballast Water | Untreated ballast water poses serious ecological risks as ships become a source for transfer of organisms between one ocean to another. 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, use two or more technologies to ensure that the treated ballast water is compliant with the IMO standards. As of 31st March 2024, 33 existing vessels are fitted with ballast water treatment plants. The Company intends to complete all installations on remaining vessels soon in 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 Plant 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 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 hull 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).

**Reply:** Not applicable.

| Indicate input material | Recycled or re-used input material to total material | |
|---|---|---|
| | FY 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year |
| NA | NA | NA |

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 2023-24 Current Financial Year | | | FY 2022-23 Previous Financial Year | | |
|---|---|---|---|---|---|---|
| | Re-Used | Recycled | Safely Disposed | Re-Used | Recycled | Safely Disposed |
| Plastics (including packaging) | NA | NA | NA | NA | NA | NA |
| E-waste | NA | NA | NA | NA | NA | NA |
| Hazardous waste | NA | NA | NA | NA | NA | NA |
| Other waste | NA | NA | NA | NA | NA | NA |

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 |
|---|---|
| NA | NA |

**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 | 371 | 371 | 100 | 371 | 100 | NA | NA | 371 | 100 | NA | NA |
| Female | 96 | 96 | 100 | 96 | 100 | 96 | 100 | NA | NA | NA | NA |
| **Total** | **467** | **467** | 100 | **467** | 100 | **96** | **20.56** | **371** | **79.44** | **NA** | **NA** |
| **Other than Permanent employees (Shore Staff)** | | | | | | | | | | | |
| Male | 45 | 0 | 0 | 45 | 100 | NA | NA | 45 | 100 | NA | NA |
| Female | 7 | 0 | 0 | 7 | 100 | 7 | 100 | NA | NA | NA | NA |
| **Total** | **52** | **0** | 0 | **52** | **100** | **7** | **13.46** | 45 | **86.54** | **NA** | **NA** |
| **Permanent employees (Floating Staff)** | | | | | | | | | | | |
| Male | 854 | 854 | 100 | 854 | 100 | NA | NA | NA | NA | NA | NA |
| Female | 17 | 17 | 100 | 17 | 100 | 17 | 100 | NA | NA | NA | NA |
| **Total** | **871** | **871** | **100** | **871** | **100** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |
| **Other than Permanent employees (Floating Staff)** | | | | | | | | | | | |
| Male | 1539 | 1539 | 100 | 1539 | NA | NA | NA | NA | NA | NA | NA |
| Female | 15 | 15 | 100 | 15 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | **1554** | **1554** | 100 | **1554** | NA | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

b. Details of measures for the well-being of workers:

| 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) | % (D / A) | Number (E) | % (E / A) | Number (F) | % (F / A) |
| **Permanent workers** | | | | | | | | | | | |
| Male | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Female | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| **Total** | **NA** | **NA** | NA | **NA** | NA | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |
| **Other than Permanent workers** | | | | | | | | | | | |
| Male | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Female | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| **Total** | **NA** | **NA** | NA | **NA** | **NA** | **NA** | **NA** | NA | **NA** | **NA** | **NA** |

c. Spending on measures towards well-being of employees and workers (including permanent and other than permanent) in the following format –

| | FY 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year |
|---|---|---|
| Cost incurred on well - being measures as a % of total revenue of the Company* | 0% | 0% |

*Health Checkup camps were organized in SCI Mumbai and Regional offices.

2. Details of retirement benefits, for Current FY and Previous Financial Year.

| Benefits | FY 2023-24 Current Financial Year | | | FY 2022-23 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/N.A.) | 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/N.A.) |
| **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 | Nil | Nil | Nil | Nil | Nil | Nil |
| **Employees (Floating Staff)** | | | | | | |
| PF | 100 | NA | YES | 100 | NA | YES |
| Gratuity | 100 | NA | YES | 100 | NA | YES |
| 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. In accordance to the provisions of the Rights of Persons with Disabilities Act, 2016, Company has formulated the equal opportunity policy for all the concerned. The policy has been has been approved by the Competent Authority and is available to all employees through internal web portal.

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 | |
|---|---|---|---|---|---|---|
| | Return to work rate | Retention rate | Return to work rate | Retention rate | Return to work rate | Retention rate |
| Male | 100% | 100% | 100% | 100% | NA | NA |
| Female | 100% | 100% | 100% | 100% | NA | NA |
| **Total** | **100%** | **100%** | **100%** | **100%** | **NA** | **NA** |

6. Is there a mechanism available to receive and redress grievances for the following categories of employees and worker? 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** | Yes – Principal employer |
| **Permanent Employees (Shore Staff)** | Yes. 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.<br>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.<br>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 also provided in 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 recognised by the listed entity:

| Category | FY 2023-24 (Current Financial Year) | | | FY 2022-23 (Previous Financial Year) | | |
|---|---|---|---|---|---|---|
| | Total employees / workers in respective category (A) | No. of employees / workers in respective category, who are part of association(s) or Union (B) | % (B / A) | Total employees / workers in respective category (C) | No. of employees / Workers in respective category, who are part of association (s) or Union (D) | % (D / C) |
| **Total Permanent Employees (Shore Staff)** | 467 | 467 | 100 | 504 | 504 | 100 |
| -Male | 371 | 371 | 100 | 400 | 400 | 100 |
| -Female | 96 | 96 | 100 | 104 | 104 | 100 |
| **Total Permanent Employees (Floating Staff)** | 871 | 871 | 100 | 915 | 915 | 100 |
| -Male | 854 | 854 | 100 | 894 | 894 | 100 |
| -Female | 17 | 17 | 100 | 21 | 21 | 100 |
| **Total Permanent Workers** | NA | NA | NA | NA | NA | NA |
| -Male | NA | NA | NA | NA | NA | NA |
| -Female | NA | NA | NA | NA | NA | NA |

8. Details of training given to employees and workers:

| Category | FY 2023-24 Current Financial Year | | | | | FY 2022-23 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 | 371 | 297 | 80.05 | 259 | 69.81 | 448 | 354 | 79.02 | 354 | 79.02 |
| Female | 96 | 76 | 79.17 | 66 | 68.75 | 118 | 94 | 79.66 | 94 | 79.66 |
| **Total** | **467** | **373** | **79.87** | **325** | **69.59** | **566** | **448** | **79.15** | **448** | **79.15** |
| **Employees (Floating Staff)** | | | | | | | | | | |
| Male | 2393 | 2393 | 100 | 2393 | 100 | 2304 | 2304 | 100 | 2304 | 100 |
| Female | 32 | 32 | 100 | 32 | 100 | 23 | 23 | 100 | 23 | 100 |
| **Total** | **2425** | **2425** | **100** | **2425** | **100** | **2327** | **2327** | **100** | **2327** | **100** |
| **Workers (Not applicable)** | | | | | | | | | | |
| Male | | | | | | | | | | |
| Female | | | | | | | | | | |
| **Total** | | | | | | | | | | |

9. Details of performance and career development reviews of employees and worker:

| Category | FY 2023-24 Current Financial Year | | | FY 2022-23 Previous Financial Year## | | |
|---|---|---|---|---|---|---|
| | Total (A) | No. (B) | % (B / A) | Total (C) | No. (D) | % (D / C) |
| **Employees (Shore Staff)** | | | | | | |
| Male | 452 | 6 | 1.33 | 415* | 157# | 37.83 |
| Female | 120 | 4 | 3.33 | 121* | 29# | 25.89 |
| **Total** | **572** | **10** | **1.75** | **527*** | **186#** | **35.29** |
| **Employees (Floating Staff)** | | | | | | |
| Male | 2393 | 2393 | 100 | 2304 | 2304 | 100 |
| Female | 32 | 32 | 100 | 23 | 23 | 100 |
| **Total** | **2425** | **2425** | **100** | 2327 | 2327 | 100 |
| **Workers** | | | | | | |
| Male | NA | NA | NA | NA | NA | NA |
| Female | NA | NA | NA | NA | NA | NA |
| **Total** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

*Total appraisals created

#Total appraisals review completed.

##Data captured for FY 2022-23 was as on 17.04.2024, however thereafter review of all appraisals has been completed.

10. Health and safety management system:

a) Whether an occupational health and safety management system has been implemented by the entity? ***(Yes / ~~No~~)***. If yes, the coverage such system?

**Reply:** Yes, occupational health and safety management system has been implemented by SCI.

**Office:** Our workplace is certified by IRQS for adherence to OHSAS norms. All fire-fighting system as mandated by The Maharashtra Fire Prevention and life Safety Measures Act, 2006 and National Building Code 2016,are installed in the building and are maintained in operational condition. AMC of all the fire safety systems are being undertaken on periodic basis by third party vendors and the compliance report for the same is submitted to the Maharashtra Fire Service, twice in a year, as per extant norms. Fire safety drills are conducted regularly to familiarize staff on evacuation protocols. Fire detectors and alarms are placed at all floors of the building and tested regularly. 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 centers for any medical requirement including annual health checkup for employees. A doctor visits the premises for everyday consultation for employees. Fire safety drills are conducted regularly to familiarize staff on evacuation protocols. Fire detectors and alarms are placed at all floors of the building and tested regularly.

**Ships:** Besides meeting the requirements under ISM code and MLC, all ships are certified for ISO 45001:2018 standard which takes

care of Occupational, Health and Safety aspect on board. All seafarers are provided with good quality food, safe drinking water, hygienic living quarters, 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 24x7 remote medical support for illnesses, injuries and shore doctor consultancy / treatment 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 COVID 19 pandemic, extraordinary measures were taken to give priority to the health and safety of the employees. Arrangements like work from home option 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 & Risk Assessment (HIRA) & Aspect Impact 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~~)***

11. Details of safety related incidents, in the following format:

| Safety Incident/Number | Category* | FY 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year |
|---|---|---|---|
| Lost Time Injury Frequency Rate (LTIFR) (per one million-person hours worked) | Employees | 0.15 | 0.059 |
| | Workers | NA | NA |
| Total recordable work related injuries | Employees | 0.87 | 1.31 |
| | Workers | NA | NA |
| No. of fatalities | Employees | Nil | Nil |
| | Workers | NA | NA |
| High consequence work-related injury or ill-health (excluding fatalities) | Employees | - | - |
| | Workers | NA | NA |

12. Describe the measures taken by the entity to ensure a safe and healthy work place.

**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 centers for any medical requirement including annual health checkup for employees. A doctor visits the premises for everyday consultation for employees. Fire safety drills are conducted once a year to familiarize staff with evacuation protocols. All firefighting system as mandated by The Maharashtra Fire Prevention and life Safety Measures Act, 2006 and National Building Code 2016, are installed in the building and are maintained in operational condition. AMC of all the fire safety systems are being undertaken on periodic basis by third party vendors and the compliance report for the same is submitted to the Maharashtra Fire Service twice in a year.

**Ships:** Besides meeting the requirements under ISM code and MLC, all ships are certified for ISO 45001:2018 standard which takes care of Occupational, Health and Safety aspect on board. All seafarers are provided with good quality food, safe drinking water, hygienic living quarters, 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 24x7 remote medical support for illnesses, injuries and shore doctor consultancy/treatment 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 COVID 19 pandemic, extraordinary measures were taken to give priority to the health and safety of the employees. Arrangements like work from home option 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:

| | FY 2023-24 (Current Financial Year) | | | FY 2022-23 (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** | 6 | 0 | Attended | 5 | 0 | Attended |
| **Health & Safety** | Nil | Nil | Nil | Nil | Nil | Nil |

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 office is certified as per ISO 45001:2018 |
| Working Conditions | • 100% of the company's ships are assessed.<br>• IRQS conducts annual audit for OHSAS and office is certified as per ISO 45001:2018<br>• Fire Safety Audit: As per National Building Code 2016, Fire Safety Audit is being conducted once in two year by third party authorized agency. |

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 conditions.

**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).

**Reply:**

**A: a. Employees (Shore Staff)- Yes**

**b. Employees (Floating Staff)- Yes**

SCI extends compensatory package in the event of accidental death of the Employees. The Group Personnel Accident policy provides cover for shore employees of SCI. This policy is for covering only accidental death of employee and it is effective 24X7 worldwide. The maximum sum insured for an employee under this policy is 100 months wages or ₹ 97.50 lakh, whichever is less.

**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:** Vendors are asked to submit GST Compliant invoices in case of any delay / denial of GST credit to the Corporation. GST Amount is recovered from vendor alongwith interest and penalty levied / leviable. TDS and Tax Collection at Source is deducted as per the extant rules.

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 are 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 2023-24 (Current Financial Year) | FY 2022-23 (Previous Financial Year) | FY 2023-24 (Current Financial Year) | FY 2022-23 (Previous Financial Year) |
| ***Employees (Shore Staff)*** | Nil | Nil | NA | NA |
| ***Employees (Floating Staff)*** | Nil | Nil | NA | NA |
| ***Workers*** | NA | NA | NA | NA |

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 & 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, Letter, Advertisement, Community Meetings, Notice Board, Company Website, Company Portal | Regularly | Employee Welfare & Employee Engagement |
| Shareholders | No | Email, SMS, Meetings, Newspaper, Company website, Stock exchanges, other Statutory Authority | Regularly through Company's website, website of stock exchanges and 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, Email, Company Website | 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:<br>• Public Procurement Policy (Preference to Make in India)<br>• Import substitution<br>• Participating in tenders issued on portal<br>• 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.

   **Reply:** Stakeholder consultations are typically undertaken by respective spheres, department heads and relevant company officers through various channels of communication as highlighted in the table above. The feedbacks/ identified issues of corporate concern are escalated to the Board-level either through direct channels or through various Board Committee.

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 Ltd. (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.

**Reply:**

(i) Details of various initiatives as part of corporate social responsibility undertaken by the company for vulnerable/marginalized stakeholder groups mentioned in the CSR section of the Annual Report.

(ii) The company undertakes purchases from MSEs vendors belonging to SC/ST category and Women Entrepreneurs as per Public Procurement Policy.

(iii) The company encourages employment from backward classes such as SC/ST/OBC/EWS and also provide employment to other vulnerable group of stakeholders like Ex Service Men & People with disabilities.

**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 2023-24 Current Financial Year | | | FY 2022-23 Previous Financial Year | | |
|---|---|---|---|---|---|---|
| | Total (A) | No. of employees/ workers covered (B) | % (B / A) | Total (C) | No. of employees/ workers covered (D) | % (D / C) |
| **Employees (Shore Staff)** | | | | | | |
| Permanent | 467 | 315 | 67.45 | 504 | 106 | 21.03 |
| Other than permanent | 52 | 10 | 19.23 | 62 | 12 | 19.35 |
| **Total Employees** | 519 | 325 | 62.62 | 566 | 118 | 20.85 |
| **Employees (Floating Staff)** | | | | | | |
| Permanent | 871 | 790 | 90.8 | 915 | 640 | 69.94 |
| Other than permanent | 1554 | 1554 | 100 | 1412 | 1412 | 100 |
| **Total Employees** | 2425 | 2344 | 96.65 | 2327 | 2052 | 88.18 |
| **Workers** | | | | | | |
| Permanent | NA | NA | NA | NA | NA | NA |
| Other than permanent | NA | NA | NA | NA | NA | NA |
| **Total Workers** | NA | NA | NA | NA | NA | NA |

2. Details of minimum wages paid to employees and workers, in the following format:

| Category | FY 2023-24 Current Financial Year | | | | | FY 2022-23 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*** | **467** | **NA** | **NA** | **467** | **100** | **504** | **NA** | **NA** | **504** | **100** |
| Male | 371 | NA | NA | 371 | 100 | 400 | NA | NA | 400 | 100 |
| Female | 96 | NA | NA | 96 | 100 | 104 | NA | NA | 104 | 100 |
| ***Other than Permanent*** | **52** | **NA** | **NA** | **52** | **100** | **62** | **NA** | **NA** | **62** | **100** |
| Male | 45 | NA | NA | 45 | 100 | 48 | NA | NA | 48 | 100 |
| Female | 7 | NA | NA | 7 | 100 | 14 | NA | NA | 14 | 100 |
| **Employees (Floating Staff)** | | | | | | | | | | |
| ***Permanent*** | 871 | NA | NA | 871 | 100 | 915 | NA | NA | 915 | 100 |
| Male | 854 | NA | NA | 854 | 100 | 894 | NA | NA | 894 | 100 |
| Female | 17 | NA | NA | 17 | 100 | 21 | NA | NA | 21 | 100 |
| Other than Permanent | 1554 | NA | NA | 1554 | 100 | 1412 | NA | NA | 1412 | 100 |
| Male | 1539 | NA | NA | 1539 | 100 | 1410 | NA | NA | 1410 | 100 |
| Female | 15 | NA | NA | 15 | 100 | 2 | NA | NA | 2 | 100 |
| ***Workers*** | | | | | | | | | | |

| Category | FY 2023-24 Current Financial Year | | | | | FY 2022-23 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) |
| ***Permanent*** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |
| Male | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Female | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| ***Other than Permanent*** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |
| Male | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Female | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

3. Details of remuneration/salary/wages

   a. Median remuneration / wages:

| | 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) | 6 | INR 54,44,348 | 0 | 0 |
| -Independent Director (s)# | 4 | INR 4,50,000 | 1 | INR 6,00,000 |
| Key Managerial Personnel | 1 | INR 53,73,782 | 1 | INR 28,72,341 |
| Employees other than BoD and KMP | | | | |
| -Employees (Shore Staff) | 415 | INR 30,05,320 | 102 | INR 31,69,588 |
| -Employees (Floating Staff) | 2393 | INR 13,07,134 | 32 | INR 13,09,375 |
| Workers (Not applicable) | - | - | - | - |

# The Government Nominee Directors on SCI Board do not draw any remuneration from the Company.

b. Gross wages paid to females as % of total wages paid by the entity, in the following format:

| | FY 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year |
|---|---|---|
| **Gross wages paid to females as % of total wages** | **7.64%** | **7.69%** |

4. Do you have a focal point (Individual/ Committee) responsible for addressing human rights impacts or issues caused or contributed to by the business? (Yes/No)

   **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.

   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 also 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 redress all grievances raised by the floating staff.

6. Number of Complaints on the following made by employees and workers:

| | FY 2023-24 Current Financial Year | | | FY 2022-23 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 |
| 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. Complaints filed under the Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013, in the following format:

| | FY 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year |
|---|---|---|
| Total Complaints reported under Sexual Harassment on of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013 (POSH) | Nil | Nil |
| Complaints on POSH as a % of female employees / workers | NA | NA |
| Complaints on POSH upheld | NIL | NIL |

8. Mechanisms to prevent adverse consequences to the complainant in discrimination and harassment cases.

   **Reply:** Yes, the company has its own Whistle blower Policy to curb the adverse consequences for the complainant and as mandated by the PoSH Act of 2013, the company has constituted a Committee for sexual harassment complaints.

   As a preventive measure, the identity of the complainant is known only to the Committee and is kept confidential. There is also a grievance redressal procedure. 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.

9. Do human rights requirements form part of your business agreements and contracts? **(Yes/No)**

   **Reply:** Yes

10. Assessments for the year:

| | % of your plants and offices that were assessed (by entity or statutory authorities or third parties) |
|---|---|
| Child labour | The Company ensures compliance with applicable labour practice laws, including child labour and human rights issues. |
| Forced / involuntary labour | |
| Sexual harassment | |
| Discrimination at workplace | |
| Wages | |
| Others – please specify | NA |

11. Provide details of any corrective actions taken or underway to address significant risks / concerns arising from the assessments at Question 10 above.

    **Reply:** Nil

**Leadership Indicators**

1. Details of a business process being modified/ introduced as a result of addressing human rights grievances/ complaints.

   **Reply:** There were no human rights grievances / complaints against the Company.

2. Details of the scope and coverage of any Human rights due-diligence conducted.

   **Reply:** The nature of business of the Company does not have human rights impacts. The human rights of the employees are protected under the Human Resource policies of the Company, which are generally reviewed from time to time.

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 2023-24** *(Current Financial Year)* | **FY 2022-23** *(Previous Financial Year)* |
|---|---|---|
| **From renewable sources** | | |
| Total electricity consumption (A) | NIL | NIL |
| Total fuel consumption (B) | NIL | NIL |
| Energy consumption through NIL sources (C) | NIL | NIL |
| Total energy consumed from renewable sources (A+B+C) | NIL | NIL |
| **From non-renewable sources** | | |
| Total electricity consumption (D) | 6,883 GJ | 7320 GJ |
| Total fuel consumption (E) | 1,26,83,522 GJ | 1,20,78,650 GJ |
| Energy consumption through sources (F) | - | - |
| **Total energy consumed from non-renewable sources (D+E+F)** | 1,26,90,406 GJ | 1,20,85,970 GJ |
| **Total energy consumed (A+B+C+D+E+F)** | 1,26,90,406 GJ | 1,20,85,970 GJ |
| **Energy intensity per rupee of turnover** (Total energy consumed / Revenue from operations) | 2,51,492 (in Joule / ₹) | 2,08,596 (in Joule / ₹) |
| **Energy intensity per rupee of turnover adjusted for Purchasing Power Parity (PPP)** (Total energy consumed / Revenue from operations adjusted for PPP) | 56,39,213 (in Joule / ₹) | 46,77,357 (in Joule / ₹) |
| **Energy intensity in terms of physical output** | - | - |
| Energy 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.

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:** Not applicable.

3. Provide details of the following disclosures related to water, in the following format:

| Parameter | FY 2023-24 (Current Financial Year) | FY 2022-23 (Previous Financial Year) |
|---|---|---|
| Water withdrawal by source (in kilolitres) | | |
| (i) Surface water | NIL | NIL |
| (ii) Groundwater | NIL | NIL |
| (iii) Third party water | 1,20,433 KL | 20,989 KL |
| (iv) Seawater / desalinated water | 68,900 KL | 2,19,000 KL |
| (v) Others | 3,515 KL | 21,525 KL |
| ***Total volume of water withdrawal (in kilolitres) (i + ii + iii + iv + v)*** | 1,92,848 KL | 2,61,514 KL |
| **Total volume of water consumption (in kilolitres)** | 1,92,848 KL | 2,61,514 KL |
| **Water intensity per rupee of turnover** (Total water consumption / Revenue from operations) | 0.00382 (in Litre / ₹) | 0.004513 (in Litre / ₹) |
| **Water intensity per rupee of turnover adjusted for Purchasing Power Parity (PPP)** (Total water consumption / Revenue from operations adjusted for PPP) | 0.08570 (in Litre / ₹) | 0.1012 (in Litre / ₹) |
| **Water intensity in terms of physical output** | | |
| **Water 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. **NO**

4. Provide the following details related to water discharged:

| Parameter | *FY 2023-24 (Current Financial Year)* | *FY 2022-23 (Previous Financial Year)* |
|---|---|---|
| **Water discharge by destination and level of treatment (in kilolitres)** | | |
| (i) To Surface water | | |
| - No treatment | Nil | Nil |
| - With treatment – please specify level of treatment | Nil | Nil |
| (ii) To Groundwater | | |
| - No treatment | Nil | Nil |
| - With treatment – please specify level of treatment | Nil | Nil |
| (iii) To Seawater | | |
| - No treatment | Nil | Nil |
| - With treatment – please specify level of treatment | Nil | Nil |
| (iv) Sent to third-parties | | |
| - No treatment | Nil | Nil |
| - With treatment – please specify level of treatment | 18,250KL pH 7.2* | 18,250KL pH 7.2 |
| (v) Others | | |
| - No treatment | Nil | Nil |
| - With treatment – please specify level of treatment | Nil | Nil |
| **Total water discharged (in kilolitres)** | 18,250KL | 18,250KL |

*This is the capacity of the Sewage treatment plant.

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. **YES, M/s Pollufree Engineers**

5. 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.

6. Please provide details of air emissions (other than GHG emissions) by the entity, in the following format:

| *Parameter* | *Please specify unit* | *FY 2023-24 (Current Financial Year)* | *FY 2022-23 (Previous Financial Year)* |
|---|---|---|---|
| NOx | MT | 23,113 | 22,176 |
| SOx | MT | 2,823 | 2,733 |
| Particulate matter (PM) | MT | 608 | 586 |
| Persistent organic pollutants (POP) | | NA | NA |
| Volatile organic compounds (VOC) | | NA | NA |
| Hazardous air pollutants (HAP) | | NA | NA |
| Others– please specify | | 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.

7. Provide details of greenhouse gas emissions (Scope 1 and Scope 2 emissions) & its intensity, in the following format:

| Parameter | Unit | FY 2023-24 (Current Financial Year) | FY 2022-23 (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 (*)* | CO2 = 9,70,113<br>CH4(CO2 Eqv.)= 433<br>N2O(CO2 Eqv.) = 15,272<br>Total: 9,85,818 | CO2 = 9,27,191<br>CH4 (CO2 Eqv.) = 418<br>N2O (CO2 Eqv.)= 14,469<br>Total: 9,42,078 |
| **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 emission intensity per rupee of turnover** (Total Scope 1 and Scope 2 GHG emissions / Revenue from operations) | | 0.0195 (In Kg / ₹) | 0.0163 (In Kg / ₹) |
| **Total Scope 1 and Scope 2 emission intensity per rupee of turnover adjusted for Purchasing Power Parity (PPP)** (Total Scope 1 and Scope 2 GHG emissions / Revenue from operations adjusted for PPP) | | 0.0438 (In Kg / ₹) | 0.365 (In Kg / ₹) |
| **Total Scope 1 and Scope 2 emission intensity in terms of physical output** | | NA | NA |
| **Total Scope 1 and Scope 2 emission intensity** *(optional)* – the relevant metric may be selected by the entity | | NA | NA |

(*) - the GWP potential (CO2 equivalence of CH4 and N2O) are as per IPCC Assessment Report Values 6)

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.

8. Does the entity have any project related to reducing Green House Gas emission? If Yes, then provide details.

**Reply:** Yes. Under National Green Hydrogen Mission, SCI has identified 2 vessels to be retrofitted to run on Green Methanol by 2027. The retrofit would be carried out in line with the Scheme Guidelines for Implementation of Pilot Projects for use of Green Hydrogen in Shipping Sector under the NGHM. Detailed feasibility study by Engine OEM is being carried out by the Engine OEM.

Further to above, SCI is contemplating the following to align with IMO's 2023 revised GHG Emissions strategy.-

- Fitment of Energy Saving Devices (ESDs) for certain ships based on EEXI / CII calculations to improve propulsive efficiency and reduce fuel consumption and CO2 emissions.
- Usage of Biofuels, blended fuel to reduce GHG.
- Application of high performance (low friction) antifouling paint.
- Periodical hull cleaning and propeller polishing.

In the long term (beyond 2030), compatible ship engines for cleaner fuels (new engines) shall be adopted as the technology evolves.

9. Provide details related to waste management by the entity, in the following format:

| *Parameter* | FY *2023-24* (Current Financial Year) | FY *2022-23* (Previous Financial Year) |
|---|---|---|
| **Total Waste generated (in metric tonnes)*** | | |
| Plastic waste ***(A)*** | 178.07 $M^3$ | 7.2 $M^3$ |
| E-waste ***(B)*** | 26.63 $M^3$ | 4.12 $M^3$ |
| Bio-medical waste ***(C)*** | 4.23 $M^3$ | 3.1 $M^3$ |
| Construction and demolition waste ***(D)*** | 0 | 0 |
| Battery waste ***(E)*** | 1.78 $M^3$ | 1 $M^3$ |
| Radioactive waste ***(F)*** | 0 | 0 |
| Other Hazardous waste. Please specify, if any. ***(G)*** | 47.15 $M^3$ | 0 |
| Other Non-hazardous waste generated (H). Please specify, if any. (Break-up by composition i.e. by materials relevant to the sector) | 1058.69 $M^3$ | 80.6 $M^3$ |
| ***Total (A+B + C + D + E + F + G+ H)*** | 1316.55 $M^3$ | 96.02 $M^3$ |
| ***Waste intensity per rupee of turnover (Total waste generated / Revenue from operations)*** | 0.0026 (In $M^3$/₹ in Lakhs) | 0.00017 (In $M^3$/₹ in Lakhs) |
| ***Waste intensity per rupee of turnover adjusted for Purchasing Power Parity (PPP) (Total waste generated / Revenue from operations adjusted for PPP)*** | 0.06 (In $M^3$/₹ in Lakhs) | 0.0037 (In $M^3$/₹ in Lakhs) |
| ***Waste intensity in terms of physical output*** | --- | --- |
| ***Waste intensity (optional) – the relevant metric may be selected by the entity*** | --- | --- |
| **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 | NIL | NIL |
| (ii) Re-used | NIL | NIL |
| (iii) Other recovery operations | NIL | NIL |
| ***Total*** | NIL | NIL |
| **For each category of waste generated, total waste disposed by nature of disposal method (in metric tonnes)** | | |
| **Category of waste** | | |
| (i) Incineration | 985.3 $M^3$ | 0 |
| (ii) Landfilling | 0 | 0 |
| (iii) Other disposal operations | 331.25 $M^3$ | 96.02 $M^3$ |
| ***Total*** | 1316.55 $M^3$ | 96.02 $M^3$ |

*The garbage/sludge collected onboard is of mixed nature and hence density cannot be determined to convert into Metric Ton. In view of above, data collected and reported is in M3 only in line with other statutory records for Garbage/Sludge management like Garbage Record book, Oil Record Book, ANF forms and DG Shipping's Swach Sagar portal.

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. No

10. 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 wastes.

    **Reply:** The Company is into shipping and logistics and do not manufacture any product for sale, however wastes generated on board during normal operation of ship are managed as per vessel specific garbage management plan and landed ashore to approved reception facilities for further processing. Also, discharge of oil, solid waste & sewage etc. from its ships is prohibited in compliance with MARPOL. 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. 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.

11. 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, no such operations.

| 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. |
|---|---|---|---|
| | | | |
| | | | |

12. 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 |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

13. 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, 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 DG Shipping and IMO respectively 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 |
|---|---|---|---|---|
| | | | | |

| 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. Water withdrawal, consumption and discharge in areas of water stress (in kilolitres):

Not Applicable

For each facility / plant located in areas of water stress, provide the following information:

(i) Name of the area

(ii) Nature of operations

(iii) Water withdrawal, consumption and discharge in the following format:

| Parameter | FY *2023-24* *(Current Financial Year)* | FY *2022-23* *(Previous Financial Year)* |
|---|---|---|
| **Water withdrawal by source (in kilolitres)** | | |
| (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 kilolitres)*** | NA | NA |
| **Total volume of water consumption (in kilolitres)** | 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 kilolitres)** | | |
| (i) Into Surface water | NA | NA |
| - No treatment | NA | NA |
| - With treatment – please specify level of treatment | NA | NA |
| (ii) Into Groundwater | NA | NA |
| - No treatment | NA | NA |
| - With treatment – please specify level of treatment | NA | NA |
| (iii) Into Seawater | NA | NA |

| Parameter | FY 2023-24 (Current Financial Year) | FY 2022-23 (Previous Financial Year) |
|---|---|---|
| - No treatment | NA | NA |
| - With treatment – please specify level of treatment | NA | NA |
| (iv) Sent to third-parties | NA | NA |
| - No treatment | NA | NA |
| - With treatment – please specify level of treatment | NA | NA |
| (v) Others | NA | NA |
| - No treatment | NA | NA |
| - With treatment – please specify level of treatment | NA | NA |
| **Total water discharged (in kilolitres)** | 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.

2. Please provide details of total Scope 3 emissions & its intensity, in the following format:

| Parameter | Unit | FY 2023-24 (Current Financial Year) | FY 2022-23 (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* | Nil | Nil |
| **Total Scope 3 emissions per rupee of turnover** | | Nil | Nil |
| **Total Scope 3 emission intensity** *(optional)* – the relevant metric may be selected by the entity | | Nil | Nil |

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. With respect to the ecologically sensitive areas reported at Question 11 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.

   **Reply:** Not Applicable

4. 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. |

5. 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.

6. 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

7. Percentage of value chain partners (by value of business done with such partners) that were assessed for environmental impacts.

   **Reply:** Not Applicable.

**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) | 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: Not applicable

| 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:

**Reply:** Nil

| 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) |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |

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 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 also provided in SCI website

4. Percentage of input material (inputs to total inputs by value) sourced from suppliers:

| | FY 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year |
|---|---|---|
| Directly sourced from MSMEs / small producers | 49.21% | 51.29% |
| Directly from within India | 100% (*) | 100% (*) |

(*) For supply of goods & services in India, procurement is done only from Indian Suppliers.

5. Job creation in smaller towns – Disclose wages paid to persons employed (including employees or workers employed on a permanent or non-permanent / on contract basis) in the following locations, as % of total wage cost

| Location | FY 2023-24 Current Financial Year | FY 2022-23 Previous Financial Year |
|---|---|---|
| Rural | -- | -- |
| Semi-urban | -- | -- |
| Urban | -- | -- |
| Metropolitan | 0.39% | 0.45% |

(Place to be categorized as per RBI Classification System - rural / semi-urban / urban / metropolitan)

**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):

   **Reply:** Not applicable

| Details of negative social impact identified | Corrective action taken |
|---|---|
| | |
| | |

2. Provide the following information on CSR projects undertaken by your entity in designated aspirational districts as identified by government bodies:

| S. No. | State | Aspirational District | Amount spent (In INR) |
|---|---|---|---|
| 1 | Bihar | Muzaffarpur | - |
| 2 | Uttarakhand | Haridwar | 54,86,597 |
| 3 | Andhra Pradesh | Visakhapatnam & Vizianagaram | - |
| 4 | Maharashtra | Gadchiroli | - |
| 5 | Madhya Pradesh | Khandwa, Vidisha, Guna and Rajgarh | 33,24,000 |
| 6 | Uttar Pradesh | Bahraich | 51,48,147 |
| 7 | West Bengal | Jhargham | 23,18,760 |
| 8 | Punjab | Ferozpur & Moga | 16,94,400 |
| 9 | Jharkhand | Singhbhum East, Khunti | 10,15,760 |

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 MSE vendors which include women & SC/ST category vendors

   (c) What percentage of total procurement (by value) does it constitute?

   **Reply:** SCI continues to support MSMEs in areas of supplies & services where such MSME vendors are present, thus implementing the Public Procurement Policy of Govt. of India and encourage Make in India. Procurement of goods & services are done in accordance with the revised Public Procurement (Preference to Make in India) Order dated 04.06.2020 and its further revision dated 16.09.2020. MSME procurement is 49.21% of total procurement declared on Sambandh portal out of which 2.49% is from women MSE vendors and 0.001% from SC/ST MSME vendors.

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 | Support for Supplementary Nutrition Kits for 65 children infected & effected with HIV / AIDS | 65 | 100% |
| 2 | Support for Elimination of Disability from Clubfoot | 600 | 100% |
| 3 | Support for organizing Health check Up cum awareness camps with focus on menstrual / maternal health, infant health and general health | 2400 | 100% |
| 4 | Support for distribution of Motorized Tricycle to the disbaled persons | 75 | 100% |
| 5 | Health Awareness and capacity building programe - Project Naritva (Socio-economic empowerment of women under Integrated Village Development Programme) | 1000 | 100% |
| 6 | Installation of 20 nos of Submersible Pumps for making available safe drinking water | 11488 | 100% |
| 7 | Distributing solar led tube lights to tribal families in Pahadpur Village | 1500 | 100% |
| 8 | Skill Development Training for in the area in General Duty Assistant | 150 | 100% |
| 9 | Livelihood Enhancement and increase the nutritional status of tribal women farmers through pro-organic vegetable cultivation | 1000 | 100% |
| 10 | Skill Development Training for underprivileged women in various job oriented trades | 360 | 100% |
| 11 | Support for setting up Smart Class rooms at government schools | 11500 | 60% |
| 12 | Skill Development in Hand Embroidery and distribution of sewing machines | 100 | 100% |
| 13 | Annual Grants for Maritime Education | 30 | 100% |
| 14 | Support for 100 youths for 3 years for sports training programmes for preparing them for local / state & national level events. | 100 | 100% |
| 15 | Improving Nutrition & Health of Government School Children through Giftmilk Programme for 2000 children | 2000 | 60% |
| 16 | Distribution of 200 wheelchairs to needy divyangjans in urban slums | 200 | 100% |
| 17 | Support for provision of mid-day meals for 2428 tribal children | 2428 | 100% |
| 18 | Support for 18 Sewing Machines and One Ironing set for creating employment for underprivileged women | 21 | 100% |

| S. No. | CSR Project | No. of persons benefitted from CSR Projects | % of beneficiaries from vulnerable and marginalized groups |
|---|---|---|---|
| 19 | Installation of 75 KW Solar Power Generating Systems at Children Village of SOS | * | - |
| 20 | Construction and Establishment of Amenities Building comprising of Indoor Shooting Range and Library with reading room at Netaji Subhash Chandra Bose Military Academy | * | - |
| 21 | Support for rural Mobile Medical Unit by (one advanced Life Support Mobile Medical Van) | * | - |
| 22 | Support for procurement of 2 nos of T.B. Handheld X-ray Machines to strengthen the National TB Programme | * | - |
| 23 | Swasthya Project - Improving Healthcare facilities by supporting with Life Saving Medical Equipment's and Instruments to Rishikul Govt. P.G. Ayurvedic college & Hospital, | * | - |
| 24 | Support for Construction of Deep Bore Well for Drinking Water at Dimapur | * | - |
| 25 | Construction and Maintenance of 2 nos of deluxe Sulabh Public Toilets at Railway Station | * | - |
| 26 | Support for Medical Equipment Support to Govt Civil Hospital | * | - |
| 27 | Support to provide free meals to vulnerable families of patients hospitalized in public hospitals | * | - |
| 28 | Support for creating a sports ground and science Lab at Zila Parishad High School, Majeru where SCI has supported for Digital Library | * | - |
| 29 | Support for Supply and Installation of 500 solar street lights | * | - |
| 30 | Contribution to National Sports Development Fund for promotion and development of sports | * | - |
| 31 | Support to IIT Madras for Medical Research Equipment's | * | - |
| 32 | Support for Construction of Classrooms and Admin Block in Primary School | * | - |
| 33 | Support to PKC Hospital for upgrading the medical infrastructure of PKC Hospital, Vashi by providing One Shaver System & Arthroscopy machine with Ortho Drill System | * | - |
| 34 | Support to residential care centre for the deprived children for with one School Bus | * | - |

** Difficult to assess the number of beneficiaries being benefitted.*

**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 redndered 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 | |
| Recycling and / or safe disposal | |

3. Number of consumer complaints in respect of the following:

| | FY 2023-24 (Current Financial Year) | | Remarks | FY 2022-23 (Previous Financial Year) | | Remarks |
|---|---|---|---|---|---|---|
| | Received during the year | Pending resolution at end of year | | Received during the year | Pending resolution at end of year | |
| 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 |

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

7. Provide the following information relating to data breaches:
   a. Number of instances of data breaches

      **Reply:** Nil

   b. Percentage of data breaches involving personally identifiable information of customers

      **Reply:** Not Applicable

   c. Impact, if any, of the data breaches

      **Reply:** Not Applicable

**Leadership Indicators**

1. Channels / platforms where information on products and services of the entity can be accessed (provide web link, if available).

**Reply:** Information on products and services of the entity can be accessed from the following:

- SCI Website **www.shipindia.com**
- 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)

**Reply:** Not applicable.

Yes, the entity carries out surveys with regard to consumer satisfaction relating to the major services.

# 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**

| Sl. No. | Particulars | Details |
|---|---|---|
| 1. | Name of the subsidiary | Inland & Coastal Shipping Limited* |
| 2. | Financial Year ending on | 31.03.2024 |
| 3. | Reporting Currency | INR |
| 4. | Share capital (₹ in Lakhs) | 105 |
| 5. | Reserves & surplus (₹ in Lakhs) | (289) |
| 6. | Total assets (₹ in Lakhs) | 124 |
| 7. | Total Liabilities (₹ in Lakhs) | 308 |
| 8. | Investments (₹ in Lakhs) | 0 |
| 9. | Turnover (₹ in Lakhs) | 49 |
| 10. | Profit before taxation (₹ in Lakhs) | (97) |
| 11. | Provision for taxation (₹ in Lakhs) | 0 |
| 12. | Profit after taxation (₹ in Lakhs) | (97) |
| 13. | Proposed Dividend (₹ in Lakhs) | 0 |
| 14. | % of shareholding | 100 |

*"Inland and 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 2024. The above subsidiary accounts are audited by the auditors other than statutory auditors of the Company.

**PART "B": Associate Companies and Joint Ventures**

(Statement Persuant to Section 3 of Companies Act, 2013 related to associate companies and joint ventures.

| 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 | 31.03.2024 | 31.03.2024 | 31.03.2024 | 31.12.2023 |
| 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) | 22817 | 22613 | 5357 | 13748 |

# 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 | 1746 | 2030 | 963 | 2041 |
| 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 M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN - 08630613**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

**Mumbai, Dated the 17th May, 2024**



# 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, 2024 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, 2024 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 | 690 | 12.12.2008 | No advances |
| | | | | Interest on SHL* | - | 06.05.2001 | |
| | | | | SHL provided/ (repaid by JV) | - | | |
| | | | | **TOTAL** | **690** | | |
| ILT No. 2 Ltd. | Joint Venture Company | till 2028 | Based on transfer pricing guidelines | Management & Accounting fee | 690 | 12.12.2008 | No advances |
| | | | | Interest on SHL* | - | 06.05.2001 | |
| | | | | SHL provided/ (repaid by JV) | - | | |
| | | | | **TOTAL** | **690** | | |
| ILT No. 3 Ltd. | Joint Venture Company | till 2034 | Based on transfer pricing guidelines | Management & Accounting fee | 710 | 24.09.2012 | No advances |
| | | | | Interest on SHL* | 1,634 | 24.09.2012 / 17.05.2024 | |
| | | | | (SHL provided) / repaid by JV | 70 | 24.09.2012 | |
| | | | | **TOTAL** | **2,414** | | |
| ILT No. 4 Pvt. Ltd. | Joint Venture Company | till 2035 | Based on transfer pricing guidelines | Management & Accounting fee | 510 | 28.03.2014 | No advances |
| | | | | Interest on SHL* | - | 13.11.2013 | |
| | | | | SHL provided/ (repaid by JV) | - | | |
| | | | | **TOTAL** | **510** | | |

* 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: 17.05.2024**

## 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 ('Act') 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 and Ethics 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 04.08.2023. 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 thirteen (13) Directors viz. six (6) 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).

**The Board Composition as on date is provided in the following table:**

| BOARD COMPOSITION AS ON DATE | | | |
|---|---|---|---|
| **Sr. No** | **DIN** | **Name** | **Designation** |
| 1 | 08966904 | Capt. Binesh Kumar Tyagi (Capt. B.K Tyagi) | Chairman & Managing Director; Whole-Time Director |
| 2 | 05351383 | Shri Rajesh Kumar Sinha | Government Nominee Director; Non - Executive Director |
| 3 | 06908182 | Shri Raju Lakshmanan (Shri R. Lakshmanan) | Government Nominee Director; Non - Executive Director |
| 4 | 08630613 | Shri Atul Ubale | Director (Bulk Carrier & Tanker) & holding additional charge of Director (Finance); Whole-Time Director |
| 5 | 09515547 | Shri Vikram Dingley | Director (Technical & Offshore Services); Whole-Time Director |
| 6 | 09611434 | Shri Chirayu Indradeo Acharya* (Shri C.I. Acharya) | Whole-Time Director |
| 7 | 10111633 | Shri Manjitsingh Darshansingh Saini (Shri M.S. Saini) | Director (Personnel & Administration); Whole-Time Director |
| 8 | 10104264 | Rear Admiral Jaswinder Singh | Director (Liner & Passenger Services); Whole-Time Director |
| 9 | 09427416 | Dr. Anil Kumar Misra | Independent Non-Executive Director |
| 10 | 08916645 | Shri Gulabbhai Lakhubhai Rohit (Shri Gulabbhai Rohit) | Independent Non-Executive Director |
| 11 | 09427417 | Ms. Arunima Dwivedi | Independent Non-Executive Director |
| 12 | 09427415 | Shri Nageswara Pramod Chakravarthy Kalla (Shri KNP Chakravarthy) | Independent Non-Executive Director |
| 13 | 09427418 | Shreekant Tejappa Pattar (Shri Shreekant Pattar) | Independent Non-Executive Director |

*In accordance with Ministry Office Order dated 07.03.2024, Shri C.I. Acharya who was holding the position of Director (Finance) on SCI Board, is currently under suspension w.e.f. 07.03.2024.

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 also non-compliant with the relevant provisions of DPE Guidelines on Corporate Governance, 2010.

None of the Directors on the Board of SCI are related inter-se.

The changes in the position of Directors during the year is summarized below:

**Director (Personnel & Administration)**

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/5/2019-SU, Office Order No. 03/2023 dated 05.07.2023 had conveyed 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. Accordingly, Shri Atul Ubale, Director (B&T) continued to hold additional charge to the post of Director (P&A) w.e.f. 01.06.2023. Thus, in accordance with the aforementioned Ministry Office Order dated 05.07.2023 and earlier Ministry Order dated 07.02.2023 on the subject matter, Shri. Atul Ubale, Director (B&T), held additional charge to the post of Director (P&A) w.e.f. 01.03.2023 till 04.07.2023.

The Ministry of Ports, Shipping and Waterways vide letter no. SS- 11012/5/2019-SU, Office Order No. 04/2023 dated 05.07.2023 has informed that Competent Authority has approved 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 assumed the charge of post of Director (P&A) from 05.07.2023. Hence, his appointment on SCI Board is effective from 05.07.2023.

**Director (Liner & Passenger Services)**

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 with the approval of 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 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. Accordingly, Capt. B.K. Tyagi, CMD continued to hold the additional charge of Director (L&PS), SCI w.e.f. 03.03.2023. In accordance with the aforementioned Ministry Office Order dated 10.05.2023 and earlier Ministry Orders dated 09.02.2022 and 16.12.2022 on the subject matter, Capt. B.K. Tyagi, CMD, held additional charge to the post of Director (L&PS) w.e.f. 03.09.2022 till 02.09.2023.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2022-SU, Office Order No. 05/2023 dated 10.11.2023, had conveyed that ex-post facto approval for entrustment of additional charge of the post of Director (L&PS), SCI is given to Shri Manjit Singh Saini, Director (P&A), SCI for the period of six months w.e.f. 03.09.2023, or till a regular incumbent joins the post, or until further orders, whichever is the earliest. Accordingly, Shri Manjit Singh Saini, Director (P&A) held the additional charge of Director (L&PS) w.e.f. 03.09.2023 till 28.12.2023.

The Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/1/2022-SU, Office Order No. 05/2023 dated 10.11.2023 further conveyed the appointment of Rear Admiral Jaswinder Singh, Chief of Staff Southern Naval Command, Kochi to the post of Director (L&PS), SCI, on immediate absorption basis, for a period with effect from the date of his assumption of charge of the post till the date of his superannuation i.e. 30.09.2028, or until further orders, whichever is earlier. Rear Admiral Jaswinder Singh assumed the charge to the post of Director (L&PS) on 29.12.2023. Accordingly, his date of appointment as Director on SCI Board is effective from 29.12.2023.

**Director (Finance)**

The Ministry of Ports, Shipping and Waterways vide file no. SS-11035/1/2024-SU, Office Order dated 07.03.2024, informed the Company that the Disciplinary Authority, in exercise of the powers conferred by sub-rule (1) of Rule 20 of the Conduct, Discipline and Appeal Rules, 2011 of SCI, placed Shri Chirayu Indradeo Acharya under suspension from the post of Director (Finance) with immediate effect. Accordingly, Shri Chirayu Indradeo Acharya is currently under suspension w.e.f. 07.03.2024.

The Ministry of Ports, Shipping and Waterways vide file no. SS-11012/4/2019-SU, Office Order dated 12.03.2024 conveyed that in view of the Office Order dated 07.03.2024 regarding suspension of Shri C.I. Acharya and with the approval of Competent Authority, Shri. Atul Ubale, Director (BC&T), SCI will also hold the additional charge to the post of Director (Finance) in SCI for a period of 3 months w.e.f. 07.03.2024 or until further orders, whichever is earlier. Subsequently, the Ministry of Ports, Shipping and Waterways vide letter no. SS-11012/4/2019-SU dated 30.07.2024 conveyed the approval of the Hon'ble Minister-in-Charge of Ports, Shipping and Waterways to the entrustment of additional charge of the post of Director (Finance), SCI to Shri. Atul Ubale, Director (BC&T), SCI, for the period of 07.03.2024 to 06.09.2024 or until further orders, whichever is earlier, and subject to the approval of ACC. Thereafter, Secretariat of the Appointment Committee of the Cabinet, Department of Personnel & Training vide letter no. 01/02/2022-EO(ACC) dated 07.08.2024 communicated that the Appointments Committee of the Cabinet (ACC) has approved the proposal of the Ministry of Ports, Shipping and Waterways seeking ex-post facto approval for entrustment of additional charge of the post of Director (Finance), Shipping Corporation of India Limited (SCI) to Shri Atul Ubale, Director (BC&T), SCI for a period w.e.f. 07.03.2024 to 06.09.2024, or till assumption of charge of the post by the regular incumbent, or until further orders, whichever is the earliest. In accordance with the aforementioned Ministry Order, Shri Atul Ubale, Director (BC&T) is holding the additional charge for Director (Finance) from 07.03.2024.

**Government Nominee Directors:**

The Ministry of Ports, Shipping and Waterways vide letter No.SS11025/1/2024-SU dated 13.06.2024 has conveyed the approval of the Competent Authority for appointment of Shri. R. Lakshmanan, Joint Secretary, MoPSW as a Government Nominee Director on the Board of the Company. MoPSW vide the said letter further informed that Shri Sanjay Kumar, Additional Secretary & Financial Advisor will cease to exist on Board of the Company with immediate effect. Accordingly, Shri R. Lakshmanan, Joint Secretary has been appointed on SCI Board w.e.f. 13.06.2024 and Shri Sanjay Kumar ceased to be Director on SCI Board from the same date i.e., 13.06.2024.

**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, 2024 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 | • Inland and Coastal Shipping Limited ^<br>• Shipping Corporation of India Land and Assets Limited<br>• India LNG Transport Company (No. 1) Ltd.<br>• India LNG Transport Company (No. 2) Ltd.<br>• India LNG Transport Company (No. 3) Ltd.<br>• India LNG Transport Company (No. 4) Pvt Ltd. | • Shipping Corporation of India Land and Assets Limited - Chairman and Managing Director | NIL |
| Shri Atul Ubale | Director (Bulk Carrier and Tanker) and holding Additional Charge of Director (Finance) | • Shipping Corporation of India Land and Assets Limited<br>• India LNG Transport Company (No. 1) Ltd.<br>• India LNG Transport Company (No. 2) Ltd.<br>• India LNG Transport Company (No. 3) Ltd.<br>• India LNG Transport Company (No. 4) Pvt Ltd. | • Shipping Corporation of India Land and Assets Limited – Executive Director | NIL |
| Shri Vikram Dingley | Director (Technical and Offshore Services) | • Inland and Coastal Shipping Limited ^ | NIL | NIL |
| Shri C I Acharya | Whole - Time Director | NIL | NIL | NIL |
| Shri Manjit Singh Saini | Director (Personnel & Administration) | • Shipping Corporation of India Land and Assets Limited | • Shipping Corporation of India Land and Assets Limited – Executive Director | NIL |
| Rear Admiral Jaswinder Singh | Director (Liner & Passenger Services) | NIL | NIL | NIL |
| **GOVERNMENT NOMINEE DIRECTORS** | | | | |
| Shri Sanjay Kumar | Government Nominee Director | • India LNG Transport Company (No. 1) Ltd.<br>• India LNG Transport Company (No. 2) Ltd.<br>• India LNG Transport Company (No. 3) Ltd.<br>• India LNG Transport Company (No. 4) Pvt Ltd. | 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}* |
|---|---|---|---|---|
| Shri Rajesh Kumar Sinha | Government Nominee Director | • Shipping Corporation of India Land and Assets Limited<br>• Cochin Shipyard Limited | • Shipping Corporation of India Land and Assets Limited – Non-Executive - Government Nominee Director<br>• Cochin Shipyard Limited, Non-Executive - Nominee Director | NIL |
| **INDEPENDENT DIRECTORS** | | | | |
| Shri Gulabbhai Lakhubhai Rohit | Independent Director | NIL | NIL | NIL |
| 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 a director shall not be a member in more than ten committees or act as chairperson of more than five committees across all listed entities in which he is a director which shall be determined as follows:

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 including any alternate 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.

Provided that a person shall not serve as an independent director in more than seven listed entities.

**CERTIFICATE FROM PRACTISING COMPANY SECRETARY**

None of the Directors of the Company have been debarred or disqualified from being appointed or continuing as directors of companies by the SEBI or the MCA or any such statutory authority. The Company has received a certificate in this regard from M/s Mehta & Mehta,Company Secretaries, which is annexed to this Report.

**BOARD MEETINGS / ANNUAL GENERAL MEETING**

During the Financial Year 2023-2024, four (4) Board Meetings were held on the following dates-09.05.2023, 04.08.2023, 03.11.2023 and 09.02.2024. The details about attendance of the Directors at the Board Meetings and at the 73rd Annual General Meeting (AGM) held on 13.09.2023 are given below:

| Name of the Director | No. of Board Meetings during FY 2023-24 | | Attendance at the last AGM held on 13.09.2023 |
|---|---|---|---|
| | Held during the tenure of Directors | Attended | |
| Capt. B.K.Tyagi | 4 | 4 | Yes |
| Shri Sanjay Kumar | 4 | 3 | No |
| Shri Rajesh Kumar Sinha | 4 | 3 | No |
| Shri Atul Ubale | 4 | 4 | Yes |
| Shri Vikram Dingley | 4 | 4 | Yes |
| Shri C.I. Acharya | 4 | 4 | No |
| Shri M.S. Saini* | 3 | 3 | Yes |
| Rear Admiral Jaswinder Singh@ | 1 | 1 | NA |
| Shri Gulabbhai Rohit | 4 | 4 | Yes |
| Ms. Arunima Dwivedi | 4 | 4 | No |
| Dr. Anil Kumar Misra | 4 | 4 | Yes |
| Shri Shreekant Pattar | 4 | 4 | No |
| Shri KNP Chakravarthy | 4 | 4 | Yes |

*Shri M.S. Saini was appointed as Director (Personnel & Administration) on the Board of SCI w.e.f. 05.07.2023 by the Ministry of Ports, Shipping and Waterways.

@Rear Admiral Jaswinder Singh was appointed on the Board of SCI as Director (Liner & Passenger Services) w.e.f. 29.12.2023 by the Ministry of Ports, Shipping and Waterways.

**The changes taken place in the constitution of the Board of Directors of SCI during the FY 2023-2024 are as follows:**

| Name of the Director | Date of Appointment | Date of Cessation | Nature of Appointment / Reason for Cessation |
|---|---|---|---|
| Shri Atul Ubale, Director (B&T) | 01.03.2023 | 05.07.2023 | Ceased to hold Additional Charge of Director (P&A). |
| | 07.03.2024 | - | Additional charge for the post of Director (Finance). |
| Shri M.S. Saini | 05.07.2023 | - | Appointed as Director (P&A). |
| Capt. B.K. Tyagi, CMD | 03.09.2022 | 03.09.2023 | Ceased to hold Additional Charge of Director (L&PS). |
| Shri M.S. Saini, Director (P&A) | 03.09.2023 | 29.12.2023 | Additional charge for post of Director (L&PS). |
| Rear Admiral Jaswinder Singh | 29.12.2023 | - | Appointed as Director (L&PS). |

**Note:** In accordance with Ministry order dated 07.03.2024, Shri C.I. Acharya is currently under suspension w.e.f. 07.03.2024.

**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 8th February 2024 during the Financial Year 2023-24 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 that they are 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 2023-24.

**DETAILS OF FAMILIARIZATION PROGRAMME**

In accordance with the provisions of Regulation 25(7) of the SEBI (LODR) Regulations, 2015 and SCI's Training Policy for Board of Directors, the Company has been conducting / nominating Directors for various familiarisation programmes. The details of familiarisation programme imparted to Independent Directors are disclosed on SCI website at the following weblink - **https://www.shipindia.com/upload/investorsubpage/Familiarisation_Programme_for_ID_23-24.pdf**.

**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 31.03.2024.**

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 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 collectively 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 its 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. B. K. Tyagi also holds the charge of Chairman and Managing Director of Shipping Corporation of India Land and Assets Ltd. (SCILAL), Inland & Coastal Shipping Ltd (ICSL) and SCI Bharat IFSC Ltd. Capt. Tyagi was erstwhile heading the Liner and Passenger Services Division as Director (L&PS), since 07.01.2021.<br>Capt. Tyagi also held additional charge of Director (Technical & Offshore Services) and Director (Personnel & Administration) of SCI. In addition, he is on the Board of North Standard Limited (P&I Club) and India LNG Transport (ILT) Company No. 1, 2, 3 & 4. Capt. Tyagi is also presently serving as Director on board of Indian Register of Shipping (IRS) and Indian National Shipowners' Association (INSA).<br>Capt. Tyagi is an IIMA alumni and a Fellow member of various eminent professional bodies like ICS (London), CMMI, CILT, NMIS, Associate Fellow of Nautical Institute London and member of Institute of Directors. Capt. Tyagi is 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.<br>Capt. Tyagi is also a member of External Steering Committee in respect of National Centre of Excellence in Green Port and Shipping (NCoEGPS) under Ministry of Ports, Shipping & Waterways (MoPSW), MoPSW's Steering Committee for implementation of Pilot Projects on Green Hydrogen in the Shipping & Ports Sector under National Green Hydrogen Mission, Advisory Board of Directorate General of Shipping, MoPSW's Standing Committee on GeM and IFSCA Standing Committee on the development of the Shipping ecosystem in GIFT IFSC.<br>In his distinguished Shipping career spanning over 34 years, 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.<br>He is a well-rounded shipping professional with qualification & experience in Ship operation, Navigation, Chartering, General Shipping Management, Port Development & Management and Law.<br>Capt. Tyagi has been felicitated by various reputed National and International Institutions, in which latest additions are as follows:<br>• 'Life Time Achievement' Award at the 18th edition of ShipTek Awards, Kochi, May' 2023<br>• 'The Maritime Standard Editor's Choice Award' during the 10th Anniversary Edition of The Maritime Standard Awards, Dubai in Nov' 2023<br>• Business Leader of the Year 'CEO of the Year – PSU' award at Mumbai in Feb' 2024<br>• 'CMD Leadership Awards' at Governance Now 10th PSU Awards, New Delhi in Mar' 2024 |
| 2 | **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. |

| SR. | NAME | SKILLS / EXPERTISE / COMPETENCE |
|---|---|---|
| 3 | **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 The Shipping Corporation of India Limited, Shipping Corporation of India Land and Assets Limted, India LNG Transport Company (No. 1) Ltd, India LNG Transport Company (No. 2) Ltd., and SCI Bharat IFSC Ltd. He is also 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. |
| 4 | **Shri Atul Ubale (DIN:08630613)** | Shri Atul Laxman Ubale joined SCI on 15th May, 1989. He took charge as Director (Bulk Carrier & Tanker Division) w.e.f. 05th December, 2019. In addition to above, he took charge as Director (Finance) of SCI and SCILAL w.e.f. 07.03.2024. In addition to above, he also took charge as Director of SCI Bharat IFSC Limited (a wholly owned Subsidiary of SCI) w.e.f. 12.08.2024<br>Shri Ubale is an alumnus of Mumbai University holding Bachelor of Commerce Degree and Post Graduate Master's Degree in Management Studies.<br>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.<br>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, in-chartering / 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.<br>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.<br>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 from 01.03.2023 to 04.07.2023.<br>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. |
| 5 | **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 35 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. He is also Director on Inland & Coastal Shipping Ltd (ICSL) and SCI Bharat IFSC Limited. |

| SR. | NAME | SKILLS / EXPERTISE / COMPETENCE |
|---|---|---|
| 6 | **Shri C I 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. |
| 7 | **Shri Manjit Singh Saini (DIN: 10111633)** | Shri Manjit Singh Saini has taken over the position of Director (Personnel & Administration) of SCI w.e.f. 05.07.2023. From 03.09.2023 till 28.12.2023, he was also assigned additional charge of Director (Liner & Passenger Services) of SCI. He has also been appointed as Director (Personnel & Administration) of SCILAL w.e.f. 25.01.2024. After completing his M.Sc. and MBA, Shri Manjit Singh Saini joined SCI on 22.05.1990 as an Assistant Manager (then Junior Officer). During his career spanning over 33 years, he has successfully handled diverse portfolios in various Divisions of SCI and MTI (Maritime Training Institute). During his stint in SCI Head Office, he has served in varied Management level positions in the domains of Administration, Fleet Personnel, Ship Building and Bilateral & Conferences. He has also headed SCI Chennai Regional Office, where he was in-charge of the entire Operations and Administration.<br>In sync with his career progression, Shri Manjit Singh Saini obtained Post Graduate Diploma in Human Resource Management in 2015. He is a seasoned HR and Administration professional who holds rich experience in wide range of establishment matters, viz. sourcing and management of manpower for fleet and shore operations, estate management, contract management, business process optimization, liaising with government authorities etc. |
| 8 | **Rear Admiral Jaswinder Singh (DIN:10104264)** | Rear Admiral Jaswinder Singh has taken over as Director (Liner and Passenger Services) at the Shipping Corporation of India on 29 December 2023, after serving for more than three and half decades in the Indian Navy. He has also been appointed as the Director of SCI Bharat IFSC Ltd., a wholly owned subsidiary (WOS) of SCI. He has served onboard various types of ships and undertaken numerous deployments in Indian and International waters, including as Captain of ships.<br>He has also headed a Training Establishment and Directorate responsible for formulating specifications for acquiring next generation ships. At Naval Headquarters New Delhi, numerous International Engagement initiatives were spearheaded by Rear Admiral Jaswinder Singh, including Operation Samudra Setu to bring back thousands of citizens during COVID pandemic. Prior taking over his present appointment, he was the Chief of Staff of the only training and operational command of Indian Navy spread over seven states and a union territory.<br>Rear Admiral Jaswinder Singh is a Post Graduate in Business Administration, and also an alumnus of Naval Post Graduate School at California USA. He has been awarded the prestigious Nau Sena Medal for his distinguished service in Indian Navy. |
| 9 | **Shri Gulabbhai Lakhubhai Rohit (DIN: 08916645)** | Shri Gulabbhai Rohit has completed B.Com, M.Com, M.B.A., C.A. (Inter), Administrative Laws, Certificate courses in AMFI, Corporate Finance, Corporate Governance, EXIM (Export Import Management), Financial Accounts, IPR Advanced, Six Sigma Green Belt, Fundamental of Public Policy, BRSR, ESG. He has attended various on-line and off-line Certificate Training on the Policy Making in India in the AmritKaal, Women Empowerment for Sustainable Development, Corporate Governance, MSME, Financial Risk Analytic, System Audit and Techniques, Risk Management and Internal Control, Carbon Accounting, Research Publication and IPR.<br>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 in depth knowledge in the maintaining Books of Accounts and Documentation procedures of Lok Sabha Elections contesting candidates. He has overall 26 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 and other Social activities. He is also raising public issues and put before concern authorities for solution. |

| SR. | NAME | SKILLS / EXPERTISE / COMPETENCE |
|---|---|---|
| 10 | **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 25 years of vast experience in Civil law, Criminal law, Banking law, Property law, Administrative law, Labour law and with specialization in Commercial law and Corporate law.<br>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. |
| 11 | **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, 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 34 years and counting. He has been serving as the president of Itihaas Sankalan Samiti, Kanpur Prant.<br>Dr. Misra has contributed in varied administrative capacities at C.S.J.M. 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. |
| 12 | **Shri Shreekant Pattar (DIN: 09427418)** | 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 13 years and serving as a founder Director of a Co-operative Society. He has expertise and wide experience of around 16 years as Trainer for Competitive Exams and as a lecturer.<br>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 and 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.<br>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.<br>He served as co-editor of the conference's commemorative titled "Kotedhwani", 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. |
| 13 | **Shri KNP Chakravarthy (DIN: 09427415)** | Shri KNP Chakravarthy holds a Masters' Degree in Business Administration from Vinayaka Missions University, Salem approved by IGNOU, 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. Recently completed his Masters' Degree in Sociology from Andhra University. He has done his schooling at Sainik School, Korukonda, Vizianagaram which is one of the best schools in India working under Ministry of Defence.<br>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 New York 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.<br>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. |

| SR. | NAME | SKILLS / EXPERTISE / COMPETENCE |
|---|---|---|
| | | 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) hold 300 shares and 1620 shares of SCI respectively as on 31.03.2024. The said shares have been acquired by Capt. B. K. Tyagi and Shri Vikram Dingley prior to their respective appointments on SCI Board.

None of the other Directors were holding shares of SCI on 31.03.2024.

**COMMITTEES OF THE BOARD AS ON 31st MARCH, 2024**

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, the SEBI (LODR) Regulations, 2015 and DPE Guidelines on Corporate Governance for CPSEs, 2010.

**AUDIT COMMITTEE**

<table>
<tr><th>Name of the Committee</th><th>Terms of Reference</th><th>Category and Composition</th><th>Other Details</th></tr>
<tr>
<td>Audit Committee</td>
<td>A Qualified and Independent Audit Committee has been constituted and is functioning in accordance with:<br>(i) Section 177 of the Act read with Rules made thereunder;<br>(ii) Regulation 18 read with Part C of Schedule II of the SEBI Listing Regulations; and<br>(iii) Chapter 4 of DPE Guidelines on Corporate Governance for CPSEs, 2010.</td>
<td>
<table>
<tr><th>Name</th><th>Position (Chairperson /Member)</th><th>Category of Directorship</th></tr>
<tr><td>Shri Gulabbhai Rohit</td><td>Chairperson</td><td>Independent Director</td></tr>
<tr><td>Shri Atul Ubale</td><td>Member</td><td>Director (B&T), Whole - Time Director</td></tr>
<tr><td>Ms. Arunima Dwivedi</td><td>Member</td><td>Independent Director</td></tr>
<tr><td>Dr. Anil Kumar Misra</td><td>Member</td><td>Independent Director</td></tr>
</table>
</td>
<td>• All members of the Audit Committee are financially literate.<br>• Director (Finance), Chief Financial Officer and the Director in charge of operations attend the meeting as invitees whenever required.<br>• The Statutory Auditors and Internal Auditors also attend Meetings at which the Audit Reports / Company's Financial Statements are reviewed by the Committee.<br>• Smt. Swapnita Vikas Yadav, the Company Secretary of the Company acts as the Secretary to the Committee.<br>• 6 Meetings were held during the Financial Year 2023-2024 and the gap between the two meetings did not exceed one hundred and twenty days.</td>
</tr>
</table>

During the Financial Year 2023-2024, six (6) Meetings of the Audit Committee were held on 08.05.2023, 09.05.2023, 03.08.2023, 04.08.2023, 03.11.2023 and 09.02.2024.

| Name of the Director | No. of Meetings | |
|---|---|---|
| | Held during the tenure of Directors | Attended |
| Shri Gulabbhai Rohit | 6 | 6 |
| Shri Atul Ubale | 6 | 6 |
| Ms. Arunima Dwivedi | 6 | 6 |
| Dr. Anil Kumar Misra | 6 | 6 |

**NOMINATION AND REMUNERATION COMMITTEE (NRC)**

<table>
<tr><th>Name of the Committee</th><th>Terms of Reference</th><th>Category and Composition</th><th>Other Details</th></tr>
<tr>
<td>Nomination and Remuneration Committee</td>
<td>➢ The NRC of the Company functions in accordance with :<br>(i) Section 178 of the Companies Act, 2013 read with Rules made there under;<br>(ii) Regulation 19 read with Part D of Schedule II of the SEBI Listing Regulations; and<br>(iii) Chapter 5 of DPE Guidelines on Corporate Governance for CPSEs 2010.<br>➢ 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.</td>
<td>
<table>
<tr><th>Name</th><th>Position (Chairmanship / Membership)</th><th>Category of Directorship</th></tr>
<tr><td>Dr. Anil Kumar Misra</td><td>Chairperson</td><td>Independent Director</td></tr>
<tr><td>Shri Sanjay Kumar</td><td>Member</td><td>Non-Executive Director</td></tr>
<tr><td>Shri Shreekant Pattar</td><td>Member</td><td>Independent Director</td></tr>
<tr><td>Ms. Arunima Dwivedi</td><td>Member</td><td>Independent Director</td></tr>
<tr><td>Shri KNP Chakravarthy</td><td>Member</td><td>Independent Director</td></tr>
</table>
</td>
<td>➢ Smt. Swapnita Vikas Yadav, the Company Secretary acts as the Secretary of the Committee.<br>➢ The Chairperson of the Nomination and Remuneration Committee is an Independent Director pursuant to Regulation 19(2) of the SEBI (LODR) Regulations, 2015</td>
</tr>
</table>

During the Financial Year 2023-2024, four (4) Meetings of the Nomination and Remuneration Committee were held on 09.05.2023, 04.08.2023, 03.11.2023 and 08.02.2024.

| Name of the Director | No. of Meetings | |
|---|---|---|
| | Held during the tenure of Directors | Attended |
| Dr. Anil Kumar Misra | 4 | 4 |
| Shri Sanjay Kumar | 4 | 3 |
| Shri KNP Chakravarthy | 4 | 4 |
| Shri Shreekant Pattar | 4 | 4 |
| Ms. Arunima Dwivedi | 4 | 4 |

**CORPORATE SOCIAL RESPONSIBILITY COMMITTEE (CSR COMMITTEE)**

<table>
<tr><th>Name of the Committee</th><th>Terms of Reference</th><th>Category and Composition</th></tr>
<tr>
<td>Corporate Social Responsibility Committee</td>
<td>➢ The Committee is constituted in line with Section 135 and Schedule VII to the Companies Act, 2013 and DPE Guidelines.<br>➢ CSR Committee comprising of Independent Directors and Whole-Time Directors has been constituted to carry out the following functions:<br>(i) Formulate and recommend to the Board, a CSR policy indicating the activities to be undertaken by the Company as specified in Schedule VII of the Act and CSR policy of the company.<br>(ii) Recommend the amount of expenditure to be incurred on the activities mentioned in the CSR policy.<br>(iii) Monitor the CSR Policy.</td>
<td>
<table>
<tr><th>Name</th><th>Position (Chairmanship / Membership)</th><th>Category</th></tr>
<tr><td>Capt. B.K. Tyagi</td><td>Chairperson</td><td>Chairman and Managing Director</td></tr>
<tr><td>Shri Vikram Dingley</td><td>Member</td><td>Director (T&OS), Whole-Time Director</td></tr>
<tr><td>Shri M.S. Saini</td><td>Member</td><td>Director (P&A), Whole-Time Director</td></tr>
<tr><td>Shri KNP Chakravarthy</td><td>Member</td><td>Independent Director</td></tr>
<tr><td>Dr. Anil Kumar Misra</td><td>Member</td><td>Independent Director</td></tr>
</table>
</td>
</tr>
</table>

During the Financial Year 2023-2024, four (4) Meetings of the Corporate Social Responsibility Committee were held on 08.05.2023, 03.08.2023, 02.11.2023 and 08.02.2024.

| Name of the Director | No. of Meetings | |
|---|---|---|
| | Held during the tenure of Directors | Attended |
| Capt B. K. Tyagi | 4 | 4 |
| Shri Atul Ubale* | 1 | 1 |
| Shri Vikram Dingley | 4 | 4 |
| Shri M.S. Saini** | 3 | 3 |
| Shri KNP Chakravarthy | 4 | 4 |
| Dr. Anil Kumar Misra | 4 | 4 |

*Shri Atul Ubale, Director (B&T) was holding 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 M.S. Saini was appointed as Director (P&A) on SCI Board w.e.f. 05.07.2023 and thus is a member of the CSR Committee from 05.07.2023.

**RISK MANAGEMENT COMMITTEE (RMC)**

| Name of the committee | Terms of reference | Category and composition | | | Other Details |
|---|---|---|---|---|---|
| | | Name | Chairmanship / Membership | Category | |
| Risk Management Committee | The Committee is constituted and functions as per Regulation 21 read with Part D of Schedule II of the SEBI Listing Regulations. | Ms. Arunima Dwivedi | Chairperson | Independent Director | • The Chairperson of RMC is an Independent Director pursuant to Regulation 21(3) of SEBI (LODR) Regulation, 2015.<br>• Chief Risk Officer* attended all meetings of RMC held during the year.<br>• Smt. Swapnita Vikas Yadav, Company Secretary & Compliance Officer acts as the Secretary to the Committee. |
| | | Shri Atul Ubale | Member | Director (B&T), holding additional charge of Director (Finance), Whole-time Director | |
| | | Shri Vikram Dingley | Member | Director (T&OS), Whole-time Director | |
| | | Shri M.S. Saini | Member | Director (P&A), Whole-time Director | |
| | | Rear Admiral Jaswinder Singh | Member | Director (L&PS), Whole-time Director | |
| | | Smt. Meena Karayi | Member | HOD (IT) | |

*RMC at its meeting held on 02.11.2023 appointed Shri Nikhil Raj, DGM I/c Shipbuilding and Services as Chief Risk Officer of the Company in place of Shri Sandeep Misra. Shri Nikhil Raj assumed the charge as CRO w.e.f. 18.12.2023.

During the Financial Year 2023-2024, four (4) Meetings of the Risk Management Committee were held on 08.05.2023, 03.08.2023, 02.11.2023 and 08.02.2024.

| Name of the Director | No. of Meetings | |
|---|---|---|
| | Held during the tenure of Directors | Attended |
| Ms. Arunima Dwivedi | 4 | 4 |
| Capt. B. K. Tyagi* | 1 | 1 |
| Shri Atul Ubale # | 4 | 3 |
| Shri Vikram Dingley | 4 | 4 |
| Shri C.I. Acharya @ | 4 | 4 |
| Shri Manjit Singh Saini** | 3 | 3 |
| Rear Admiral Jaswinder Singh*** | 1 | 1 |
| Smt Meena Karayi## | 3 | 3 |
| Shri J. Murugadas## | 1 | 1 |

*Capt. B. K. Tyagi, CMD, was holding additional charge of Director (L&PS) from 03.09.2022 till 02.09.2023 and hence was a member of the said Committee during that period.

# Shri Atul Ubale, Director (B&T) was holding additional charge of the post of Director (P&A) w.e.f. 01.03.2023 to 04.07.2023. Further, he is holding additional charge of the post of Director (Finance) w.e.f. 07.03.2024. Thus, Shri Atul Ubale in addition to being a member of RMC Committee as Director (B&T), was also a member of RMC as Director (P&A) w.e.f. 01.03.2023 to 04.07.2023 and as Director (Finance) w.e.f. 07.03.2024 respectively.

@ In accordance with Ministry Office Order dated 07.03.2024, Shri C.I. Acharya is currently under suspension w.e.f. 07.03.2024.

** Shri M.S. Saini was appointed as Director (P&A) w.e.f. 05.07.2023 and hence was a member of RMC from the said date. Further, he held additional charge of Director (L&PS) from 03.09.2023 to 28.12.2023. Thus, Shri M.S. Saini in addition to being a member of RMC as Director (P&A) w.e.f. 05.07.2023, was also a member of RMC as Director (L&PS) w.e.f. 03.09.2023 to 28.12.2023.

***Rear Admiral Jaswinder Singh was appointed as Director (L&PS) w.e.f. 29.12.2023 and hence is a member of the RMC from 29.12.2023.

##Shri J. Murugadas HOD(IT) superannuated on 31.05.2023. Subsequent to his superannuation, Smt. Meena Karayi was appointed as HOD(IT) w.e.f 01.06.2023 and hence is a member of the RMC Committee from the said date i.e., 01.06.2023.

**SHARE TRANSFER COMMITTEE**

This Committee of the Board comprising of Chairman & Managing Director as Chairperson of the Committee and any 2 Executive Directors (Whole Time Directors) as members of the Committee approves the transfer and transmission of shares and other related matters, if any. During Financial Year 2023-24, two (2) Share Transfer Committee Meeting of the Board were held on 22.09.2023 and 10.11.2023.

**STAKEHOLDERS RELATIONSHIP COMMITTEE (SRC)**

<table>
<tr><th>Name of the committee</th><th>Terms of reference</th><th>Category and composition</th><th>Other Details</th></tr>
<tr><td>Stakeholders Relationship Committee</td><td>The Terms of Reference of Stakeholders Relationship Committee is to take care of the Compliances under:<br>(i) Section 178 of Companies Act, 2013 and Rules made thereunder;<br>(ii) Regulation 20 read with Part D of Schedule II of SEBI Listing Regulations.</td><td>
<table>
<tr><th>Name</th><th>Position (Chairmanship /Membership)</th><th>Category</th></tr>
<tr><td>Shri KNP Chakravarthy</td><td>Chairperson</td><td>Independent Director</td></tr>
<tr><td>Shri Vikram Dingley</td><td>Member</td><td>Director (T&OS), Whole-Time Director</td></tr>
<tr><td>Rear Admiral Jaswinder Singh</td><td>Member</td><td>Director (L&PS), Whole-Time Director</td></tr>
<tr><td>Shri Shreekant Pattar</td><td>Member</td><td>Independent Director</td></tr>
</table>
</td><td>• The Chairperson of the Stakeholders Relationship Committee is a Non-Executive Independent Director pursuant to Regulation 20(2) of SEBI (LODR) Regulation, 2015.<br>• Smt. Swapnita Vikas Yadav, Company Secretary & Compliance Officer acts as the Secretary to the Committee.</td></tr>
</table>

During the Financial Year 2023-2024, one (1) Meeting of the Stakeholders Relationship Committee was held on 03.08.2023.

| 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 M.S. Saini** | 0 | 0 |
| Rear Admiral Jaswinder Singh*** | 0 | 0 |
| Shri Vikram Dingley | 1 | 1 |
| Shri Shreekant Pattar | 1 | 1 |

*Capt. B.K. Tyagi was holding additional charge of the post of Director (L&PS) from 03.09.2022 to 02.09.2023 and hence was member of the SRC during that period.

** Shri M.S. Saini was holding additional charge to the post of Director (L&PS) w.e.f. 03.09.2023 till 28.12.2023 and hence was a member of the SRC during that period.

***Rear Admiral Jaswinder Singh was appointed as Director (L&PS) w.e.f 29.12.2023 and hence is a member of the SRC w.e.f. 29.12.2023.

**GRIEVANCES & THEIR REDRESSALS**

During the year under review, the Company has received sixteen (16) 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 01.04.2023 | Received during the year | Redressed during the year | Pending as on 31.03.2024 |
|---|---|---|---|---|
| **SEBI** | NIL | 02 | 02 | NIL |
| **Stock Exchanges** | NIL | 08 | 08 | NIL |
| **Other** | NIL | 06 | 06 | NIL |
| **Total** | NIL | 16 | 16 | NIL |

**Grievance Redressal / Dispute Resolution Mechanism**

**A. Registrar and Share Transfer Agent / Company:** Investors can lodge their complaints, if any, on **rta@alankit.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.

Further, the Company has designated the following email-ID exclusively for servicing to investors – **sci.cs@sci.co.in.**

**B. SCORES:** A centralised web based complaints redress system 'SCORES' which serves as a centralised database of all complaints received, enables uploading of Action Taken Reports by the concerned companies and online viewing by the investors of actions taken on complaints and its current status.

**C. Online Dispute Resolution Portal ('ODR Portal'):** SEBI vide Circular No. SEBI/HO/OIAE/OIAE_IAD-3/P/CIR/2023/195 dated July 31, 2023 (updated as on December 20, 2023), introduced the ODR Portal as a mechanism to streamline and strengthen the existing dispute resolution in the Indian Securities Market.

The ODR Portal provides an additional mechanism to resolve the grievances in the manner specified in the said Circulars.Pursuant to above-mentioned circulars, the aggrieved party can initiate the mechanism through the ODR portal, after exercising the primary options to resolve the issue directly with the RTA/Company and through the SCORES platform.The said circular is available on the Company's website at the following link - **https://www.shipindia.com/investors/downloads.** The investors can initiate dispute resolution through the ODR Portal at **https://smartodr.in/login.**

**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

**PARTICULARS OF SENIOR MANAGEMENT INCLUDING THE CHANGES THEREIN SINCE THE CLOSE OF PREVIOUS FINANCIAL YEAR**

**A. LIST OF SENIOR MANAGEMENT EXECUTIVES AS ON 31.03.2024**

| S.No. | Title | Name | Designation / Division |
|---|---|---|---|
| 1 | MR. | G. VINOD | GM / (L&PS) |
| 2 | MR. | N. SUBRAMANYA PRAKASH | GM / (FINANCE) |
| 3 | MR. | J PURUSHOTHAM | GM / (B&T) |
| 4 | MR. | P. K. RANE | GM / (FINANCE) |
| 5 | CAPT. | D D CHANDRAN | GM / (B&T) |
| 6 | MR. | MAHESH KUMAR BALARAMAN | GM / DY. CVO VIGILANCE / TRANSFERRED TO T&OS (P&S) ON ASSUMPTION OF CHARGE OF FULL TIME CVO IN SCI. |
| 7 | MS. | C.I. GOLAPALLI | GM / (FINANCE) |
| 8 | MR. | SHISHIR KUMAR | GM / (T&OS) |
| 9 | MR. | M.T. DATTASHANKAR | GM / (B&T) |
| 10 | MR. | KHAN PERWEZ A. | GM / (B&T) |
| 11 | MR. | G.S. SALWANKAR | GM / (T&OS) |
| 12 | CAPT. | SOM RAJ | GM / (P&A) |
| 13 | MR. | SHYAMLENDU DAS | GM / (FINANCE) |
| 14 | MR. | UDAYNATH MALIK | DGM / (T&OS) |
| 15 | MR. | B. CHAKRAVARTY | DGM / (T&OS) |
| 16 | CAPT. | OM VEER SINGH | DGM / (ISM/ISPS) |
| 17 | MR. | SANJIB CHATTOPADHYAY | DGM / (FINANCE) |

| S.No. | Title | Name | Designation / Division |
|---|---|---|---|
| 18 | MR. | S M BAUG | RDGM / (L&PS) (KOLKATA) |
| 19 | MR. | L.S. PRASAD | DGM / (T&OS) |
| 20 | MR. | DEBANJAN NANDI | RDGM / (T&OS) (PORT BLAIR) |
| 21 | MR. | DINESH KUTTY | DGM / (B&T) |
| 22 | MS. | MEENA KARAYI | DGM / (L&PS) (IT) |
| 23 | DR. | SOMA TANDON | DGM / (P&A) |
| 24 | MR. | NIKHIL RAJ | DGM / (T&OS) |
| 25 | MR. | SUHAS KAJROLKAR | RDGM / (L&PS) (LONDON) |
| 26 | CAPT. | ASHWINI | DGM / (B&T) |
| 27 | MR. | V AZHAGUVEL | RDGM / (L&PS) (CHENNAI) |
| 28 | MR. | NAVEEN KUMAR | DGM / (T&OS) |
| 29 | MR. | ASHISH DANGLE | DGM / (B&T) |
| 30 | MR. | PHANINDRA YELLAPRAGADA | DGM / (P&A) |
| 31 | MR. | PRASANT KUMAR SAHOO | DGM / (P&A) |
| 32 | MS. | ARCHANA BHARATI | DGM / (L&PS) |
| 33 | MR. | MANOJ KUMAR SHARMA | DGM / (P&A) |
| 34 | MR. | INDERJEET NAGAR | DGM / (L&PS) |
| 35 | MR. | MAHAVEER NARDEKAR | DGM ON CONTRACT / (P&A) |
| 36 | MR. | SUNIL MADILLA | CM / (T&OS) |
| 37 | MR. | AMIT VATKAR | CM / (T&OS) |
| 38 | MR. | ASHOK KUMAR | RCM - DELHI |
| 39 | MS. | SWAPNITA YADAV | COMPANY SECRETARY (CS) |

**B. Changes in Senior Management since close of the financial year (w.e.f. 01.04.2023 onwards till date)**

| S. No. | Title | Name | Designation | Remarks |
|---|---|---|---|---|
| 1 | Mr. | MISRA SANDEEP | GM | Superannuated |
| 2 | Mr. | BANDEKAR S. R. | GM | Superannuated |
| 3 | Mr. | MURUGADAS J. | GM | superannuated |
| 4 | Mr. | SAINI MANJIT SINGH | GM | Elevated as Director (P&A) |
| 5 | Mr. | UTTAM GHARDE | DGM | Ceased to be a senior Management |
| 6 | Mr. | ASHOK V. | DGM | Superannuated |
| 7 | MR. | MALLIKARJUN PARGI | DGM | Ceased to be a senior Management |
| 8 | Mr. | LAGISETTI SREENIVASA PRASAD | DGM | Not a senior Management from 11.04.2024 |
| 9 | Ms. | SHETTY MALLIKA S. | DGM | Superannuated |
| 10 | MR. | NAVNEET KUMAR | CM | Ceased to be a senior Management |
| 11 | Mr. | DAS RAJESH KUMAR | CM | Ceased to be a senior Management |
| 12 | Mr. | PULAMTE K. REMSANG | CM | Ceased to be a senior Management |
| 13 | Capt. | SANJAY KUMAR | CM | Ceased to be a senior Management |
| 14 | Mr. | MADAN PAL SINGH | DGM | Ceased to be a senior Management |
| 15 | Capt. | KUMAR RANJAN | DGM | Ceased to be a senior Management |
| 16 | Mr. | ABHISHEK KUMAR | CM | Ceased to be a senior Management |
| 17 | Ms. | RAMASITAPATHY SUMATHI | CM | Voluntary Retirement |
| 18 | Ms. | SINGH G.G. | CM | Voluntary Retirement |
| 19 | MR. | PANDURANG VITTHAL | CM | Ceased to be a senior Management |
| 20 | Mr. | CHAKRAVORTY TARASANKAR | SM | Ceased to be a senior Management |
| 21 | Mr. | GOLDAR KALLOL KUMAR | SM | Ceased to be a senior Management |
| 22 | Mr. | KUJUR P. BIPIN | SM | Ceased to be a senior Management |

| S. No. | Title | Name | Designation | Remarks |
|---|---|---|---|---|
| 23 | Mr. | SUBASHISH NASKAR | SM | Ceased to be a senior Management |
| 24 | Mr. | VINOD PADALE | CM | Ceased to be a senior Management |
| 25 | Ms. | MOUSAMI ZODE | SM | Ceased to be a senior Management |
| 26 | Mr. | D. KARTIKEYAN | SM | Ceased to be a senior Management |
| 27 | Mr. | BRAJESWAR SINGH | SM | Ceased to be a senior Management |
| 28 | Mr. | JAGANNATH MALLICK | MNGR | Ceased to be a senior Management |
| 29 | Mr. | SOUMYA K. BASU | MNGR | Ceased to be a senior Management |
| 30 | Mr. | MODASSIR JAWAID | MNGR | Ceased to be a senior Management |
| 31 | Mr. | N. RAMAKRISHNAN | MNGR | Ceased to be a senior Management |
| 32 | Mr. | PARTHIBAN SHANMUGAM | MNGR | Ceased to be a senior Management |
| 33 | Mr. | SHISHIR KUMAR | GM | Designated as Senior Management |
| 34 | Mr. | M.T. DATTASHANKAR | GM | Designated as Senior Management |
| 35 | Mr. | KHAN PERWEZ A. | GM | Designated as Senior Management |
| 36 | Mr. | UDAYNATH MALIK | DGM | Designated as Senior Management |
| 37 | Ms. | MEENA KARAYI | DGM | Designated as Senior Management |
| 38 | Dr. | SOMA TANDON | DGM | Designated as Senior Management |
| 39 | Mr. | INDERJEET NAGAR | DGM | Designated as Senior Management |
| 40 | Mr. | SUNIL MADILLA | CM | Designated as Senior Management |
| 41 | Mr. | AMIT VATKAR | CM | Designated as Senior Management |

**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, 2021-22 and 2022-23 have been uploaded on the website of the Company and the same can be accessed by all the Stakeholders at the following path:

| 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.** |
| **FY 2022-2023** | **www.shipindia.com→Interface→Investor→Unclaimed Shares / Dividend→Unpaid Dividend of FY 2022-23 as on 16.10.2023.** |

For further details on unpaid/ unclaimed dividend, investor(s) may also visit the below mentioned link: **http://www.shipindia.com/investors/unclaimed_sharesdividend**

## GENERAL BODY MEETINGS

### A. Annual General Meeting

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** | | | |
| 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* |
| 73rd AGM (FY 2022-23) | 13.09.2023, 1400 hrs | Registered Office of the Company, Mumbai and also through Video Conferencing / other Audio-Visual Means | No |

***Special resolution:**

At the 72nd Annual General Meeting which was held on September 28, 2022 total six (6) Special Resolutions (SR) were passed out of which five (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 K N P Chakravarthy and Ms. Arunima Dwivedi and one SR was passed for ratification of transaction under Section 185 of the Companies Act, 2013. No special resolution was passed at the 71st and 73rd AGMs.

### B. Extraordinary General Meeting

No extraordinary general meeting of the members was held during FY 2023-24.

### C. Postal Ballot

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 2023-2024 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.
- **Electronic Communication:** The Company informs the shareholders to update Bank Account, PAN and KYC Details in the records of their shareholding, to update e-mails of shareholders concerned for regular communications and also for 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 2023-2024.

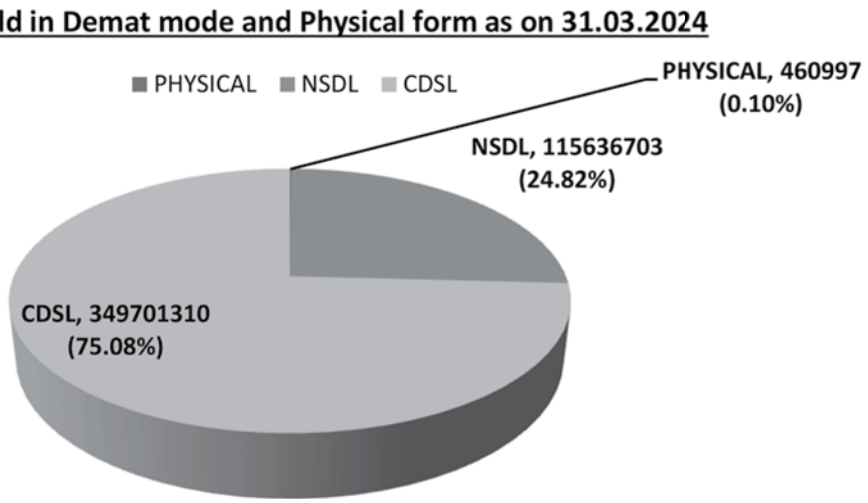
**GENERAL SHAREHOLDER INFORMATION**

| | |
|---|---|
| **Annual General Meeting - Date, Time & Venue: Wednesday, September 18, 2024 at 1200 Hrs IST at the Registered Office of the Company and also through Video conferencing (VC / OAVM).** | |
| **Financial Year** | 01.04.2023 to 31.03.2024 |
| **Book Closure Dates** | September 07, 2024 to September 18, 2024 (Both days inclusive) |
| **Dividend** | The Board has recommended dividend of ₹ 0.50/- per equity share of ₹ 10/- each i.e., 5% per share 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:** | |
| BSE Ltd.,<br>Phiroze Jeejeebhoy Towers,<br>Dalal Street, Mumbai – 400 001.<br>**[Security Code: 523598]** | National Stock Exchange of India Limited,<br>Exchange Plaza, 5th Floor, Plot No. C/1,<br>G Block, Bandra-Kurla Complex, Mumbai – 400 051.<br>**[Trading Symbol: SCI]** |
| The Company has paid the Annual Listing Fees for the year 2023-2024 to the aforesaid Stock Exchanges within stipulated timeline. | |
| **WEBSITE:**<br>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. In addition, the company has disseminated all disclosures specified under Regulation 46 of Listing Regulation under a separate head. | |
| **DEMAT-ISIN Number-**INE109A01011 | |
| **ADDRESS FOR CORRESPONDENCE / REGISTRAR AND SHARE TRANSFER AGENTS**<br>Bigshare Services Private Limited (Erstwhile RTA) ceased to function as the R&T Agent of the Company w.e.f. EOD of 20.02.2024. Thereafter, Alankit Assignments Limited is functioning as R&T Agent of the Company from the same date.<br>Shareholders' correspondences should be addressed to the Company's Registrar and Share Transfer Agents at their following addresses:<br>**Alankit Assignments Limited,**<br>Alankit House, 4E/2 Jhandewalan Extension, New Delhi – 110055 **Tel:** + 91-11-4254 1234 **Fax:** + 91-11-4254 1201, +91-11-2355 2001 **Email:** rta@alankit.com **Website:** www.alankit.com | |
| **SHARE TRANSFER SYSTEM**<br>Effective from April 01, 2019, SEBI has barred physical transfer of shares of listed companies and mandated transfers only through demat. In terms of the SEBI Listing Regulations, securities of the Company can only be transferred in dematerialized form. Further, SEBI vide its Circular No. SEBI/HO/MIRSD_RTAMB/P/CIR/2022/8 dated January 24, 2022, mandated all the listed companies to issue securities in dematerialised form only, while processing the service request for issue of duplicate securities certificates, renewal / exchange of securities certificate, claim from Unclaimed Suspense Account, endorsement, sub-division / splitting of securities certificate, consolidation of securities certificates / folios, transmission and transposition.<br>In view of the same and to eliminate all risks associated with physical shares and avail various benefits of dematerialization,Members are advised to dematerialize the shares held by them in physical form. Members can contact the Company or the Company's Registrar and Transfer Agent ('RTA'), for assistance in this regard.<br>Pursuant to the Regulation 40(9) & (10) of 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.<br>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**

SCI's equity shares are compulsorily traded in electronic 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 2024, 99.90% of the paid-up equity share capital, representing 46,53,38,013 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.

| Mode of Holding | No. of Shares | % of Shareholding |
|---|---|---|
| NSDL | 115636703 | 24.82 % |
| CDSL | 349701310 | 75.08 % |
| Physical | 460997 | 0.10 % |




**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 / Risk Management 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.

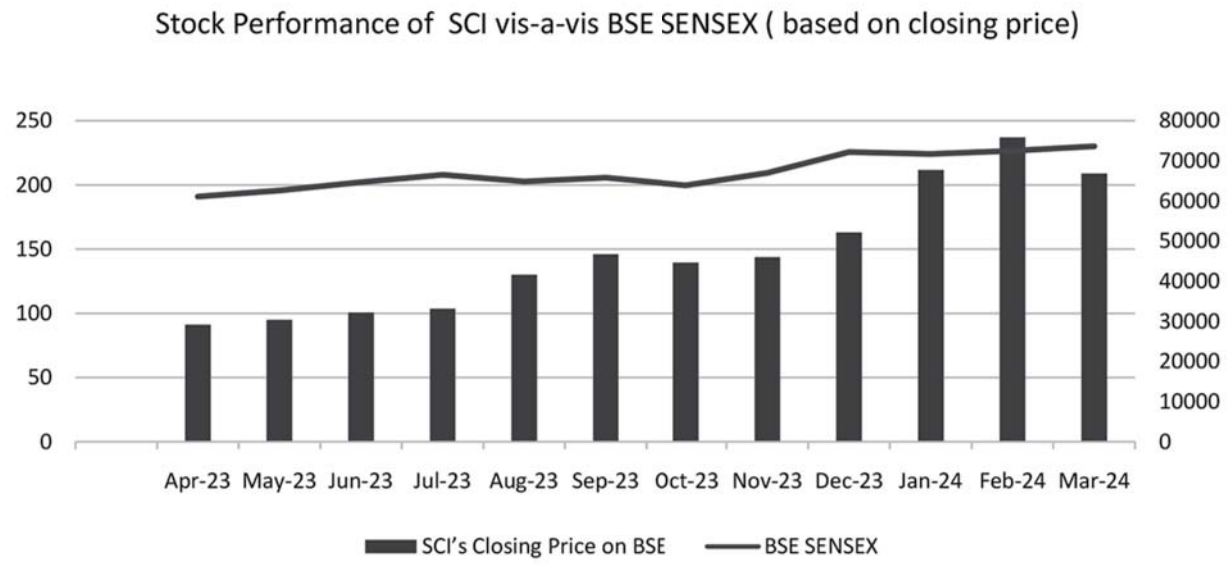
**REVISION IN CREDIT RATING**

| | |
|---|---|
| (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 The Shipping Corporation of India Limited (SCIL). The outlook is 'Stable'. |

**STOCK PERFORMANCE ON BSE DURING THE FINANCIAL YEAR 2023-2024**

| Month | Share Price on BSE | | SCI's Closing Price on BSE (₹) | BSE Sensex |
|---|---|---|---|---|
| | High (₹) | Low (₹) | | |
| April 2023 | 99.28 | 79.50 | 91.23 | 61,112.44 |
| May 2023 | 102.83 | 91.16 | 94.89 | 62,622.24 |
| June 2023 | 107.45 | 95.17 | 100.79 | 64,718.56 |
| July 2023 | 104.2 | 96.85 | 103.7 | 66,527.67 |
| August 2023 | 132.15 | 99.1 | 130.1 | 64,831.41 |
| September 2023 | 164 | 128.55 | 146.05 | 65,828.41 |
| October 2023 | 162.4 | 128.35 | 139.5 | 63,874.93 |
| November 2023 | 148.5 | 130.25 | 143.8 | 66,988.44 |
| December 2023 | 175 | 144.15 | 162.9 | 72,240.26 |
| January 2024 | 219.6 | 159.4 | 211.65 | 71,752.11 |
| February 2024 | 290.6 | 204.55 | 237.05 | 72,500.30 |
| March 2024 | 242.65 | 189.35 | 208.75 | 73,651.35 |

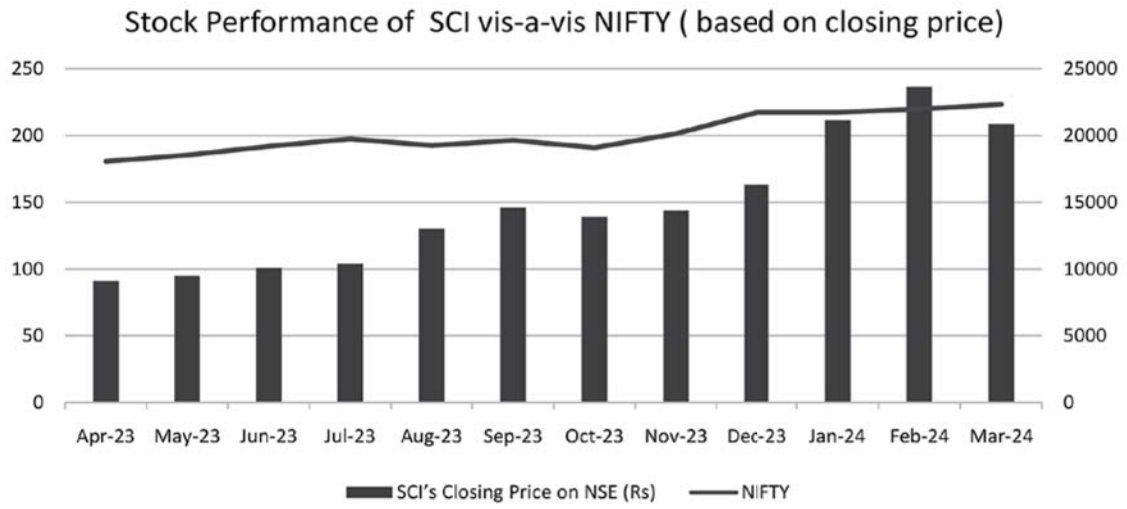
**Graph showing the SCI share price movement vis-a-vis BSE SENSEX based on above data**




**STOCK PERFORMANCE ON NSE DURING THE FINANCIAL YEAR 2023-2024**

| Month | Share Price on NSE | | SCI's Closing Price on NSE(₹) | NIFTY |
|---|---|---|---|---|
| | High (₹) | Low (₹) | | |
| April 2023 | 99.20 | 79.20 | 91.20 | 18,065 |
| May 2023 | 102.70 | 91.00 | 94.85 | 18,534.4 |
| June 2023 | 107.50 | 95.15 | 100.80 | 19,189.05 |
| July 2023 | 104.20 | 96.80 | 103.80 | 19,753.8 |
| August 2023 | 132.05 | 99.05 | 130.30 | 19,253.8 |
| September 2023 | 164.00 | 128.35 | 146.00 | 19,638.3 |
| October 2023 | 162.40 | 128.50 | 139.25 | 19,079.6 |
| November 2023 | 148.60 | 130.75 | 143.70 | 20,133.15 |
| December 2023 | 175.00 | 144.20 | 162.90 | 21,731.4 |
| January 2024 | 219.70 | 159.50 | 211.70 | 21,725.7 |
| February 2024 | 290.75 | 204.50 | 236.60 | 21,982.8 |
| March 2024 | 242.70 | 189.55 | 208.80 | 22,326.9 |

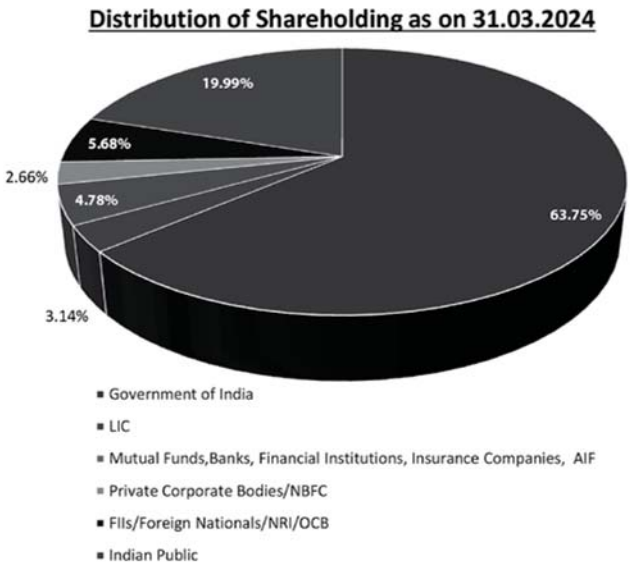
**Graph showing the SCI share price movement vis-a-vis NIFTY based on above data**




**DISTRIBUTION OF SHARE HOLDING AS ON 31ST MARCH, 2024**

| CATEGORY | DEMAT | | PHYSICAL | | TOTAL | | % TO (A) | |
|---|---|---|---|---|---|---|---|---|
| | FOLIOS | SHARES | FOLIOS | SHARES | FOLIOS | SHARES | FOLIOS | SHARES |
| 1 – 500 | 285156 | 28381768 | 56 | 7597 | 285212 | 28389365 | 91.92 | 6.09 |
| 501 – 1000 | 12998 | 10331628 | 3 | 2500 | 13001 | 10334128 | 4.19 | 2.22 |
| 1001 – 2000 | 6177 | 9307386 | 1 | 1200 | 6178 | 9308586 | 1.99 | 2.00 |
| 2001 – 3000 | 2076 | 5337444 | 0 | 0 | 2076 | 5337444 | 0.67 | 1.15 |
| 3001 – 4000 | 870 | 3153198 | 0 | 0 | 870 | 3153198 | 0.28 | 0.68 |
| 4001 – 5000 | 831 | 3959054 | 0 | 0 | 831 | 3959054 | 0.27 | 0.85 |
| 5001 – 10000 | 1141 | 8494605 | 0 | 0 | 1141 | 8494605 | 0.37 | 1.82 |
| 10001 -20000 | 457 | 6537767 | 1 | 12600 | 458 | 6550367 | 0.15 | 1.41 |
| 20001 - 999999 99999 | 518 | 389835163 | 4 | 437100 | 522 | 390272263 | 0.17 | 83.79 |
| TOTAL (A) | 310224 | 465338013 | 65 | 460997 | 310289 | 465799010 | 100.00 | 100.00 |

**DISTRIBUTION OF SHAREHOLDING BY PERCENTAGE OF OWNERSHIP AS ON 31ST MARCH, 2024**



**DIRECTORS REMUNERATION DURING THE FY 2023-24** **(Amount in ₹)**

| Name of the Director | Consolidated Salary | Perquisites, Allowances and other benefits | Post Retirement Benefit (Post Retirement Medical Scheme) | Performance Linked Incentives | Sitting Fees | Total |
|---|---|---|---|---|---|---|
| Capt. B.K. Tyagi | 67,60,306 | 8,92,604 | 1,37,838 | - | - | 77,90,748 |
| Shri Atul Ubale | 67,82,532 | 8,51,112 | 1,34,807 | - | - | 77,68,451 |
| Shri Vikram Dingley | 64,84,712 | 8,18,691 | 1,25,609 | - | - | 74,29,012 |
| Shri C. I. Acharya* | 48,31,682 | 10,75,474 | 1,50,798 | - | - | 60,57,954 |
| Shri Manjit Singh Saini** | 50,27,292 | 11,06,723 | 98,220 | - | - | 62,32,235 |
| Rear Admiral Jaswinder Singh *** | 12,41,727 | 2,76,475 | 39,436 | - | - | 15,57,638 |
| Shri Gulabbhai Rohit | - | - | - | - | 4,50,000 | 4,50,000 |
| Dr. Anil Kumar Misra | - | - | - | - | 6,00,000 | 6,00,000 |
| Ms. Arunima Dwivedi | - | - | - | - | 6,00,000 | 6,00,000 |
| Shri Shreekant Pattar | - | - | - | - | 3,30,000 | 3,30,000 |
| Shri KNP Chakravarthy | - | - | - | - | 4,50,000 | 4,50,000 |
| **TOTAL** | **3,11,28,251** | **50,21,079** | **6,86,708** | **-** | **24,30,000** | **3,92,66,038** |

**Notes:-**

1. 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.

   *For Shri.C.I.Acharya salary upto 06.03.2024 has been considered

   **Shri Manjit Singh Saini is holding the post of Director (P&A) w.e.f. 05.07.2023

   ***Rear Admiral Jaswinder Singh is holding the post of Director (L&PS) w.e.f. 29.12.2023

2. The criteria for payment of sitting fees is displayed on the Company's website **www.shipindia.com→Investors→Disclosure under Regulation 46**

3. The Non-Executive Part-Time Ex-Officio Directors (Government Directors) do not draw any remuneration / sitting fees from the Company.

**SUBSIDIARY COMPANIES**

**A) Inland & Coastal Shipping Limited (ICSL)**

The Inland & Coastal Shipping Limited (ICSL), CIN – U61100WB2016GOI217822, which was incorporated on 29.09.2016, is a 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 operating on National Waterways 1.

As proposed by IWAI & SCI and approved by MoPSW, ICSL & IWAI signed a 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. M.V. Gopinath Bordoloi was taken over on 29.08.2023 and out-chartered for operating on NW1 in Manihari, Bihar. M.V. Sankar Dev, which was under repairs would be taken over shortly and out-chartered for operations on NW1.

**B) SCI Bharat IFSC Limited**

The Strategy Committee and the Board of Directors of the Company in their respective meetings held on 08.02.2024 and 09.02.2024 accorded in-principle approval for the formation of a wholly owned subsidiary ("WOS") of the Company at GIFT City subject to the

approval of Competent Authorites.

On approval of MoPSW, NITI Aayog and DIPAM, the Board of Directors of SCI in their meeting dated 24.07.2024, subject to approval of MoPSW accorded approval for various decisions which are required for the formation a wholly owned subsidiary in GIFT City.

Subsequently, The Ministry of Ports, Shipping and Waterways vide Letter no. SS-11027/1/2024-SU dated 01.08.2024 have communicated the approval of Competent Authority for the following decisions taken by Board of SCI in the Board Meeting held on 24.07.2024:

A) Formation of a Wholly-Owned Subsidiary in the nature of Public Company Limited by Shares

B) Name of the proposed Subsidiary

C) First Subscribers of the Subsidiary Company

D) First Directors of the Subsidiary Company

E) Paid up Share Capital and Authorised Share Capital

Consequently, wholly-owned subsidiary of Shipping Corporation of India Limited, has been incorporated effective August 12, 2024 with the name 'SCI Bharat IFSC Limited' bearing CIN of U64990GJ2024GOI154335.Your Company is undertaking further expeditious actions in this regard.

**DISCLOSURES**

A. 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.

B. There was neither any case of non-compliance, nor any penalties / strictures were imposed on the Company by the Stock Exchanges / SEBI or any other statutory authority on any matter related to capital markets during the last three years.

However, as on 31.03.2024 the Company is non-compliant with Regulation 17(1) (b) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, which prescribes the requirement of having at least half of the Board of Directors as Independent Directors. Accordingly, during the Financial Year 2023-24 the Company has received notices from the National Stock Exchange of India Limited (NSE) as well as the BSE Limited (BSE) regarding non-compliance with the aforementioned provision of Reg. 17(1)(b) of SEBI (LODR) Regulations, 2015, for quarter ended March 2023, June 2023, September 2023, December 2023 and imposition of monetary fine for not having requisite number of Independent Directors on the Board. The details of the fines levied by the Stock Exchanges for the above non-compliances during FY 2023-24 are as follows:

| Details of fine levied by Stock Exchanges during FY 2023-24 | | | | | | |
|---|---|---|---|---|---|---|
| Quarter | BSE | | | NSE | | |
| | Fine levied on | Reply Letter sent by Company | Fine Amount | Fine levied on | Reply Letter sent by Company | Fine Amount |
| **FY 2022-23** | | | | | | |
| Q4 Mar 2023 | 22-05-2023 | 25-05-2023 | ₹ 5,31,000 | 22-05-2023 | 25-05-2023 | ₹ 5,31,000 |
| **FY 2023-24** | | | | | | |
| Q1 Jun 2023 | 21-08-2023 | 22-08-2023 | ₹ 5,36,900 | 21-08-2023 | 22-08-2023 | ₹ 5,36,900 |
| Q2 Sept 2023 | 21-11-2023 | 22-11-2023 | ₹ 5,42,800 | 21-11-2023 | 22-11-2023 | ₹ 5,42,800 |
| Q3 Dec 2023 | 22-02-2024 | 23-02-2024 | ₹ 5,42,800 | 22-02-2024 | 23-02-2024 | ₹ 5,42,800 |

The Company being 'Navratna' Public Sector Undertaking (PSU), the Competent Authority nominates Directors on its Board. The Company through its various communication letters dated 01.06.2023, 04.09.2023, 23.11.2023, 04.01.2024 and 26.02.2024 had taken up the matter with Competent Authority with a request to appoint requisite number of Independent Directors on the Board of the Company. The matter is under active consideration with the Competent Authority.

The link for accessing the details as prescribed under Regulation 46 of SEBI (LODR) Regulations, 2015 is **www.shipindia.com→Investors→**

**Disclosure under Regulation 46**

C. The Company adheres to the provisions of the laws and guidelines of regulatory authorities including SEBI and has also complied with all the mandatory requirements specified in Regulations 17 to 27 and Regulation 46(2)(b) to 46(2)(i) of the SEBI (LODR), 2015 except that - The Board did not comprise of at least 50% Independent Directors during the Financial Year 2023-24. The extent of implementation of non-mandatory requirements is also given in this report.

**FEES PAID TO STATUTORY AUDITORS**

The information is disclosed in note no 25(a) of Standalone and Consolidated financial statements of FY 2023-2024.

**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 01.04.2023 | 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 31.03.2024 | 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 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. On the recommendation of Audit Committee, the SCI Code of Conduct for Prohibition of Insider Trading was last amended by the Board at its meeting held on 09.08.2024 effective 24.09.2024. In line with the aforesaid regulations, the Code is also available at the Company's website at the following link **https://www.shipindia.com/upload/policies/SCI_PIT_Code_amended_17_05_2024finalforuploadff.pdf**

**POLICY FOR DETERMINING MATERIAL SUBSIDIARIES**

The Company does not have any material unlisted subsidiary company. The Policy for Determining Material Subsidiaries is available on the Company's website at the following link **https://www.shipindia.com/upload/policies/Policy_for_determining_material_subsidiaries_final.pdf**

**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 behavior, 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 09.02.2024 and the Policy is available at the Company's website at the following link **https://www.shipindia.com/upload/policies/Whistle_Blower_Policy_final_approved_on_03_02_2023.pdf**

**ANNUAL PERFORMANCE EVALUATION OF THE BOARD**

Based on the SEBI Guidance note dated 05.01.2017 and all the applicable provisions under the Companies Act, 2013, the SEBI Listing Regulations, etc., the Company has formulated policy on Board Performance Evaluation. The SCI Board Performance Evaluation Policy was last reviewed and amended by the Board based on the recommendation of Nomination & Remuneration Committee, at the meeting held on 09.02.2024. 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 2023-2024.

## 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 at the following link **https://www.shipindia.com/upload/policies/RPT_policy_Final_Uploaded_on_Website.pdf.** The Related Party Transactions are placed before the Audit Committee and / or Board of Directors, as the case may be, 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 "Follow-on 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 (9) 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 (4) 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 utilized till date as follows:

| 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 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) read with Part B of Schedule II 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 (SP-1) is the Public Information Officer (PIO) to deal with queries received from the Indian Citizens under RTI. During the year, 79 RTI applications have been received which have been responded to within the specified timeline.

**Compliance with Discretionary Requirements under Regulation 27(1) read with Part E, Schedule II 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. During the Financial Year 2023-2024, the Internal Auditors - M/s Bandyopadhyaya Bhaumik & Company 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 4.88% in FY 2023-24 as against 4.89% in FY 2022-23.
5. The finance expenses as a percentage of total expenses is 3.66% in FY 2023-24 as against 3.56% in FY 2022-23.

**ANNEXURES**

| | |
|---|---|
| I | Annual Secretarial Compliance Report under Regulation 24A of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 and Secretarial Audit Report in Form MR-3 as per Companies Act, 2013 and Rules made thereunder |
| II | Certificate under Regulation 34(3) to the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 |
| III | Independent Auditors' Certificate on Compliance with the Corporate Governance requirements under SEBI (Listing obligations and disclosure requirements) Regulations, 2015 |

**For and on behalf of the Board of Directors**
**Sd/-**
**Capt. Binesh Kumar Tyagi**
**Chairman and Managing Director**

**Place : Mumbai**
**Dated : 12.08.2024**

## 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 2023-2024 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/-**

**Capt. Binesh Kumar Tyagi**

**Chairman and Managing Director**

**Place : Mumbai**

**Dated : 12.08.2024**

## FORM MR-3

## SECRETARIAL AUDIT REPORT FOR THE FINANCIAL YEAR ENDED 31ST MARCH, 2024

{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 / 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, 2024, 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, 2024, 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;

(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 prescribes the requirement of having at least half of the Board of Directors as Independent Directors. However, the composition of the Board is not duly constituted in the absence of requisite number of Independent Directors. Further, the requisite number of Independent Directors were not appointed on Board of the Company as contemplated in the Clause 3.1.4 of Guidelines on Corporate Governance for Central Public Sector Enterprises (CPSE) issued by the Department of Public Enterprises (DPE), Ministry of Heavy Industries and Public Enterprises, Government of India vide their O.M.No.18/(8)/2005-GM dated 14th May, 2010. Further, it may be noted that the Board of the Company is non-compliant with the aforesaid mentioned regulation from 01.04.2023 till 31.03.2024.***

***In light of the aforesaid the National Stock exchange ("NSE") and the Bombay Stock Exchange ("BSE") vide their letter(s)/ email(s) dated levied fine(s) for the aforesaid non-compliance are as follows:***

| Details of fine levied and waived-off by Stock Exchanges during FY 2023-24 | | | | | | |
|---|---|---|---|---|---|---|
| Quarter | BSE | | | NSE | | |
| | Fine levied on | Reply Letter send by Company | Fine Amount | Fine levied on | Reply Letter send by Company | Fine Amount |
| FY 2022-23 | | | | | | |
| Q4 March 2023 | 22-05-2023 | 25-05-2023 | ₹ 5,31,000 | 22-05-2023 | 25-05-2023 | ₹ 5,31,000 |
| FY 2023-24 | | | | | | |
| Q1 June 2023 | 21-08-2023 | 22-08-2023 | ₹ 5,36,900 | 21-08-2023 | 22-08-2023 | ₹ 5,36,900 |
| Q2 Sept 2023 | 21-11-2023 | 22-11-2023 | ₹ 5,42,800 | 21-11-2023 | 22-11-2023 | ₹ 5,42,800 |
| Q3 Dec 2023 | 22-02-2024 | 23-02-2024 | ₹ 5,42,800 | 22-02-2024 | 23-02-2024 | ₹ 5,42,800 |

***Reply on waiver request submitted to NSE and BSE is still awaited.***

***The Company being Navratna Public Sector Undertaking (PSU), the Competent Authority nominates Directors on Board. The Company through its various communication letters dated 01.06.2023, 04.09.2023, 23.11.2023, 04.01.2024 and 26.02.2024 had taken up the matter with Competent authority with a request to appoint requisite number of Independent Directors on the Board of the Company. The matter is under active consideration with the Competent Authority.***

**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 09, 2023 recommended final dividend for the financial year 2022-2023 at the rate of ₹ 0.44 per equity share of ₹ 10 each which was subsequently approved by the members of the Company at their Annual General Meeting held on September 13, 2023.***

b) ***Scheme of Arrangement for Demerger of Non-Core Assets ("Demerged Undertaking") of Shipping Corporation of India Limited ("Demerged Company") into Shipping Corporation of India Land and Assets Limited ("Resulting Company") ("Scheme of Arrangement") was sanctioned by the Ministry of Corporate Affairs ("MCA"), New Delhi vide its order dated 22nd February, 2023 and subsequent compliances were undertaken by the Company.***

c) ***The Company has been identified for the Strategic Disinvestment by the Government of India. The on-going process of Disinvestment is handled by DIPAM.***

d) ***The Company has appointed new registrar and share transfer agent M/s Alankit Assignments Limited in place of M/s Bigshare Services Pvt. Ltd w.e.f. EOD of 20.02.2024.***

e) ***The Company received a communication from Deputy Secretary, Department of Investment and Public Asset Management (DIPAM) regarding approval of the Government of West Bengal to remit 100% of stamp duty for the transfer of Non-Core assets of Shipping Corporation of India at Kolkata to Shipping Corporation of India Land & Assets Limited (SCILAL).***

f) ***All 16 Non-Core Assets of The Shipping Corporation of India Limited ('SCI') situated at Kolkata, West Bengal, detailed in the Scheme, have been transferred from SCI to SCILAL by virtue of a Registered Transfer Deeds before the Sub-Registrar Kolkata.***

g) ***The Company has sold its 2 (two) Product Tanker M.T. Sampurna Swarajya and M.T. Suvarna Swarajya on "as is where is what is" basis on August 11, 2023 at Ennore Anchorage (Tamil Nadu) and on March 27, 2024 at Colombo anchorage (Sri Lanka) respectively.***

**For Mehta & Mehta,**
**Company Secretaries**
**(ICSI Unique Code P1996MH007500)**

**Aditi Patnaik**
**Partner**
**ACS No: 45308** **Place: Mumbai** **UDIN: A045308F000394096**
**CP No.: 18186** **Date: 17-05-2024**
**PR No.: 3686/2023**

**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,

The Members,

**Shipping Corporation of India Limited,**

Shipping House, Madam Cama Road,

Nariman Point, Mumbal —400021,

Maharashtra, India.

Our report of even date is to be read along with this letter.

1) Maintenance of secretarial record is the responsibility of the management of the Company. Our responsibility is to express an opinion on these secretarial records based on our audit.
2) We have followed the audit practices and processes as were appropriate to obtain reasonable assurance about the correctness of the contents of the secretarial records. The verification was done on test basis to ensure that correct facts are reflected in 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 Company.
4) Wherever required, we have obtained the Management representation about the compliance of laws, rules and regulations and happening of events etc.
5) The compliance of the provisions of corporate laws, rules, regulations, standards is the responsibility of management. Our examination was limited to the verification of procedures on test basis.
6) As regard the books, papers, forms, reports and returns filed by the Company under the provisions referred in Secretarial Audit Report in Form MR-3, 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 Company with various authorities under the said regulations. We have not verified the correctness and coverage of the contents of such forms, reports, returns and documents.
7) The secretarial audit report is neither an assurance as to the future viability of the Company nor of the efficacy or effectiveness with which the management has conducted the affairs of the Company.

**For Mehta & Mehta,**
**Company Secretaries**
**(ICSI Unique Code P1996MH007500)**

**Aditi Patnaik**
**Partner**
**ACS No: 45308**
**CP No.: 18186**
**PR No.: 3686/2023**

**Place: Mumbai**
**Date: 17-05-2024**

**UDIN: A045308F000394096**

## SECRETARIAL COMPLIANCE REPORT OF SHIPPING CORPORATION OF INDIA LIMITED FOR THE FINANCIAL YEAR ENDED MARCH 31, 2024

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, 2024 ("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 atleast half as Independent Directors | National Stock Exchange ("NSE") and the Bombay Stock Exchange ("BSE") | Refer Note 1* |

| Details of Violation | Fine Amount** | Observations / Remarks of the Practicing Company Secretary | Management Response*** | Remarks |
|---|---|---|---|---|
| The Board of the Company is non-compliant from 01.04.2023 till 31.03.2024 | Refer Note 2** | The Board of Directors of the Company did not comprise of atleast half as Independent Directors. | Refer Note 3*** | Nil |

*Note 1:

| Details of fine levied by Stock Exchanges during FY 2023-24 | | | | | | |
|---|---|---|---|---|---|---|
| Quarter | BSE | | | NSE | | |
| | Fine levied on | Reply Letter send by Company | Fine Amount | Fine levied on | Reply Letter send by Company | Fine Amount |
| **FY 2022-23** | | | | | | |
| Q4 March 2023 | 22-05-2023 | 25-05-2023 | ₹ 5,31,000 | 22-05-2023 | 25-05-2023 | ₹ 5,31,000 |
| **FY 2023-24** | | | | | | |
| Q1 June 2023 | 21-08-2023 | 22-08-2023 | ₹ 5,36,900 | 21-08-2023 | 22-08-2023 | ₹ 5,36,900 |
| Q2 Sept 2023 | 21-11-2023 | 22-11-2023 | ₹ 5,42,800 | 21-11-2023 | 22-11-2023 | ₹ 5,42,800 |
| Q3 Dec 2023 | 22-02-2024 | 23-02-2024 | ₹ 5,42,800 | 22-02-2024 | 23-02-2024 | ₹ 5,42,800 |

*The response from NSE and BSE for waiver of penalty is still awaited.*

***Note 2: Fine of ₹ 21,53,500/- (Rupees Twenty-One Lakhs Fifty-Three Thousand and Five Hundred Only) levied by each Stock Exchange.*

****Note 3: The Company being Navratna Public Sector Undertaking (PSU), the Competent Authority nominates Directors on its Board. The Company through its various communication letters dated 01.06.2023, 04.09.2023, 23.11.2023, 04.01.2024 and 26.02.2024 had taken up the matter with Competent authority with a request to appoint requisite number of Independent Directors on the Board of the Company. The matter is under active consideration with the Competent Authority.*

**Compliances related to resignation of statutory auditors from listed entities and their material subsidiaries as per SEBI Circular CIR/CFD/CMD1/114/2019 dated 18th October, 2019:**

| Sr No | Particulars | Compliance Status (Yes/No/NA) | Observations / Remarks by PCS |
|---|---|---|---|
| 1. | **Compilances with the followining conditions while appointing / re-appointing an auditor** | | |
| | i. If the auditor has resigned within 45 days from the end of a quarter of a financial year, the auditor before such resignation, has issued the limited review / audit report for such quarter; or<br>ii. If the auditor has resigned after 45 days from the end of a quarter of a financial year, the auditor before such resignation, has issued the limited review / audit report for such quarter as well as the next quarter; or<br>iii. If the auditor has signed the limited review / audit report for the first three quarters of a financial year, the auditor before such resignation, has issued the limited review / audit report for the last quarter of such financial year as well as the audit report for such financial year. | NA | During the period under review no such instances have occurred. |
| 2 | **Other conditions relating to resignation of Statutory Auditor** | | |
| | i. Reporting of concerns by Auditor with respect to the listed entity / its material subsidiary to the Audit Committee:<br>a. In case of any concern with the management of the listed entity / material subsidiary such as non-availability of information / noncooperation by the management which has hampered the audit process, the auditor has approached the Chairman of the Audit Committee of the listed entity and the Audit Committee shall receive such concern directly and immediately without specifically waiting for the quarterly Audit Committee meetings. | NA | During the period under review no such instances have occurred. |

| Sr No | Particulars | Compliance Status (Yes/No/NA) | Observations / Remarks by PCS |
|---|---|---|---|
| | b. In case the auditor proposes to resign, all concerns with respect to the proposed resignation, along with relevant documents has been brought to the notice of the Audit Committee. In cases where the proposed resignation is due to nonreceipt of information / explanation from the company, the auditor has informed the Audit Committee the details of information / explanation sought and not provided by the management, as applicable.<br>c. The Audit Committee / Board of Directors, as the case may be, deliberated on the matter on receipt of such information from the auditor relating to the proposal to resign as mentioned above and communicate its views to the management and the auditor.<br>ii. Disclaimer in case of non-receipt of information: The auditor has provided an appropriate disclaimer in its audit report, which is in accordance with the Standards of Auditing as specified by ICAI / NFRA, in case where the listed entity / its material subsidiary has not provided information as required by the auditor. | | |
| 3. | The listed entity / its material subsidiary has obtained information from the Auditor upon resignation, in the format as specified in Annexure-A in SEBI Circular CIR/CFD/CMD1 /114/2019 dated 18th October, 2019. | NA | During the period under review no such instances have occurred. |

**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**<br>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:**<br>• All applicable policies under SEBI Regulations are adopted with the approval of board of directors of the listed entities.<br>• 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:**<br>• The Listed entity is maintaining a functional website.<br>• Timely dissemination of the documents / information under a separate section on the website.<br>• 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:**<br>None of the Director of the Company are disqualified under Section 164 of Companies Act, 2013 | ***YES*** | - |

| Sr. No. | Particulars | Compliance Status (Yes/No/NA) | Observations/Remarks by PCS |
|---|---|---|---|
| 5. | **To examine details related to Subsidiaries of listed entities:**<br>(a) Identification of material subsidiary companies<br>(b) Requirements with respect to disclosure of material as well as other subsidiaries | **NA**<br>**YES** | **During the period under review, there were no material subsidiaries of the Company.** |
| 6. | **Preservation of documents:**<br>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:**<br>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:**<br>(a) The listed entity has obtained prior approval of Audit Committee for all Related party transactions<br>(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:**<br>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:**<br>The listed entity is in compliance with Regulation 3(5) & 3(6) SEBI (Prohibition of Insider Trading) Regulations, 2015 | ***YES*** | - |
| 11. | **Actions taken by SEBI or Stock Exchange(s), if any:**<br>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*** | ***As mentioned above.*** |
| 12. | **Additional Non-compliances, if any:**<br>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. | Since the Chairperson of the Board is an Executive Director, atleast 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 atleast half as Independent Directors | National Stock Exchange ("NSE") and the Bombay Stock Exchange ("BSE") | Refer Note 1* |

| 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 | Refer Note 2** | The Board of Directors of the Company did not comprise of atleast half as Independent Directors. | Refer Note 3*** | Nil |

*Note 1:

| Details of fine levied by Stock exchanges | | | | |
|---|---|---|---|---|
| Quarter | BSE | | NSE | |
| | Fine levied on | Fine Amount | Fine levied on | Fine Amount |
| FY 2022-23 | | | | |
| Q2 Sept 2023 | 21-11-2022 | ₹ 5,42,800 | 21-11-2022 | ₹ 5,42,800 |
| Q3 Dec 2023 | 21-02-2023 | ₹ 5,42,800 | 21-02-2023 | ₹ 5,42,800 |

*The response from NSE and BSE for waiver of penalty is still awaited.*

***Note 2: Fine of ₹ 10,85,600/- (Rupees Ten Lakhs Eighty-Five Thousand and Six Hundred Only) levied by each Stock Exchange.*

****Note 3:*

*(i) The Company being Navratna Public Sector Undertaking (PSU), the Competent Authority nominates Directors on its Board. 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 with Competent authority with a request to appoint requisite number of Independent Director on the Board of the Company. The matter is under active consideration with the Competent Authority.*

*(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.*

**For Mehta & Mehta,**
**Company Secretaries**
**(ICSI Unique Code P1996MH007500)**

**Aditi Patnaik**
**Partner**
**ACS No: 45308** **Place: Mumbai** **UDIN: A045308F000394613**
**CP No.: 18186** **Date: 17-05-2024**
**PR No.: 3686/2023**

**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)**

**Aditi Patnaik**
**Partner**
**ACS No: 45308**
**CP No.: 18186**
**PR No.: 3686/2023**

**Place: Mumbai**
**Date: 17-05-2024**

**UDIN: A045308F000394613**

# 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, 2024 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 Directors | DIN | Date of appointment in Company |
|---|---|---|---|
| 1. | Binesh Kumar Tyagi | 08966904 | 07/01/2021 |
| 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 |
| 12. | Manjitsingh Darshansingh Saini | 10111633 | 05/07/2023 |
| 13. | Jaswinder Singh | 10104264 | 29/12/2023 |

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)**

**Aditi Patnaik**
**Partner**
**ACS No: 45308**
**CP No.: 18186**
**PR No.: 3686/2023**

**Place: Mumbai**
**Date: 17-05-2024**

**UDIN: A045308F000394657**

## 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 2023-24.
2. We have examined the compliance of conditions of Corporate Governance by the Company for the year ended on 31st March, 2024 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, 2024, 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 1st April, 2023 to 31st March, 2024.
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 M/s. D. R. Mohnot & Co.**
**Chartered Accountants**
**FRN – 001388C**
**Saurabh Mohnot**
**Partner**
**M. No. 412971**
**UDIN: 24412971BKEGJQ7543**
**Place: Mumbai**
**Date: 09/08/2024**

**For M/s. PSD & Associates**
**Chartered Accountants**
**FRN – 004501C**
**Priyanka Murarka**
**Partner**
**M. No. 430629**
**UDIN: 24430629BKCURP7327**

## COMMENTS OF THE COMPTROLLER AND AUDITOR GENERAL OF INDIA UNDER SECTION 143(6)(b) OF THE COMPANIES ACT, 2013 ON THE STANDALONE FINANCIAL STATEMENTS OF THE SHIPPING CORPORATION OF INDIA LIMITED, MUMBAI FOR THE YEAR ENDED 31 MARCH 2024

The preparation of Standalone Financial Statements of The Shipping Corporation of India Limited, Mumbai for the year ended 31 March 2024 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 17 May 2024.

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 2024 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.

On the basis of my supplementary audit nothing significant has come to my knowledge which would give rise to any comment upon or supplement to Statutory Auditors' Report under section 143(6)(b) of the Act.

**For and on behalf of the**
**Comptroller and Auditor General of India**

**(Guljari Lal)**
**Director General of Audit (Shipping), Mumbai**

**Place: Mumbai**
**Date: 02.08.2024**

# 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 CORPORATION OF INDIA LIMITED, MUMBAI FOR THE YEAR ENDED 31 MARCH 2024

The preparation of Consolidated Financial Statements of The Shipping Corporation of India Limited, Mumbai for the year ended 31 March 2024 in accordance with the financial reporting framework prescribed under the Companies Act, 2013 (the 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 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 17 May 2024.

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 2024 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 & Coastal 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) and India LNG Transport Company (No. 4) Limited (Singapore) for the year ended on that date. Further, Sections 139(5) and 143 (6)(b) 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) and India LNG Transport Company (No.4) 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, the 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.

On the basis of my supplementary audit, nothing significant has come to my knowledge which would give rise to any comment upon or supplement to Statutory Auditors' Report under section 143(6) (b) of the Act.

**For and on behalf of the**
**Comptroller and Auditor General of India**

**(Guljari Lal)**
**Director General of Audit (Shipping), Mumbai**

**Place: Mumbai**
**Date: 02.08.2024**

**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 31.03.2024, 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 and other accounting principles generally accepted in India, of the state of affairs of the Company as at 31.03.2024, 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):**<br>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:<br>• Evaluated the design of internal controls relating to Implementation of the revenue accounting standard.<br>• Selected 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.<br>• Selected sample of continuing and new contracts and performed the following procedures.<br>• Read, analyzed and identified the distinct performance obligations in these contracts.<br>• Compared these performance obligations with that identified and recorded by the Company.<br>• Considered the terms of the contracts to determine the transaction price including any variable consideration to verify the transaction price used to compute revenue.<br>• In respect of samples relating to fixed price contracts, progress towards satisfaction of performance obligation used to compute recorded revenue was verified.<br>• Samples of revenue 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:**<br>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.<br>The impairment loss, if any, is recognized in the Statement of Profit and Loss in the period in which impairment takes place.<br>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.<br>We have performed the following procedures for verification of impairment testing of Fleets:<br>• Understanding the process of FMV (Fair Market Value) obtained by management.<br>• 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.<br>• 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:**<br>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.<br>The Company depends on its agents for operation of Liner segment business.<br>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.<br>• 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.<br>• 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 and remaining useful life of Vessels:**<br>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.<br>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.<br>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, its useful life & repair cost, we performed the following procedure:<br>• 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.<br>• Selected samples 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.<br>• Tested the relevant information technology systems' relating to the dry-dock & Fleet related expenses.<br>• Tested the useful life of dry-docking of vessels based on the assessment by management and statutory requirement on dry docking. |

| Sr. No. | Key Audit Matter | Auditor's Response |
|---|---|---|
| 5. | **Provisions for taxes and Contingent Liabilities:**<br>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) | Our audit procedure in response to this key Audit Matter inter-alia included:<br>• Assessment of the process and relevant controls implemented to identify legal and tax litigations, and pending administrative proceedings.<br>• 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.<br>• Inquiry with the legal and tax departments personnel regarding the status of the most significant disputes and perusal of the key relevant documentation.<br>• Analysis of opinion obtained by the Company from external experts, wherever available.<br>• Review of the adequacy of the disclosures in the notes to the financial statements.<br>• 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. |

**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 No. 43 regarding MCA's approval in FY 22-23 for demerger between The Shipping Corporation of India Limited ("Demerged Company") and The Shipping corporation of India Limited Land and Assets Limited ("Resulting Company") and consequently, transfer of non-core assets to SCI LAL and leaseback of the same to SCI and management's assessment of treating the same as short term lease pending execution of formal lease agreement and disinvestment process.
4. a) Note 44 (a) 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.
   b) Note no 44 (b) regarding reconciliation of agent / vendor / customer balances and its consequential impact on foreign exchange gain/loss including the accuracy of the exchange gain / loss accounted on revaluation of balances. As stated in the referred note by management, the impact of the same would not be material.

Our opinion is not modified in respect of above matters.

**Other Matter**

The Standalone financial statements of the Company for the year ended March 31, 2023 were audited by M/s V.Sankar Aiyer & Co. and M/s Chokshi & Chokshi LLP (Joint Auditors) whose report dated May 9, 2023, expressed an unmodified opinion on those standalone financial statements.

Our opinion is not modified in respect of these matter.

**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.The Annual report/Board's report is expected to be made available to us after the date of this auditor's report.

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.

When we read the other information, If we conclude that there is a material misstatement therein, we are required to communicate the matters to those charged with governance and determine the actions under the applicable laws and regulations.

**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) (A) 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, except for matters as stated in paragraph 2(B)(vi) below on reporting under Rule 11(g) of Companies (Audit & Auditors) Rules, 2014;

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;

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. The modifications relating to the maintenance of accounts and other matters connected therewith are as stated in the paragraph 2(A)(b) above on reporting under Rule 11(g) of the Companies (Audit & Auditors) Rules, 2014;

g. 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".

(B) 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 accounts using accounting software which has a feature of recording audit trail (edit log) facility is applicable to the Company with effect from April 1, 2023, and accordingly, reporting under Rule 11(g) of Companies (Audit and Auditors) Rules, 2014 is applicable for the financial year ended 31st March, 2024. Based on the test checks, except for the interfacing functional software (Danaos and Afsys) which do not give in some instances full edit log report,the company has used an accounting software for maintaining its books of account which has a feature of recording audit trail (edit log) facility and the same has operated throughout the year for all relevant transactions recorded in the software.

Further, during the course of our audit we did not come across any instance of audit trail feature being tampered with.

As proviso to Rule 3(1) of the Companies (Accounts) Rules 2014 is applicable from April 1, 2023, reporting under Rule 11 (g) of the said Rule on preservation of audit trail as per the statutory requirements for record retention is not applicable for the financial year 2023-24

(C) 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 2(A)(e) above.

(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 M/s. D.R. Mohnot & Co.**
**Chartered Accountants**
**FRN: 001388C**

**Saurabh Mohnot**
**Partner**
**Membership No.412971**
**UDIN: 24412971BKEGHB2100**

**For M/s. PSD & Associates**
**Chartered Accountants**
**FRN: 004501C**

**Priyanka Murarka**
**Partner**
**Membership No.430629**
**UDIN: 24430629BKCURL7773**

**Place: Mumbai**
**Date:17.05.2024**

**[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 31.03.2024]**

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 except fleet have not been physically verified by the management at reasonable intervals. According to information and explanations given to us, company has a policy to physically verify Property, plant and Equipment except fleets in every three years, basis which the physical verification was due in the current financial year, however no such verification except fleet has been done in the current financial year.

(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(Right of Use (ROU) Assets) in the books of account of the Company are held in the name of the Company. During the previous financial 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 | 107 | Nil |
| - Joint Ventures | Nil | Nil | Nil | Nil |
| - Associates | Nil | Nil | Nil | Nil |
| - Others | Nil | Nil | 426 | Nil |
| Balance outstanding as at balance sheet date in respect of above cases: | | | | |
| - Subsidiaries | Nil | Nil | 247 | Nil |
| - Joint Ventures | 5,972 | Nil | 20,304 | Nil |
| - Associates | Nil | Nil | Nil | Nil |
| - Others | Nil | Nil | 2,441 | 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 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 overdue 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 | 20,304 | Nil |
| - Agreement does not specify any terms or period of repayment (B) | Nil | Nil | Nil | 247 |
| **Total (A+B)** | **Nil** | **Nil** | **20,304** | **247** |
| Percentage of loans/ advances in nature of loans to the total loans | Nil | Nil | 100 | 100 |

(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)**

| Period to which the amount relates | Name of the statute | Nature of the dues | Forum | Amount Involved# | Amount paid under protest |
|---|---|---|---|---|---|
| AY 2005-06 | Income Tax Act, 1961 | Tax U/s 143(3) | Bombay High Court | 1,803.14 | - |
| AY 2006-07 | Income Tax Act, 1961 | Tax U/s 143(3) | Bombay High Court | 3,477.35 | - |
| AY 2007-08 | Income Tax Act, 1961 | Tax U/s 147 | Bombay High Court | 4,926.14 | - |
| AY 2008-09 | Income Tax Act, 1961 | Tax U/s 143(3) | Bombay High Court | 760.54 | - |
| AY 2009-10 | Income Tax Act, 1961 | Tax U/s 143(3) | Bombay High Court | 1,687.84 | - |
| AY 2010-11 | Income Tax Act, 1961 | Penalty U/s 271(1)(c) | CIT (A) | 1,358.02 | - |
| AY 2011-12 | Income Tax Act, 1961 | Tax U/s 143(3) | CIT (A) | 1,029.16 | 14.00 |
| AY 2012-13 | Income Tax Act, 1961 | Tax U/s 143(3) | CIT(A) Mumbai* | - | - |
| AY 2013-14 | Income Tax Act, 1961 | Tax U/s 143(3) | CIT(A) Mumbai | 470.85 | - |
| AY 2014-15 | Income Tax Act, 1961 | Tax U/s 143(3) | CIT(A) Mumbai* | - | - |
| AY 2015-16 | Income Tax Act, 1961 | Tax U/s 143(3) | CIT(A) Mumbai | 4,134.18 | 851.00 |
| AY 2016-17 | Income Tax Act, 1961 | Tax U/s 143(3) | ITAT | 930.81 | - |
| AY 2017-18 | Income Tax Act, 1961 | Tax U/s 143(3) | CIT(A) Mumbai | 1,639.50 | - |

| Period to which the amount relates | Name of the statute | Nature of the dues | Forum | Amount Involved# | Amount paid under protest |
|---|---|---|---|---|---|
| AY 2018-19 | Income Tax Act, 1961 | Tax U/s 143(3) | ITAT* | - | - |
| FY 2003-04 to FY 2005-06 | Income Tax Act, 1961 | U/s 195 | Bombay High Court | 9,820.00 | - |
| FY 2010-11 | Income Tax Act, 1961 | Tax U/s 201(1) 201(1A) | CIT(A) Mumbai | 2,170.00 | 109.00 |
| Oct - 09 to June - 17 | Finance Act, 1994 | Service tax | CESTAT | 2,44,557.40 | 4,551.53 |
| Apr 09 to Jul 14 | Finance Act, 1994 | Service tax | Commissioner (Appeals) | 1,553.18 | 767.00 |
| 1st June 2016 to 30th June 2017 | Finance Act, 1994 | Service tax | Commissioner (Appeals) | 30.63 | 0.72 |
| 1993-94, 1994-95 & Apr 2017 to June 2017 | VAT | Sales Tax | Bombay High Court/Asst Comm(GVAT)*** | 245.69 | 95.00 |
| 2018-19 ** | CGST / SGST Act | CGST / SGST | First Appellate Authority (to be filed) | 7,619.90 | - |

# Amount involved is shown after adjusting TDS/Advance Tax/Self - Assessment Tax and refund already issued by the department for the concerned year.

* In these cases, after adjustment of TDS/Advance Tax/ Self-Assessment Tax and refund already issued by department for the concerned year, net amount is refundable.

** Order is passed on 30.04.2024 and the Company has time of 3 months for filing of appeal from the date of order.

***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.

(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 31.03.2024 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 M/s. D.R. Mohnot & Co.**
**Chartered Accountants**
**FRN: 001388C**

**Saurabh Mohnot**
**Partner**
**Membership No.412971**
**UDIN: 24412971BKEGHB2100**

**For M/s. PSD & Associates**
**Chartered Accountants**
**FRN: 004501C**

**Priyanka Murarka**
**Partner**
**Membership No.430629**
**UDIN: 24430629BKCURL7773**

**Place: Mumbai**
**Date:17.05.2024**

**[Referred to in paragraph 2(A)(g)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 31.03.2024]**

**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 31.03.2024 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 31.03.2024, 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 M/s. D.R. Mohnot & Co.**
**Chartered Accountants**
**FRN: 001388C**

**Saurabh Mohnot**
**Partner**
**Membership No.412971**
**UDIN: 24412971BKEGHB2100**

**For M/s. PSD & Associates**
**Chartered Accountants**
**FRN: 004501C**

**Priyanka Murarka**
**Partner**
**Membership No.430629**
**UDIN: 24430629BKCURL7773**

**Place: Mumbai**
**Date:17.05.2024**

**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 2023-24**

| 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. Except for the major operating software's as mentioned above which do not give in some instance full edit log report. | 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:<br>**a) Subsidies towards Cargo Shipping Service between India and Maldives:**<br>During the financial years 2020-21 and 2022-23, the Company has received subsidy amounting to ₹ 2110 & ₹ 1616 Lakhs respectively, out of which ₹ 4292 lakhs has been utilised as per the terms and conditions specified in the sanction letter dated 10.08.2020 & 17.03.2023 issued by the Ministry of Shipping (Now Ministry of Ports, Shipping and Waterways) ('MoPSW').<br>During the financial year 2023-24, the Company has received subsidy amounting to ₹ 200 lakhs vide sanction letter dated 28.03.2024 from MoPSW. The said amount has been fully utilized as on 31.03.2024.<br>Further, the excess utilized amount of ₹ 366 lakhs has been disclosed as Asset after adjusting the expenses net of income against the subsidy amount as on 31.03.2024.<br>**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. | Impact<br><br>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 2023-24**

| 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 external valuers. 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.<br>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. | 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 as 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 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. | Impact |
| 7 | Whether a liability which is recognized as per Ind AS and is to be provided for has been shown in contingent liability instead of accounting for as liability in Balance Sheet? | As per the accounting policyof the company and the principles of Ind AS 37 (Provisions, Continent Liabilities and Contingent Assets) and as observed during the course of audit,we did not come across a situation wherein a liability is shown as contingent liability instead of accounting for as liability by management in the financial statements. | No Impact |
| 8 | Whether any tax rebate of refund which has not been approved by concerned tax authorities or which is under dispute has been accounted as receivable while arriving at profit? | As observed during the current financial year the company has reversed provision for Income Tax for the A.Y. 2010-11 based on ITAT order, and order giving effect from the Income Tax Department for the A.Y. 2008-09 in identical matter and Legal opinionsfrom external experts. | Impact |
| 9 | Whether the Income Tax Liability has been correctly worked out and accounted for in light of the Provisions of Chapter XII-G (Special Provisions relating to Income of Shipping Companies) of Income Tax Act? | Based on our verification and explanations and information received from management during the course of our audit, it has been observed that income tax liability has been correctly worked out and accounted for as per the provisions of Chapter XII-G (Special Provisions relating to Income of Shipping Companies) of Income Tax Act. | No Impact |

**For M/s. D.R. Mohnot & Co.**
**Chartered Accountants**
**FRN: 001388C**

**Saurabh Mohnot**
**Partner**
**Membership No.412971**
**UDIN: 24412971BKEGHB2100**

**Place: Mumbai**
**Date:17.05.2024**

**For M/s. PSD & Associates**
**Chartered Accountants**
**FRN: 004501C**

**Priyanka Murarka**
**Partner**
**Membership No.430629**
**UDIN: 24430629BKCURL7773**

# STANDALONE BALANCE SHEET

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Notes | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| **ASSETS** | | | |
| **Non-current assets** | | | |
| Property, plant and equipment | 3 | 6,98,871 | 7,38,767 |
| Capital work-in-progress | 4 | 4,213 | 3,351 |
| Right-of-use asset | 5 | 1,476 | 1,569 |
| Other intangible assets | 6 | 32 | - |
| Financial assets | | | |
| i. Investments | 7(a) | 7,946 | 7,898 |
| ii. Loans | 7(b) | 22,756 | 22,315 |
| iii. Other financial assets | 7(c) | 1,295 | 892 |
| Deferred tax assets (net) | | - | - |
| Income Tax assets (net) | 8 | 34,614 | 32,858 |
| Other non-current assets | 9 | 16,375 | 14,576 |
| **Total non-current assets** | | **7,87,578** | **8,22,226** |
| **Current assets** | | | |
| Inventories | 10 | 17,404 | 15,000 |
| Financial assets | | | |
| i. Investments | | - | - |
| ii. Trade receivables | 7(d) | 1,41,047 | 1,01,811 |
| iii. Cash and cash equivalents | 7(e) | 84,142 | 31,721 |
| iv. Bank balances other than (iii) above | 7(f) | 47,270 | 23,615 |
| v. Loans | 7(b) | 236 | 176 |
| vi. Other financial assets | 7(c) | 50,458 | 74,400 |
| Other current assets | 9 | 24,206 | 22,224 |
| **Total current assets** | | **3,64,763** | **2,68,947** |
| Assets classified as held for sale | 11 | - | - |
| **Total assets** | | **11,52,341** | **10,91,173** |
| **EQUITY AND LIABILITIES** | | | |
| **Equity** | | | |
| Equity share capital | 12 | 46,580 | 46,580 |
| Other equity | 13 | 6,49,782 | 5,90,564 |
| **Total equity** | | **6,96,362** | **6,37,144** |
| **LIABILITIES** | | | |
| **Non-current liabilities** | | | |
| Financial liabilities | | | |
| i. Borrowings | 14(a) | 1,56,559 | 1,65,915 |
| ii. Lease liabilities | 14(b) | 1,824 | 1,960 |
| iii. Other financial liabilities | 14(c) | 168 | 131 |
| Provisions | 15 | 5,742 | 6,733 |
| Deferred tax liabilities (net) | 16 | 109 | 98 |
| Other non-current liabilities | 17 | - | - |
| **Total non-current liabilities** | | **1,64,402** | **1,74,837** |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Notes | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| **Current liabilities** | | | |
| Financial liabilities | | | |
| i. Borrowings | 14(d) | 1,32,778 | 92,379 |
| ii. Lease liabilities | 14(b) | 261 | 204 |
| iii. Trade payables | | | |
| (a) total outstanding dues of micro enterprises and small enterprises; and | 14(e) | 1,940 | 5,054 |
| (b) total outstanding dues of creditors other than micro enterprises and small enterprises | 14(e) | 1,31,578 | 1,34,230 |
| iv. Other financial liabilities | 14(c) | 16,895 | 30,159 |
| Other current liabilities | 17 | 7,101 | 15,503 |
| Provisions | 15 | 1,024 | 1,663 |
| **Total current liabilities** | | **2,91,577** | **2,79,192** |
| **Total liabilities** | | **4,55,979** | **4,54,029** |
| **Total equity and liabilities** | | **11,52,341** | **10,91,173** |

The accompanying note no. 1 to 50 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 M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mumbai, Dated the 17th May, 2024**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN- 08630613**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

# STANDALONE STATEMENT OF PROFIT AND LOSS

(All amounts in INR lakhs, unless otherwise stated)

| Sr. No | Particulars | Note | Year ended 31 March 2024 | Year ended 31 March 2023 |
|---|---|---|---|---|
| I | Revenue from operations | 18,19 | 5,04,604 | 5,79,395 |
| II | Other Income | 20 | 21,552 | 11,270 |
| **III** | **Total Income (I+II)** | | **5,26,156** | **5,90,665** |
| **IV** | **Expenses** | | | |
| | Cost of services rendered | 21 | 2,96,363 | 3,47,884 |
| | Employee benefits expense | 22 | 50,271 | 47,781 |
| | Finance costs | 23 | 17,131 | 18,419 |
| | Depreciation and amortisation expense | 24 | 88,938 | 75,316 |
| | Other expenses | 25 | 15,605 | 27,967 |
| | **Total expenses (IV)** | | **4,68,308** | **5,17,367** |
| **V** | **Profit/(Loss) before exceptional items and tax (III-IV)** | | **57,848** | **73,298** |
| VI | Exceptional items | | - | - |
| **VII** | **Profit/(Loss) before tax (V-VI)** | | **57,848** | **73,298** |
| **VIII** | **Tax expense** | 28 | | |
| | Current tax | | 4,048 | 2,581 |
| | Tax pertaining to earlier years | | (7,426) | (9,309) |
| | Deferred tax | | 11 | 14 |
| | **Total tax expense (VIII)** | | **(3,367)** | **(6,714)** |
| **IX** | **Profit/(Loss) for the period (VII-VIII)** | | **61,215** | **80,012** |
| **X** | **Other comprehensive income** | | | |
| | Items that will not be reclassified to profit or loss: | | | |
| | *Remeasurements gain/(loss) of defined benefit plans* | | 53 | 972 |
| | **Other comprehensive income for the period, net of tax (X)** | | **53** | **972** |
| **XI** | **Total comprehensive income for the period (IX+X)** | | **61,268** | **80,984** |
| **XII** | **Earnings per equity share** | 26 | | |
| | (1) Basic earnings per share (in ₹) | | 13.14 | 17.18 |
| | (2) Diluted earnings per share (in ₹) | | 13.14 | 17.18 |

The accompanying note no. 1 to 50 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 M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mumbai, Dated the 17th May, 2024**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN- 08630613**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

# STANDALONE CASH FLOW STATEMENT

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | | Year ended 31 March 2024 | Year ended 31 March 2023 |
|---|---|---|---|
| **A Cash Flow from operating activities** | | | |
| **Profit/(Loss) before income tax** | | 57,848 | 73,298 |
| Adjustments for | | | |
| **Add:** | | | |
| Depreciation and amortisation expenses | | 88,938 | 75,316 |
| Finance costs | | 15,518 | 12,073 |
| Bad debts and irrecoverable balances written off | | 3 | 454 |
| Provision for doubtful debts | | 6,566 | 3,878 |
| Write off of Fixed Assets | | 35 | 120 |
| Foreign Currency Fluctuations | | 2,991 | 6,958 |
| **Less:** | | | |
| Dividend received from Joint Ventures | | (4,494) | (1,478) |
| Interest received | | (8,254) | (4,676) |
| Excess Provisions written back | | - | (8) |
| Profit on sale of investment | | (374) | (565) |
| Surplus on sale of fixed assets | | (4,629) | 2 |
| Change in non-current investment due to fair valuation | | (48) | (62) |
| **Change in operating assets and liabilities** | | | |
| (Increase)/Decrease in Trade Receivables | | (45,157) | (38,242) |
| (Increase)/Decrease in Other Current / Non Current Assets | | 20,093 | (6,275) |
| (Increase)/Decrease in inventories | | (2,404) | 2,479 |
| Increase/(Decrease) in Trade Payables | | (2,607) | 17,962 |
| Increase/(Decrease) in Other Current / Non Current Liabilities | | (26,129) | 10,372 |
| **Cash generated from operations** | | **97,896** | **1,51,606** |
| Income taxes paid | | 1,622 | (4,987) |
| **Net cash inflow / (outflow) from operating activities** | **(A)** | **99,518** | **1,46,619** |
| **B Cash flow from investing activities:** | | | |
| Purchase of property, plant and equipment/ intangible assets | | (51,177) | (47,581) |
| Sale proceeds of property, plant and equipment | | 6,418 | - |
| Dividend Received from Joint Ventures | | 4,494 | 1,478 |
| Purchase/sale of investments (net) | | 374 | 565 |
| Loans given to Subsidiary - ICSL | | (107) | (90) |
| Loan remmited / Recovery to/from employees and Joint venture | | (540) | 156 |
| Other Deposits with banks | | (23,752) | (12,842) |
| Advances and other Deposits | | (428) | 197 |
| Interest received | | 8,698 | 6,089 |
| **Net cash inflow / (outflow) from investing activities** | **(B)** | **(56,020)** | **(52,028)** |
| **C Cash flow from financing activities** | | | |
| Long term loans taken | | 94,065 | - |
| Long term loan repaid | | (66,947) | (60,556) |
| Short term loans borrowed/(repaid) | | 1,041 | (19,497) |
| Interest paid | | (15,316) | (10,887) |
| Dividend paid | | (2,043) | (1,532) |
| Payment of Lease liability | | (177) | (165) |
| Other financing costs | | (304) | (357) |
| **Net Cash inflow / (outflow) from Financing Activities** | **(C)** | **10,319** | **(92,994)** |

# STANDALONE CASH FLOW STATEMENT

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | | Year ended 31 March 2024 | Year ended 31 March 2023 |
|---|---|---|---|
| **Net increase/(decrease) in cash and cash equivalents** | **(A+B+C)** | **53,817** | **1,597** |
| Cash and cash equivalents at the beginning of the financial year | | 31,721 | 28,296 |
| Exchange difference on translation of foreign currency cash and cash equivalents | | (1,396) | 1,828 |
| **Cash and cash equivalents at the end of the year**** | | **84,142** | **31,721** |
| ** Comprises of | | | |
| Balances with banks in current accounts unavailable for use # | | 4,160 | 7,233 |
| Balance in current account with repatriation restrictions | | - | - |
| Balances with banks in deposits account with original maturity of less than three months unavailable for use @ | | 79,982 | 24,488 |
| **Total** | | **84,142** | **31,721** |

| **# Balances with banks in current accounts unavailable for use** | **31 March 2024** | **31 March 2023** |
|---|---|---|
| Unspent CSR money | 301 | 48 |
| Unpaid dividend | 22 | 15 |
| **Total** | **323** | **63** |

| **@ Balances with banks in deposits account with original maturity of less than three months unavailabe for use** | **31 March 2024** | **31 March 2023** |
|---|---|---|
| Unutilized Govt subsidy fund of Male service | - | 1,691 |
| Superannuation Fund | - | 5,853 |
| **Total** | **-** | **7,544** |

The accompanying note no. 1 to 50 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 M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mumbai, Dated the 17th May, 2024**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN- 08630613**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

(All amounts in INR lakhs, unless otherwise stated)

## A. EQUITY SHARE CAPITAL

**For the Year ended 31 March 2024**

| 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 2023**

| 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 2024**

| 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** | **40,799** | - | **4,425** | - | - | - | - | - | - | - | **5,90,564** |
| 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 | - | - | - | - | - | - | - | 61,268 | - | - | - | - | - | - | - | 61,268 |
| Dividends | - | - | - | - | - | - | - | (2,050) | - | - | - | - | - | - | - | (2,050) |
| Dividend distribution tax paid | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transfer to retained earnings | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transfer to Tonnage Tax Reserve pertains to Previous year | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

(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 | - | - | - | - | - | - | - | (7,550) | - | - | - | - | - | - | - | (7,550) |
| Transfer from surplus in Statement of Profit & Loss account pertains to Previous year | - | - | - | - | - | - | | - | - | - | - | - | - | - | - | - |
| Transfer from surplus in Statement of Profit & Loss account | - | - | - | - | - | 7,550 | - | - | - | - | - | - | - | - | - | 7,550 |
| 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** | **48,349** | **-** | **56,093** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **6,49,782** |

(All amounts in INR lakhs, unless otherwise stated)

**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 previous 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 previous reporting period | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Comprehensive Income for the previous 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) |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

(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 Capital Reserve | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transfer to General Reserve | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Net Assets/ Liabilities as per Demerger Scheme | - | - | - | - | | - | - | - | - | - | - | - | - | - | - | - |
| **Balance at the end of the previous reporting period** | - | - | 15,205 | 52,177 | 4,77,958 | 40,799 | - | 4,425 | - | - | - | - | - | - | - | 5,90,564 |

The accompanying note no. 1 to 50 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 M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

**Mumbai, Dated the 17th May, 2024**

**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 17th May, 2024.

**Note 1: Material Accounting Policy Information**

The material accounting policy information 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: On March 31st 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 implemented the amendments in following Ind AS and such amendments do not have any material 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 31st 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 withdrawal 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.

**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 | Fleet* | Fleet Drydock | Ownership Container | Furniture, Fittings & Equipments | Moter Vehicles | Total |
|---|---|---|---|---|---|---|
| **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** |
| **Year ended 31 March 2024** | | | | | | |
| **Gross carrying amount** | | | | | | |
| Opening gross carrying amount (01 April 2023) | **11,97,716** | **1,16,301** | **-** | **2,202** | **14** | **13,16,233** |
| Additions | 10,033 | 37,167 | - | 110 | - | 47,310 |
| Adjustment in carrying amount of cost** | - | (23,833) | - | - | - | (23,833) |
| Disposals | (25,714) | (1,557) | - | (12) | (1) | (27,284) |
| Transfer from CWIP | - | 3,351 | - | - | - | 3,351 |
| **Closing gross carrying amount (31 March 2024)** | **11,82,035** | **1,31,429** | **-** | **2,300** | **13** | **13,15,777** |
| **Accumulated depreciation** | | | | | | |
| Opening accumulated depreciation (01 April 2023) | 5,22,017 | 53,836 | - | 1,603 | 10 | 5,77,466 |
| Depreciation charge for the year | 50,660 | 37,800 | - | 271 | 1 | 88,732 |
| Adjustment in carrying amount of cost** | - | (23,797) | - | - | - | (23,797) |
| Disposals | (24,281) | (1,206) | - | (7) | (1) | (25,495) |
| **Closing accumulated depreciation (31 March 2024)** | **5,48,396** | **66,633** | **-** | **1,867** | **10** | **6,16,906** |
| **Net carrying amount (31 March 2024)** | **6,33,639** | **64,796** | **-** | **433** | **3** | **6,98,871** |

**Notes**

(1) Additions to Fleet include ₹ 455 lakhs (Previous year ₹ 3,278 lakhs) on account of currency exchange difference adjusted as per Material Accounting Policy of foreign currency translation.

(2) *Refer Note 34 for Fleet pledged with banks for Borrowings.

(3) **Adjustments to carrying amount 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 31st March 2023 and 31st March 2024 which is fully depreciated and is still in use.

(5) There were no Benami properties held by the company during FY 2023-24 and FY 2022-23 and no proceedings had been initiated against the company under Benami Transactions (Prohibition) Act, 1988 (45 of 1988).

(6) During the current financial year, useful lives of Dry Dock assets has been reviewed and realigned with statutory / legal requirement for operation of vessels.

(All amounts in INR lakhs, unless otherwise stated)

**Note 4: Capital Work-in-Progress**

| Particulars | As at March 31, 2022 | Incurred during the year | Capitalised/ Adjusted | As at March 31, 2023 | Incurred during the year | Capitalised/ Adjusted | As at March 31, 2024 |
|---|---|---|---|---|---|---|---|
| **(A) Construction Work in Progress** | | | | | | | |
| Asset under Construction excluding advance | 5,831 | 3,351 | 5,831 | 3,351 | 4,213 | 3,351 | 4,213 |
| **(B) Construction Period Expenses** | | | | | | | |
| a. Interest | - | - | - | - | - | - | - |
| b. Other directly attributable expenses | - | - | - | - | - | - | - |
| c. Exchange fluctuation | - | - | - | - | - | - | - |
| **Total(A+B)** | **5,831** | **3,351** | **5,831** | **3,351** | **4,213** | **3,351** | **4,213** |

**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 2024** | | | | | |
| Fleet Drydock related CWIP | 4,213 | - | - | - | 4,213 |
| **Total Projects in progress** | **4,213** | **-** | **-** | **-** | **4,213** |
| **Projects Temporarily Suspended** | **-** | **-** | **-** | **-** | **-** |
| **Projects in progress as on 31 March 2023** | | | | | |
| Fleet Drydock related CWIP | 3,351 | - | - | - | 3,351 |
| **Total Projects in progress** | **3,351** | **-** | **-** | **-** | **3,351** |
| **Projects Temporarily Suspended** | **-** | **-** | **-** | **-** | **-** |

**Disclosure for Time overrun for Capital Work-in-progress as on 31 March 2024**

| 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 2024** | | | | | |
| 1. Equipment fitting Vessel 1 FY 2023-24 | 578 | - | - | - | 578 |
| 2. Drydock for Vessel 1 FY 2023-24 | 2,292 | - | - | - | 2,292 |
| 3. Drydock for Vessel 2 FY 2023-24 | 1,180 | - | - | - | 1,180 |
| 4. Drydock for Vessel 3 FY 2023-24 | 87 | - | - | - | 87 |
| 5. Drydock for Vessel 4 FY 2023-24 | 51 | - | - | - | 51 |
| 6. Drydock for Vessel 5 FY 2023-24 | 25 | - | - | - | 25 |
| **Total CWIP as on 31 March 2024** | **4,213** | **-** | **-** | **-** | **4,213** |

(1) Equipment fitting for vessel 1 started in FY 2023-24 and was ongoing as on 31 March 2024 and there was no time overrun.

(2) The drydock for Vessel (Sr. No. 2 and 3) (₹ 3,472 lakhs) started in FY 2023-24 was ongoing as on 31 March 2024 and there was no time overrun.

(3) For Sr. No. 4 to 6 (₹ 163 lakhs), drydock is yet to commence as on 31 March 2024 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 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 |

(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 | |
| 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 (Sr. No. 1 to 5) (₹ 2,952 lakhs) 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 (₹ 399 lakhs), drydock is yet to commence as on 31 March 2023 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 2023** | | | | | | |
| **Gross carrying amount** | | | | | | |
| Opening gross carrying amount (1 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 (1 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** |
| **Year ended 31 March 2024** | | | | | | |
| **Gross carrying amount** | | | | | | |
| Opening gross carrying amount (1 April 2023) | 419 | 2,013 | - | 49 | 199 | 2,680 |
| Additions | - | - | - | 47 | 133 | 180 |
| Disposal | - | (70) | - | - | - | (70) |
| **Closing gross carrying amount (31 March 2024)** | **419** | **1,943** | **-** | **96** | **332** | **2,790** |
| **Accumulated depreciation** | | | | | | |
| Opening accumulated depreciation (1 April 2023) | 168 | 697 | - | 47 | 199 | 1,111 |
| Depreciation charge for the year | 42 | 147 | - | 7 | 7 | 203 |
| Disposal | - | - | - | - | - | - |
| **Closing accumulated depreciation (31 March 2024)** | **210** | **844** | **-** | **54** | **206** | **1,314** |
| **Net carrying amount (31 March 2024)** | **209** | **1,099** | **-** | **42** | **126** | **1,476** |

**Note 6: Intangible assets**

| Particulars | Computer Software | Total |
|---|---|---|
| **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 |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Computer Software | Total |
|---|---|---|
| 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)** | **-** | **-** |
| **Year ended 31 March 2024** | | |
| **Gross carrying amount** | | |
| Opening gross carrying amount (01 April 2023) | 1,609 | 1,609 |
| Additions | 35 | 35 |
| Disposal | - | - |
| **Closing gross carrying amount (31 March 2024)** | **1,644** | **1,644** |
| **Accumulated amortisation** | | |
| Opening accumulated amortisation (01 April 2023) | 1,609 | 1,609 |
| Amortisation charge for the period | 3 | 3 |
| Disposal | - | - |
| **Closing accumulated amortisation (31 March 2024)** | **1,612** | **1,612** |
| **Net carrying amount (31 March 2024)** | **32** | **32** |

There were no intangible assets under development as on 31 March 2023 and 31 March 2024.

**Note 7: Financial assets**

**Note 7(a): Non-current investments**

| Particulars | Face value | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|---|
| | | 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 | 1050000 | 105 | 1050000 | 105 |
| **In Joint Venture** | | | | | |
| India LNG Transport Company (No. 1) Ltd. | 2.2037 USD | 2908 | 3 | 2908 | 3 |
| India LNG Transport Company (No. 2) Ltd. | 2.2037 USD | 2908 | 3 | 2908 | 3 |
| India LNG Transport Company (No. 3) Ltd. | 1 USD | 2600 | 1 | 2600 | 1 |
| India LNG Transport Company (No. 4) Pvt Ltd. | 1 USD | 11036558 | 7,352 | 11036558 | 7,352 |
| **(ii) Investment carried at fair value through Profit or loss** | | | | | |
| Sethusamudram Corp. Ltd. | ₹ 10 | 50000000 | 5,000 | 50000000 | 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 | 3438 | - | 3438 | - |
| Less: Loss allowance | | | - | | - |
| | | | - | | - |
| Woodlands Multispeciality Hospital Ltd. | ₹ 10 | 60000 | 482 | 60000 | 434 |
| **Total (equity instruments)** | | | **7,946** | | **7,898** |
| **Total non-current investments** | | | **7,946** | | **7,898** |
| Aggregate amount of quoted investments and market value thereof | | | **-** | | **-** |
| Aggregate amount of unquoted investments | | | **12,946** | | **12,898** |
| 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 | | | **482** | | **434** |

(All amounts in INR lakhs, unless otherwise stated)

(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.

**Note 7(b): Loans**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non-Current | Current | Non-Current |
| **Considered good - Secured** | | | | |
| Loans to employees (including accrued interest) | 236 | 2,205 | 176 | 2,084 |
| **Considered good - Unsecured** | | | | |
| **Loans to related parties** | | | | |
| Loan to Joint Ventures | | | | |
| India LNG Transport Company (No. 3) Ltd. | - | 20,304 | - | 20,091 |
| | - | 20,304 | - | 20,091 |
| Loan to Subsidiary (Inland & Coastal Shipping Limited) | - | 247 | - | 140 |
| Less: Allowance for doubtful debts | - | - | - | - |
| **Total loans** | **236** | **22,756** | **176** | **22,315** |

**Loan repayable on demand**

| Particulars | 31 March 2024 | 31 March 2023 | % to the Total Loans 31 March 2024 | % to the Total Loans 31 March 2023 |
|---|---|---|---|---|
| India LNG Transport Company (No. 3) Ltd. | 20,304 | 20,091 | 100 | 100 |
| **Total** | **20,304** | **20,091** | **100** | **100** |

(All amounts in INR lakhs, unless otherwise stated)

**Note 7(c): Other financial assets**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non-Current | Current | Non-Current |
| **Financial Assets carried at amortised cost** | | | | |
| Security Deposits | - | 1,202 | - | 885 |
| **Bank deposits (with original maturity of more than 12 months)** | | | | |
| - Term Deposits@ | 2,820 | 93 | 16,857 | - |
| **From Related Parties (Refer Note no 29 for details)** | | | | |
| - Interest Receivable | 431 | - | 337 | - |
| Subsidy Receivable From GOI (for promotion of flagging of merchant ships in India) | 343 | - | 7 | - |
| Income accrued on deposits/investments | 291 | - | 656 | - |
| Claim Recoverable | 6,880 | - | 8,480 | - |
| Unbilled Revenue (Contract Asset) (Refer Note no 32 for details) | 39,692 | - | 48,062 | - |
| Less: Provision for doubtful debts | - | - | - | - |
| | 39,692 | - | 48,062 | - |
| Others | 1 | - | 1 | 7 |
| **Total other financial assets** | **50,458** | **1,295** | **74,400** | **892** |

| @ Earmarked Deposits unavailable for use - Current | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unutilized Govt subsidy of Male service | - | 306 |
| Lien with Banks & others (Refer Note 34 for Deposits given as collateral against court cases & bank guarantees) | 2,820 | 2,818 |
| FPO money | - | 13,385 |
| **Total** | **2,820** | **16,509** |

| @ Earmarked Deposits unavailable for use Non - Current | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Lien with Banks & others (Refer Note 34 for Deposits given as collateral against court cases & bank guarantees) | 93 | - |
| **Total** | **93** | **-** |

**Note 7(d): Trade receivables**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Trade Receivable* | 1,74,926 | 1,33,366 |
| Less: Allowance for doubtful debts** | 33,879 | 31,555 |
| **Total receivables** | **1,41,047** | **1,01,811** |
| Current Portion | 1,41,047 | 1,01,811 |
| Non Current Portion | - | - |

**Break up of above details**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Considered good - Secured | 12,567 | 10,550 |
| Considered good - Unsecured | 1,44,358 | 1,05,204 |
| Trade Receivables which have significant increase in Credit Risk | 6,910 | 6,990 |
| Trade Receivables - credit impaired | 11,091 | 10,622 |
| **Total** | **1,74,926** | **1,33,366** |
| Allowance for doubtful debts | 33,879 | 31,555 |
| **Total trade Receivables** | **1,41,047** | **1,01,811** |

*Significant Receivables from related parties (refer note 29)

** Refer Note no. 37 for further details

(All amounts in INR lakhs, unless otherwise stated)

**Trade receivables ageing schedule for the year ended as on 31 March 2024**

| Particulars | | Not Due | 0-6 months | 6 months to 1 Year | 1 Year to 2 Year | 2 Years to 3 Years | More than 3 Years | Total |
|---|---|---|---|---|---|---|---|---|
| Undisputed | Considered Good | 3 | 1,21,179 | 17,228 | 8,798 | 5,709 | 1,323 | 1,54,240 |
| Undisputed | Significant increase in Credit Risk | - | - | - | - | - | 6,362 | 6,362 |
| Undisputed | Credit Impaired | - | - | - | - | - | - | - |
| Disputed | Considered Good | - | - | - | - | - | 2,686 | 2,686 |
| Disputed | Significant increase in Credit Risk | - | - | - | - | - | 548 | 548 |
| Disputed | Credit Impaired | - | - | - | 319 | 2,265 | 8,506 | 11,090 |
| | **Total** | **3** | **1,21,179** | **17,228** | **9,117** | **7,974** | **19,425** | **1,74,926** |
| Less | Allowances for Doubtful Debts | | | | | | | (33,879) |
| | **Total Trade Receivables** | | | | | | | **1,41,047** |

**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 Year | 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** |

**Note 7(e): Cash and cash equivalents**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Balances with banks | | |
| - in current accounts* | 4,160 | 7,233 |
| - in deposits account with original maturity of less than three months@ | 79,982 | 24,488 |
| **Total cash and cash equivalents** | **84,142** | **31,721** |

| *Balance with banks in current account unavailable for use | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unspent CSR money | 301 | 48 |
| Unpaid dividend | 22 | 15 |
| **Total** | **323** | **63** |

| @ Earmarked Deposits unavailable for use | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unutilized Govt subsidy for Male service | - | 1,691 |
| Superannuation Fund | - | 5,853 |
| **Total** | **-** | **7,544** |

**Note 7(f): Bank balances other than cash and cash equivalents**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Margin money for Bank Guarantee | - | - |
| Other Deposits with banks* | 47,270 | 23,615 |
| **Total Bank balances other than cash and cash equivalents** | **47,270** | **23,615** |

| *Earmarked Deposits unavailable for use | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unutilized Govt subsidy for Male service | - | 1,616 |
| FPO money | 13,385 | - |
| Superannuation Fund | 1,685 | - |
| **Total** | **15,070** | **1,616** |

(All amounts in INR lakhs, unless otherwise stated)

**Note 8: Income Tax Assets(net)**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non-Current | Current | Non-Current |
| Income Tax Assets (Net of Provision) | - | 34,614 | - | 32,858 |
| **Income Tax Assets (Net)** | **-** | **34,614** | **-** | **32,858** |

**Note 9: Other Assets**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | 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 | 420 | - | 2,460 | - |
| | 420 | - | 2,460 | - |
| Less : Provision for Doubtful Advances | - | - | - | - |
| | 420 | - | 2,460 | - |
| Advances to Others | | | | |
| i) Unsecured, Considered Good | 17,095 | - | 11,772 | - |
| ii) Unsecured, Considered Doubtful | 1,744 | - | 1,735 | - |
| | 18,839 | - | 13,507 | - |
| Less : Provision for Doubtful Advances | 1,744 | - | 1,735 | - |
| | 17,095 | - | 11,772 | - |
| **(b) Others** | | | | |
| Excess - Gratuity Fund | - | 9,248 | - | 8,423 |
| Balances with statutory authorities | | | | |
| - Cenvat Credit Receivables | - | 95 | - | 95 |
| - Service tax paid under Protest | - | 5,327 | - | 4,327 |
| - GST Receivable* | 5,697 | - | 7,386 | - |
| - Predeposit with Income Tax Department | - | 974 | - | 974 |
| | 5,697 | 6,396 | 7,386 | 5,396 |
| Subsidy for Passenger service (Myanmmar)** | 467 | - | 467 | - |
| Less : Provision for Doubtful Advances | 467 | - | 467 | - |
| | - | - | - | - |
| Subsidy for Maldives Service# | 366 | - | - | - |
| Subsidy for Passenger service (Srilanka)@ | 98 | - | - | - |
| Prepaid Expenses | 530 | - | 418 | - |
| Others | 0 | 731 | 188 | 757 |
| **Total other assets** | **24,206** | **16,375** | **22,224** | **14,576** |

*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 Shipping. The service was completed on Nov 2016.

# On 10th August 2020, Ministry of Shipping 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. Further subsidy of ₹ 16.16 crores was received in March 2023, and ₹ 2 crores was received on 30.03.2024 to continue running cargo shipping service between India and Maldives. The balance amount is placed in Fixed Deposit and Interest earned against such deposit are remitted to the Consolidated Fund of India.

(All amounts in INR lakhs, unless otherwise stated)

@ As per directions of MoPSW, SCI has provided assistance to the TNMB for commencement of International Passenger ferry service between Nagapattinam, India and Kankesanthurai, Sri Lanka. SCI coordinated with all stake holders for successful completion of HSC Cheriyapani voyages between Nagapattinam and Kankesanthurai. The expenses incurred for operating ferry services are reimbursable to SCI. The reimbursable amount is approved by Finance division of MEA.

**Note 10: Inventories**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Fuel Oil | 17,404 | 15,000 |
| **Total inventories** | **17,404** | **15,000** |

Valuation of inventories are done as per point no 1. 7 of material accounting policy information (Note - 1)

**Note 11: Assets classified as held for sale**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 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 2024 | As at 31 March 2023 |
|---|---|---|
| **Authorised** | | |
| 1,00,00,00,000 [31 March 2023: 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 2023: 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 2024 | | As at 31 March 2023 | |
|---|---|---|---|---|
| | 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** | **4,657,990,100** |

**b) Details of equity shares held by shareholders holding more than 5% of the aggregate shares**

| Particulars | As at 31 March 2024 | | As at 31 March 2023 | |
|---|---|---|---|---|
| | 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 | 1,46,06,834 | 3.14 | 2,46,89,964 | 5.30 |
| | **31,15,49,811** | **66.89** | **32,16,32,941** | **69.05** |

**c) Disclosure of Shareholding of Promoters**

| Shares held by Promoters at the year ended 31 March 2024 | | | | |
|---|---|---|---|---|
| **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 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 | - |

*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.

(All amounts in INR lakhs, unless otherwise stated)

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 2024 | As at 31 March 2023 |
|---|---|---|
| Capital reserve | 15,205 | 15,205 |
| Securities premium | 52,177 | 52,177 |
| General reserve | 4,77,958 | 4,77,958 |
| Tonnage Tax Reserve | 48,349 | 40,799 |
| Retained Earnings | 56,093 | 4,425 |
| **Total surplus** | **6,49,782** | **5,90,564** |

**(i) Capital reserve**

| Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|
| 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 2024 | As at 31 March 2023 |
|---|---|---|
| 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 2024 | As at 31 March 2023 |
|---|---|---|
| Opening balance | 4,77,958 | 4,77,958 |
| Add: Transfer from Tonnage Tax Reserve (Utilised) | - | - |
| **Closing Balance** | **4,77,958** | **4,77,958** |

**(iv) Tonnage Tax Reserve**

| Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|
| Opening balance | 40,799 | 26,660 |
| 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 | 7,550 | 13,032 |
| **Closing Balance** | **48,349** | **40,799** |

**(v) Retained Earnings**

| Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|
| Opening balance | 4,425 | (60,883) |
| Add: Profit/(Loss) for the year | 61,215 | 80,012 |
| Items of other comprehensive income recognised directly in retained earnings | | |
| Remeasurements gain/(loss) of defined benefit plans | 53 | 972 |
| *Adjustments:* | | |
| *Less:Adjustment in retained earning* | - | - |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|
| Less: Dividend paid on equity shares | 2,050 | 1,537 |
| Less: Tonnage Tax Reserve pertains to Previous year | - | 1,107 |
| Less: Tonnage Tax Reserve | 7,550 | 13,032 |
| Less: Capital Reserve | - | - |
| **Closing Balance** | **56,093** | **4,425** |

Retained earnings include accumulated OCI of ₹ 7,026.28 lakhs (Previous year ₹ 6,973.28 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 defined benefit plans.

**Note 14: Financial Liabilities**

**Note 14(a): Long-term borrowings**

| Particulars | | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|---|
| | | Current* | Non Current | Current* | Non Current |
| **Secured** | | | | | |
| **Term Loans:** | | | | | |
| Rupee loans from banks | A | - | - | - | - |
| Foreign currency loans from banks | B | 42,812 | 85,022 | 31,116 | 76,745 |
| **Total** | C | **42,812** | **85,022** | **31,116** | **76,745** |
| **Unsecured** | | | | | |
| **Term Loans:** | | | | | |
| Rupee loans from banks | A | - | - | - | - |
| Foreign currency loans from banks | B | 63,078 | 71,537 | 35,776 | 89,170 |
| **Total** | C | **63,078** | **71,537** | **35,776** | **89,170** |
| **Long-term borrowings #** | | **1,05,890** | **1,56,559** | **66,892** | **1,65,915** |

**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 | 19,874 | Overnight SOFR plus 1.80% | Half yearly | Aug-27 | Secured Against Vessels |
| SBI London 40.495 mn | 16,254 | Overnight SOFR plus 1.75% | Half yearly | Nov-25 | Secured Against Vessels |
| SBI Mumbai Term Loan ₹ 160 cr - FCNR | 6,804 | Six Month SOFR plus 1% | Quarterly | Mar-27 | Secured Against Vessels |
| SBI Mumbai Term Loan ₹ 495 cr - FCNR | 16,461 | Six Month SOFR plus 1% | Quarterly | Jun-27 | Secured Against Vessels |
| Exim Bank Loan 75 mn | 18,759 | Overnight SOFR plus 1.35% | Quarterly | Jul-25 | Secured Against Vessels |
| SBI Corporate Loan 148.12 mn | 50,024 | Six Month SOFR plus 0.80% | Half yearly | Mar-30 | Secured Against Vessels |

(All amounts in INR lakhs, unless otherwise stated)

| Name of facility | Amount of Loan | Rate of interest | Repayment Terms | Maturity Date | Security Mortgaged |
|---|---|---|---|---|---|
| **Unsecured** | | | | | |
| Exim Bank Loan 75 mn | 35,731 | Overnight SOFR plus 1.35% | Quarterly | Jan-28 | Unsecured |
| Bank of India 164 mn | 54,661 | Six Month SOFR plus 0.9% | Half yearly | Mar-26 | Unsecured |
| EXIM Capex Loan | 44,223 | Overnight SOFR plus 1.35% | Half yearly | Oct-29 | Unsecured |
| **TOTAL** | **2,62,791** | | | | |

**Maturity Profile**

| | 1-2 years | 2-3 years | 3-4 years | Beyond 4 years |
|---|---|---|---|---|
| Secured Loans | 27,684 | 23,153 | 14,196 | 19,989 |
| | **1-2 years** | **2-3 years** | **3-4 years** | **Beyond 4 years** |
| Unsecured Loans | 36,191 | 8,845 | 8,845 | 17,656 |

* 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 ₹ (342) (previous year ₹ (485)) lakhs of Unamortised Upfront fees

**Note 14(b): Lease Liabilities**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non Current | Current | Non Current |
| Lease Liabilities | 261 | 1,824 | 204 | 1,960 |
| **Total Lease Liabilities** | **261** | **1,824** | **204** | **1,960** |

**Note 14(c): Other financial liabilities**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non Current | Current | Non Current |
| Financial Liabilities at amortised cost | | | | |
| **Security Deposits** | | | | |
| Security Deposits (others) | 962 | 168 | 855 | 131 |
| Security Deposits against employee Bond | 43 | - | 9 | - |
| Security Deposits from subsidiary | - | - | - | - |
| Interest accrued but not due on borrowings | 1,372 | - | 1,467 | - |
| Unpaid Dividend | 22 | - | 15 | - |
| **Others** | | | | |
| Other Deposits payable | 327 | - | 276 | - |
| Payable to Related Parties (Refer Note no 29 for details) | 34 | - | 29 | - |
| Payable to SCILAL. | - | - | 280 | - |
| Employee related Liabilities | 10,146 | - | 20,519 | - |
| Others* | 3,989 | - | 6,709 | - |
| **Total other financial liabilities** | **16,895** | **168** | **30,159** | **131** |

* Includes book overdraft of ₹ 150 lakhs (Previous year ₹ 3,866 lakhs) for which reconciliation has been done.

**Note 14(d): Current borrowings**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Secured** | | |
| Current maturities of long-term debt | 42,812 | 31,116 |
| **Unsecured** | | |
| From Banks repayable on demand | | |
| Rupee loans from banks | - | - |
| Foreign currency loans from banks | 26,888 | 25,487 |
| Current maturities of long-term debt | 63,078 | 35,776 |
| **Total current borrowings** | **1,32,778** | **92,379** |

(All amounts in INR lakhs, unless otherwise stated)

**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 1st April 2023** | 2,34,274 | 25,487 | 2,59,761 |
| Cash flows | 27,121 | 1,041 | 28,162 |
| Foreign Exchange adjustments | 2,525 | 360 | 2,885 |
| Interest expense | 13,759 | 1,612 | 15,371 |
| Interest Paid | (13,858) | (1,612) | (15,470) |
| **Net debt as at 31st March 2024** | **2,63,821** | **26,888** | **2,90,709** |

**Note 14(e): Trade payables**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Trade payables** | | |
| (a) total outstanding dues of micro enterprises and small enterprises; and | 1,940 | 5,054 |
| (b) total outstanding dues of creditors other than micro enterprises and small enterprises* | 1,31,578 | 1,34,230 |
| **Total trade payables** | **1,33,518** | **1,39,284** |

* Significant Payable to related parties (refer note 29)

**Disclosure requirement under MSMED Act, 2006**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| (a) (i) the principal amount remaining unpaid to any supplier at the end of each accounting year; | 1,940 | 5,054 |
| (ii) the interest due thereon (to be shown separately) remaining unpaid to any supplier at the end of each accounting year; | 31 | 13 |
| (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 | 31 | 13 |
| (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. | 31 | 13 |

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 2024**

| Particulars | Not Due | 0 to 1 year | 1 to 2 years | 2 to 3 years | more than 3 years | Total |
|---|---|---|---|---|---|---|
| **(i) MSME** | (14) | 1,836 | 92 | 13 | 13 | **1,940** |
| **(ii) Others** | (26) | 1,16,765 | 10,814 | 3,132 | (1,670) | **1,29,015** |
| **(iii) Disputed dues- MSME** | - | - | - | - | - | **-** |
| **(iv) Disputed dues- Others** | - | 222 | - | - | 2,341 | **2,563** |
| **Grand Total** | **(40)** | **1,18,823** | **10,906** | **3,145** | **684** | **1,33,518** |

(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** | (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** |

**Note 15: Provisions**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non Current | Current | Non Current |
| **Employee Benefit Obligations** | | | | |
| Provision for leave encashment | 389 | 4,896 | 415 | 5,608 |
| Post Retirement Medical Scheme | 145 | 846 | 431 | 1,125 |
| | **534** | **5,742** | **846** | **6,733** |
| **Other Provisions** | | | | |
| Insurance & cargo claims* | 490 | - | 817 | - |
| | **490** | **-** | **817** | **-** |
| **Total** | **1,024** | **5,742** | **1,663** | **6,733** |

| Short term provision | As at 31 March 2023 | Provided during the year | Utilised during the year | Amount reversed | As at 31 March 2024 |
|---|---|---|---|---|---|
| **Other Provisions** | | | | | |
| Insurance & cargo claims* | **817** | **42** | **-** | **369** | **490** |
| **Total** | **817** | **42** | **-** | **369** | **490** |

* Represents provision of amount payable/borne by the Company against Insurance & cargo claims

**Note 16: Deferred Tax Liabilities**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Deferred tax -upward valuation of Financial Asset | 109 | 98 |
| **Deferred Tax Liabilities(Net)** | **109** | **98** |

**Note 17: Other current liabilities**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non Current | Current | Non Current |
| Deferred Trade Receivable (Contract Liability) (Refer Note no 32 for details) | 2,850 | - | 3,086 | - |
| Advances and Deposits | 855 | - | 5,253 | - |
| Others | | | | |
| Statutory dues | 3,273 | - | 3,380 | - |
| Others Current Liabilities | - | - | 166 | - |
| Subsidy for Maldives Service* | - | - | 3,539 | - |
| Interest Payable to GOI on deposits (Subsidy for Maldives Service) | 123 | - | 79 | - |
| **Total other current liabilities** | **7,101** | **-** | **15,503** | **-** |

*Refer Note no -9 (Subsidy for Madives Services)

**Note 18: Revenue From operations**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Freight | 3,55,685 | 4,20,904 |
| Charter Hire | 94,871 | 1,19,905 |
| Demurrage | 18,811 | 17,100 |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Contract Revenue: | | |
| Core shipping activities | 555 | 309 |
| Incidental activities | 12,283 | 8,191 |
| Reimbursement of expenses | 20,948 | 10,627 |
| **Total** | **5,03,153** | **5,77,036** |

**Note 19: Other Operating Revenue**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Training & Consultancy fee | 194 | 226 |
| Sundry Receipts (Core) | - | 1 |
| Sundry Receipts (Incidental) | 14 | 27 |
| Recovery of Insurance & PI Claims | 1,243 | 2,105 |
| **Total** | **1,451** | **2,359** |

**Note 20: Other Income**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Interest on financial assets carried at amortised cost** | | |
| a) Fixed Deposits with Banks | 3,044 | 1,496 |
| b) Loans to Employees | 420 | 162 |
| c) Loans to Joint Venture (Refer Note no.29) | 1,634 | 1,162 |
| d) Others | 3,156 | 1,857 |
| Dividend From Joint Venture Companies | 4,494 | 1,478 |
| **Other non operating income** | | |
| Profit on Sale of Fixed Assets | | |
| a) Sale of Ships (Net) | 4,628 | - |
| b) Sale of Other Fixed Assets | 1 | - |
| Profit on sale of investments | 374 | 565 |
| Profit on sale of bunker | 45 | - |
| Gain or Loss on Fair valuation of investment | 48 | 61 |
| Excess Provisions & Unclaimed Credit Written Back | - | 8 |
| Subsidy to Indian Shipping Companies (promotion of flagging of merchant ships in India) | 3,664 | 4,453 |
| Other Miscellaneous Income | 44 | 28 |
| **Total** | **21,552** | **11,270** |

**Note 21: Cost of services rendered**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Direct Operating Expenses:** | | |
| Agency Fees | 935 | 1,079 |
| Brokerage | 3,593 | 5,253 |
| Commission | 202 | 910 |
| Stevedoring, Dunnage, Cargo Expenses Etc. & Slot Expenses On Joint Sector Container Services (Net) | 48,148 | 95,013 |
| Marine, Light And Canal Dues | 46,064 | 39,422 |
| Fuel Oil (Net) | 1,22,364 | 1,37,913 |
| Water Charges | 700 | 602 |
| Manning expenses | 172 | 239 |
| Honorarium & Training expenses | 3 | 2 |
| **Hire Of Chartered Steamers** | 11,414 | 13,381 |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Other Indirect Operating Expenses** | | |
| Transfer And Repatriation And Other Benefits | 157 | 100 |
| Stores & Spares | 21,707 | 24,575 |
| Sundry Steamer Expenses | 1,865 | 1,997 |
| Repairs And Maintenance and Survey Expenses | 17,300 | 13,973 |
| Insurance And Protection, Indemnity Club Fees & Insurance Franchise | 21,739 | 13,425 |
| **Total** | **2,96,363** | **3,47,884** |

**Note 22: Employee benefit expense**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **A) Floating staff** | | |
| Wages, Bonus And Other Expenses On Floating Staff | 31,698 | 26,238 |
| Gratuity* | (383) | 68 |
| Contribution To Provident Fund | 710 | 523 |
| Staff Welfare Expenses | 124 | 152 |
| **B) Shore Staff** | | |
| Salaries, Wages, Bonus etc | 16,609 | 15,964 |
| Gratuity* | (1,220) | 2,329 |
| Contribution To Provident Fund | 1,058 | 1,027 |
| Contribution To Pension | 1,090 | 998 |
| Staff Welfare Expenses** | 193 | 124 |
| **C) Remuneration to Directors** | 392 | 358 |
| **Total** | **50,271** | **47,781** |

*Refer Note no. 30 for further details

**Includes amount of ₹ 179.88 lakhs (Previous Year ₹ 105.22 lakhs) amortisation of deferred employee cost as employee loans are measured at amortised cost.

**Note 23: Finance costs**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Interest on: | | |
| - Rupee loans | - | - |
| - Foreign currency loans | 15,218 | 11,718 |
| - Lease Liability | 147 | 197 |
| Exchange differences regarded as an adjustment to borrowing costs | 1,613 | 6,346 |
| Other borrowing costs* | 153 | 158 |
| **Total** | **17,131** | **18,419** |

* 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 2024 | 31 March 2023 |
|---|---|---|
| Depreciation on Property, plant and equipment | 88,732 | 75,037 |
| Depreciation on Right of Use Assets* | 203 | 270 |
| Amortisation of Intangible Assets | 3 | 9 |
| **Total** | **88,938** | **75,316** |

*Refer Note no. 5 for further details

(All amounts in INR lakhs, unless otherwise stated)

**Note 25: Other expenses**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Other Expenses** | | |
| Power & Fuel | 321 | 287 |
| Rent | 376 | 29 |
| **Repairs and Maintenance** | | |
| - Building | 175 | 338 |
| - Others | 1,256 | 1,198 |
| Insurance, Rates and Taxes | 14 | 7 |
| Auditors' Remuneration (Detail in Note no 25(a)) | 66 | 66 |
| Establishment Charges | 1,489 | 1,596 |
| Advertisement & Publicity | 152 | 58 |
| Legal & Professional | 335 | 415 |
| Postage, Telephone Telegram & Telex | 74 | 76 |
| Printing & Stationery | 54 | 54 |
| Training, Seminar & Conference Fee | 30 | 29 |
| Travel & Conveyance | 324 | 322 |
| Directors' Sitting Fees | 24 | 22 |
| Directors' Travel Expenses | 26 | 17 |
| Debts / Advances written off | 3 | 454 |
| Interest and Penalties | -56 | 27 |
| Bank Charges | 46 | 47 |
| GST ineligible ITC | 2,203 | 741 |
| CSR Expenditure (Detail in Note no 25(b)) | 1,458 | 1,213 |
| Net loss on Foreign Currency Transaction / Translation | 623 | 16,923 |
| Loss on Fair valuation of investment | - | - |
| Loss on Sale of Assets | 36 | 122 |
| Investment Written Off | - | - |
| **Provisions** | | |
| Provision for Doubtful Debts and Advances | 6,566 | 3,878 |
| Foreign Taxation | 10 | 48 |
| Provision of Asset held for sale | - | - |
| **Total** | **15,605** | **27,967** |

**Note 25(a): Details of payments to auditors**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **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 2024 | 31 March 2023 |
|---|---|---|
| (i) Gross amount required to be spent by the Company during the year (2% of Average Net Profit as per section 135 (5)) | 1,470 | 1,213 |
| (ii) Surplus arising out of CSR Project | - | - |
| (iii) Set off available from previous years | - | - |
| **Total CSR Obligation for the year** | **1,470** | **1,213** |
| Amount Approved by the Board to be spent during the year | 1,470 | 1,213 |
| Amount spent during the year | 545 | 182 |
| Set Off available for succeeding years | - | - |
| **Amount Unspent during the year** | **925** | **1,031** |

(All amounts in INR lakhs, unless otherwise stated)

**Amount spent during the year on:**

| Particulars | 2023-24 | | | 2022-23 | | |
|---|---|---|---|---|---|---|
| | In Cash | Yet to be paid in Cash** | Total | In Cash | Yet to be paid in Cash** | Total |
| **(i) Construction / acquisition of any asset** | 119 | 7 | 126 | - | 171 | 171 |
| **(ii) On Purposes Other than (i) above** | | | | | | - |
| Health, Nutrition and Sanitation | 187 | 570 | 757 | 160 | 485 | 645 |
| Contribution towards PMUY | - | - | - | - | - | - |
| Flagship Projects-CSR | 59 | 138 | 197 | - | 24 | 24 |
| Educational Scholarship | 41 | 180 | 221 | 22 | 246 | 268 |
| Swachh Bharat | - | - | - | - | - | - |
| Drinking Water | - | - | - | - | - | - |
| Covid-19 | - | - | - | - | - | - |
| Environment Sustianability | 113 | 29 | 142 | - | 94 | 94 |
| Transfer to GoI Fund | 25 | | 25 | - | - | - |
| Travel & Admin Expenses | 1 | 1 | 2 | - | 11 | 11 |
| **Total Expenses (ii)** | **426** | **918** | **1,344** | **182** | **860** | **1,042** |
| **Grand Total (i) and (ii)** | **545** | **925** | **1,470** | **182** | **1,031** | **1,213** |

**Provisions made for liabilities incurred

**Details of Unspent CSR amount year-wise**

**Year wise details of Unspent CSR Amount as on 31.03.2024 for (Ongoing Project) as per section 135(6)**

| Financial Year | Opening Balance | | Amount required to be spent during the year | Amount spent during the year | | Closing Balance | |
|---|---|---|---|---|---|---|---|
| | With Company | In Separate CSR Unspent A/c | | From Company's bank A/c | From Separate CSR Unspent A/c | With Company | In Separate CSR Unspent A/c |
| 2022-23 | - | 1,031 | 1045* | 2 | 751 | - | 292 |
| 2021-22 | - | 48 | 48 | - | 39 | - | 9 |

**Year wise details of Unspent CSR Amount as on 31.03.2023 for (Ongoing Project) as per section 135(6)**

| Financial Year | Opening Balance | | Amount required to be spent during the year | Amount spent during the year | | Closing Balance | |
|---|---|---|---|---|---|---|---|
| | With Company | In Separate CSR Unspent A/c | | From Company's bank A/c | From Separate CSR Unspent A/c | With Company | In Separate CSR Unspent A/c |
| 2021-22 | - | 207 | 207 | - | 159 | - | 48 |
| 2020-21 | - | 3 | 3 | - | 3 | - | - |

**Note 26: Earnings per share**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **(a) Basic and diluted earnings per share** | | |
| Profit attributable to the equity holders of the company (A) | 61,215 | 80,012 |
| **(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 ₹) | 13.14 | 17.18 |

**Note 27: Contingent Liabilities And Commitments**

**(a) Contingent Liabilities**

(All amounts in INR lakhs, unless otherwise stated)

| | Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| **I.** | Claims against the Company not acknowledged as debts | | |
| | a) State Governments/ Local Authorities | 1,968 | 1,834 |
| | b) CPSEs | 674 | 674 |
| | c) Central Government Departments | | |
| | i) Income Tax | 47,459 | 21,998 |
| | ii) Service Tax @ | 2,46,140 | 2,36,475 |
| | iii) Sales Tax & VAT | 151 | 151 |
| | iv) CGST & SGST Act | 7,752 | - |
| | d) Others # | 10,707 | 8,687 |
| **II.** | Guarantees given by the Banks | | |
| | a) On behalf of the Company | 5,483 | 3,799 |
| | b) On behalf of Joint Venture to the extent of the Company's share | 5,972 | 5,889 |
| **III.** | Undertaking cum Indemnity given by Company | 6,516 | 6,516 |
| **IV.** | Cargo claims covered by P&I Club | - | - |
| **V.** | Bonds/Undertakings given by the Company to Customs Authorities | 64,927 | 61,114 |
| **VI.** | Corporate Guarantees/Undertakings | | |
| | a) In respect of Joint ventures | Nil | Nil |
| | b) Others | 1,404 | 1,933 |

**(b) Contingent Assets**

| Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|
| **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 | 368 | 302 |

**(c) Commitments**

| | Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| I. | Estimated amount of contracts remaining unexecuted on capital account (net of advances paid) and not provided for | 11226 | 11628 |
| 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 |

**@ Service Tax: includes a sum of ₹ 124,477 lakhs as interest (previous year ₹ 114,728 lakhs).**

**# Details of other cases**

| Sl. No | Particulars | Brief Description | As at 31 March 2023 | Addition | Deletion | As at 31 March 2024 |
|---|---|---|---|---|---|---|
| 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. | 5,558 | 174 | - | 5,732 |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March 2023 | Addition | Deletion | As at 31 March 2024 |
|---|---|---|---|---|---|---|
| | | The CIL has filed against SCI Ltd since 2001 for additional claims for DD Amount. Presently the case is in court matter with Hon. High Court, Mumbai. The court matter is not listed in High Court since January 2019. The court matter is defended by Two SCI witnesses. Since the Yard CIL has violated SCI DD terms wrt to DD repairs of MT Dadabhai Nauroji and has claimed for additional repair cost. The SCI Ltd is defending the SCI's Interest by not to pay any Claimed amount by CIL. | | | | |
| 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). SCI has appointed Ms. Pushpa Pandya (M/s Hill Dickson) as lawyers as suggested by P & I Club. M/s Mecuria has submitted the invoice for the cargo claim. In reply SCI has asked for the various documents to prove the ownership of cargo from M/s Mercuria. The matter is under discussion and so far charterers have not yet submitted the documents. As per advice by SCI's lawyers, charterers claim stands time barred due to failure in obtaining time extension from charterers lawyers. SCI has not received any communication from charterers in this regard. | 41 | 1 | - | 42 |
| 3 | OS No 89 of 2020 Kakinada Senior Civil Judge Court SCI Vs M/s Jyoti 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 ₹ 13,53,460 was submitted and revised invoice on 23.07.2018. In view of non-payment till date party has claimed a total amount of INR 20,53,865.00 with interest. | 21 | - | - | 21 |
| 4 | SCI VS M/s QUADRA COMMODITIES (MV VISHVA VINAY) | MV Vishva Vinay was on Time Charter a/c M/s Quadra Vide CP dated 04.10.2017. The vessel was sub-chartered to M/s COFCO. Sub-charterers (M/s COFCO) further sub-sub-chartered to M/s ST Shipping to load Coal from Puerto Nuevo, Colombia for discharge in San Nicholas, Argentina. The vessel was scheduled to berth at Puerto Nuevo, Columbia on arrival (21.03.2018) to load about 50,000 MT of Coal to be discharged to San Nicholas, Argentina. Due to ME failure and unable to get astern movement vessel could not berth. Vessel's scheduled to berth on arrival and main engine failed while pilot was on board and was unable to get astern movement. This had resulted in cancellation of vessel's berthing. Vessel finally rectified the issue on 12.04.2018. However, in view of vessel's berthing delay, vessel employment to load Coal from Puerto Nuevo was cancelled. Subsequently, charterers had instructed the vessel to sail towards Port of Mobil, USA to load Coal. Vessel arrived Port of Mobile on 01.05.2018 to load about 72,000 MT Coal to be discharged at Iskenderum, Turkey. Vessel had berthed on 05.05.2018 and completed loading on 09.05.2018. | - | 1,251 | - | 1,251 |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March 2023 | Addition | Deletion | As at 31 March 2024 |
|---|---|---|---|---|---|---|
| | | However, vessel unable to get astern movement again and resulted in vessel's sailing by the port. Port did not allow vessel to sail unless M/E problem was rectified. Amount of Claim: Charterer has put a claim of US$ 1,514,503.32 in alleged losses in the MV Vishva Vinay matter. SCI counterclaims the sum of US$ 150,643.34 in debt and/or damages for wrongful deductions made by the Charterer and armed guard costs for Aden transit, together with interest and costs. Current status of the claim:On 25-27.09.2023, a Mediation was arranged by the charterers, and all 3 parties SCI, COFCO and ST Shipping participated. However, amicable solution could not be arrived. Club will advise on future course of action. | | | | |
| 5 | SCI VS M/s QUADRA COMMODITIES (MV VISHVA ANAND) | MV Vishva Anand was on period charter with M/s Quadra Commodities vide CP dated 25.08.2017. The vessel was on charter from 20.09.2017 to 03.07.2018. The vessel on its 3rd leg had been scheduled to load Coal from port of Convent in Mississippi river on account of sub-charterers M/s Mahalaxmi. The cargo was intended for discharge at West Coast of India. The vessel had arrived at South West (SW) Pass on 27.02.2018 and had tendered NOR to load the intended cargo. Before arrival at SW pass the vessel had been informed by the agent that to arrive at loading berth the vessel will have to pass under 3 bridges on the Mississippi river. To go under the bridges the vessel was required to reduce the vessel's air draft. This could be managed by taking ballast in holds 4 and 6 to which the master had confirmed that the vessel can only ballast hold no. 4 (designed for heavy ballast) and not holds no. 2 and 6. Vessel would experience a sloshing effect while sailing if both holds had been ballasted simultaneously. SCI after consultation with class received confirmation on 06.03.2018 that the vessel can take ballast in 2 holds and proceed at slow speed for loading. However, during this time the level of Mississippi river was continuously rising and it was not possible to meet the air draft simply by ballasting the holds. Hence, it was proposed to charterers that vessel will ballast 2 holds and cut the mast in order to proceed for loading. However, on 06.03.2018, while proceeding towards the berth for mast cutting the vessel experienced main engine issues and was given orders to return to anchorage by the captain of the port (COTP) and repair the deficiency. The vessel was finally cleared to berth by COTP on 14.03.2018. However, by this time the charterers had lost the business in the Mississippi river and the alternate employment for loading grain from Houston and sailed on 21.04.2018. The vessel after loading grain proceeded for Nantong, China. However, the vessel suffered ME issues due to the off-spec bunker supplied by charterers at SW Pass anchorage. The charterers have claimed various charter party off hires due to delay in Mississippi river berthing. Further, charterers have claimed a consequential claim for the loss of business for approx. USD 788,000 and provided barge demurrage invoices for waiting barges at port of Convent for USD 226,000 with a total claim of USD 63,000. Further SCI has a claim of USD 800,000 as receivable from the charterers in addition to the GA claim. | - | 917 | - | 917 |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March 2023 | Addition | Deletion | As at 31 March 2024 |
|---|---|---|---|---|---|---|
| 6 | 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 30-04-21 for loading about 55000mt Coal. However, on arrival part of the crew were found covid positive and hence, the loading operations were delayed. On 08-05-21, 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. | 252 | 3 | - | 255 |
| 7 | 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. | 27 | 2 | - | 29 |
| 8 | 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 IPEX 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 |
| 9 | 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.Required Bank Guarantee has been provided and vessel released. Matter is presently pending in Court of South Africa for further hearing. $ 419110+104999.52 (Legal Charges etc.) | 431 | 6 | - | 437 |
| 10 | M/s Lilly Maritime Pvt Ltd. – Plaintiff V/s The SCI Ltd. _ Defendant (MV 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 ad interim relief against SCI on 03.05.2017. The H'onble 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. Vesasel 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. Affidavit filed in court on 20.06.2017. (Non ascertainable) | 132 | - | - | 132 |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March 2023 | Addition | Deletion | As at 31 March 2024 |
|---|---|---|---|---|---|---|
| 11 | 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/- | 96 | 4 | - | 100 |
| 12 | 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 |
| 13 | BL Transport & BL Shipping agencies & United India Ins Co ltd | Towards Repair cost of pay loader used for loading of barytee powder | 55 | 3 | - | 58 |
| 14 | 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/-. The Hon'ble Court issued Notice to Parties, including SCI also to appear before the Hon'ble High Court, Chennai on 15.02.2011 and M/s. King & Partridge filed a Vakalat on behalf of SCI on 04.02.2011. Even though the Petitioner inclined to accept this amount initially, during the subsequent hearing on 11.06.2012, the Counsel for the Petitioner stated that they will receive the amount without prejudice to the contentions / averments in the writ petition. In view of this, the Hon'ble Court have directed the third respondent to submit the cheque on or before 26.06.2012 vide order 11.06.2012 and a copy of the said Order has been sent to our Counsel M/s. King & Partridge and to Fleet Personnel & Board Secretariat Departments, HO seeking their advice on this. As advised by our Counsel, this case could be closed once NMB Rehabilitation Centre submits the cheque in favour of the Petitioner. We are in the process of checking with our Advocates M/s. King & Partridge as to whether the 3rd respondent viz. NMB Rehabilitation Centre and Welfare Trust for Seamen had issued a Cheque to the Petitioner as per Orders passed in WP 28856 of 2010 before closing our file. Matter was last posted on 02.04.2012, still not listed subsequently. However, Counsel informed that they will be filing appropriate applications to list the matter for hearing. | 10 | - | 10 | - |
| 15 | 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 | - |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March 2023 | Addition | Deletion | As at 31 March 2024 |
|---|---|---|---|---|---|---|
| 16 | 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/- which was challenged by him by way of Civil Misc Appeal before Madras High Court. During the pendency of the Appeal, Shri Gopal Selvamani, passed away and his wife, son and daughter are impleaded as legal heirs and are pursuing the appeal. Notice received from the Madras High Court for SCI appearance on 11.07.2016. The matter was disposed on 03.11.2017. | 1 | - | - | 1 |
| 17 | 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 |
| 18 | Canteen Workers Lal Bavta | Lal Bavta Case (absorption of canteen contract worker) | 875 | 20 | 223 | 672 |
| 19 | Kolkata Technical Fleet Personnel | Compensation related Fleet personnel cases | 222 | - | - | 222 |
| 20 | OSV | Compensation cases of OSV fleet personnel | 266 | - | - | 266 |
| 21 | Disability cases - Officers | Disability compensation of Fleet personnel (Officer) cases. | 22 | - | - | 22 |
| 22 | Disability - Crew | Disability compensation of Fleet personnel (Crew) cases. | 36 | - | - | 36 |
| 23 | Death Cases | Death compensation cases of Fleet personnel | 109 | - | 4 | 105 |
| 24 | Misc | Fleet personnel miscellaneous cases | 282 | - | 87 | 195 |
| 25 | PF and Gratuity Cases | Compensation cases of wages, PF & Gratuity | 25 | - | - | 25 |
| 26 | Manning agent (Wage/PF/ Gratuity) | Manning agent cases on wages, PF & Gratuity | 14 | - | 14 | - |
| **Total** | | | **8,687** | **2,380** | **360** | **10,707** |

(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 ₹ 64,927 lakhs to custom authorities [a(V)] is mainly for duty free movement of Import/Export containers.

(All amounts in INR lakhs, unless otherwise stated)

**The movement of contingent liabilities from [I (a)] to [(I (d)] under various categories is tabulated below:**

| Categories | As at 31 March, 2023 | Addition | Deletion | As at 31 March, 2024 |
|---|---|---|---|---|
| a) State Governments/ Local Authorities | 1,834 | 134 | - | 1,968 |
| b) CPSEs | 674 | - | - | 674 |
| c) Central Government Departments | | | | |
| i) Income Tax | 21,998 | 25,461 | - | 47,459 |
| ii) Service Tax @ | 2,36,475 | 9,857 | 192 | 2,46,140 |
| iii) Sales Tax & VAT | 151 | - | - | 151 |
| iv) CGST & SGST Act | - | 7,752 | - | 7,752 |
| d) Others # | 8,687 | 2,380 | 360 | 10,707 |
| **Total** | **2,69,819** | **45,584** | **552** | **3,14,851** |

**Note 28: Income taxes**

**The major components of income tax expense for the years ended 31 March 2024 and 31 March 2023 are:**

**(a) Deferred Tax**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Deferred tax relates to the following:** | | |
| Deferred tax - upward valuation of Financial Asset | 109 | 98 |
| **Net Deferred Tax Liabilities** | **109** | **98** |

**(b) Movement in deferred tax liabilities**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Opening balance as of April 1 2023 | 98 | 83 |
| Tax income/(expense) during the period recognised in profit or loss | 11 | 14 |
| Closing balance as at March 31 2024 | 109 | 98 |
| **Deferred Tax liability has been shown under note no. 16** | **109** | **98** |

**(c) Income tax recognised in profit or loss**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Income tax expense** | | |
| Current tax | | |
| Current tax on profits for the year | 4,048 | 2,581 |
| Tax pertaining to earlier years (please refer note no. 41) | (7,426) | (9,309) |
| Deferred tax | 11 | 14 |
| **Income tax expense** | **(3,367)** | **(6,714)** |

**(d) The reconciliation of tax expense and the accounting profit multiplied by statutory income tax rate:**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Profit before income tax expense | 57,848 | 73,298 |
| Tax Rate | 25.17% | 25.17% |
| **Tax on Profit before Tax** | **14,560** | **18,449** |
| Less: Tax effect of income that are not taxable in determining taxable profit | (9,485) | (16,153) |
| Less: Tax effect of Dividend Income that are not taxable in determining taxable profit | (516) | (372) |
| Add: Impact of tonnage tax scheme | 657 | 657 |
| Less: Difference in tax gains and book gains (Capital gains) | (1,167) | - |
| Less: Reversal of DTL | 11 | 14 |
| Add: Excess provision - current tax | (1) | - |
| Add: Tax pertaining to earlier years | (7,426) | (9,309) |
| Less:Exempt income - Dividend from mutual funds | - | - |
| Add:MAT credit utilised for the year (Written off) | - | - |
| **Income tax expense** | **(3,367)** | **(6,714)** |

(All amounts in INR lakhs, unless otherwise stated)

| **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%** |

**(e) Current tax liabilities**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Opening balance | - | - |
| Add: Current tax payable for the year | 4,048 | 2,581 |
| Less: Taxes paid | (4,048) | (2,581) |
| **Closing balance** | **-** | **-** |

**Note 29: Related party transactions**

**(a) Control**

Government of India enterprises controlled by Central Government

**(b) Subsidiary**

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 on 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) suspended wef from 07.03.2024
6. Shri Manjit Singh Saini (joined SCI Board w.e.f. 05.07.2023)
7. Rear Admiral Jaswinder Singh joined (SCI Board w.e.f. 29.12.2023)
8. 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)

**Chief Financial Officer**

1. Shri. N. Subramanya Prakash (CFO from 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**

1. Shri Gulabbhai Rohit (joined SCI Board on 22.11.2021)
2. Ms Arunima Dwivedi (joined SCI Board on 07.12.2021)
3. Shri K.N.P. Chakravarthy (joined SCI Board on 07.12.2021)
4. Shri Shreekanth Pattar (joined SCI Board on 07.12.2021)
5. Shri Dr. Anil Kumar Mishra (joined SCI Board on 07.12.2021)

(All amounts in INR lakhs, unless otherwise stated)

**Government Nominee Directors**

1. Shri Sanjay Kumar (joined SCI Board on 29.01.2020)
2. Shri Rajesh Kumar Sinha (joined SCI Board w.e.f. 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 2024 | 31 March 2023 | 31 March 2024 | 31 March 2023 | 31 March 2024 | 31 March 2023 | 31 March 2024 | 31 March 2023 |
| 1. Shri. B.K. Tyagi * | 65 | 56 | 13 | 9 | - | - | - | - |
| 2. Smt. H.K Joshi | - | 45 | - | 2 | - | - | - | - |
| 3. Shri. Atul Ubale ** | 65 | 65 | 13 | 9 | - | - | - | - |
| 4. Shri. Vikram Dingley | 62 | 51 | 12 | 7 | - | - | - | - |
| 5. Shri. C.I. Acharya | 48 | 39 | 12 | 8 | - | - | - | - |
| 6. Shri. Manjit Singh Saini *** | 52 | - | 10 | - | - | - | - | - |
| 7. Rear Admiral Jaswinder Singh | 13 | - | 3 | - | - | - | - | - |
| 8. Shri. P.K. Gangopadhyay | - | 42 | - | 5 | - | - | - | - |
| 9. Smt. Swapnita Vikas Yadav | 30 | 30 | 6 | 4 | - | - | - | - |
| 10. Shri. N. Subramanya Prakash | 75 | 45 | 13 | 6 | - | - | - | - |
| 11. Shri. L. C. Serrao | - | 19 | - | 3 | - | - | - | - |
| 12. Shri. Vikas Yadav | 32 | 30 | 6 | 4 | - | - | - | - |
| **Total** | **442** | **422** | **88** | **57** | **-** | **-** | **-** | **-** |

**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.

* The CMD of the company hold the position of Chairman and Managing Director in SCILAL.

**The D (Finance) of the company hold the position of D(Finance) in SCILAL.

*** The D (P&A) of the company hold the position of D(P&A) in SCILAL.

**Transactions with KMP & relative of KMP and Outstanding Balances are as follows:**

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Loans realized during the year | 5 | 5 |
| 2) Interest on Loans realized during the year | 0 | 1 |

| Outstanding Balances | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Loan Balances | 43 | 48 |

**(f) Other transactions with related parties**

The following transactions occurred with related parties:

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Sitting Fees | 24 | 22 |

**(g) CMD is a Director on the Board of The Standard Club Ltd. where the club pays director sitting fee. In FY 23-24 director sitting fees amounting to ₹ 4 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 Director sitting fees paid by The Standard Club Ltd. is not included in KMP remuneration.**

**(h) Transactions with Government of India enterprises controlled by Central Government:**

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Dividend Paid during the year | 1,307 | 980 |

(All amounts in INR lakhs, unless otherwise stated)

**(i) Transactions with JV's and Outstanding Balances are as follows:**

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Interest Income during the year | 1,634 | 1,162 |
| 2) Expenses Reimbursed / (incurred) during the year | 10 | 26 |
| 3) Management & Accounting fees earned during the year | 2,600 | 2,409 |
| 4) Guarantee fees received during the year | 48 | 48 |
| 5) Loans advances / (realised) during the year | (70) | (17) |
| 6) Dividend received | 4,494 | 1,478 |

| Outstanding Balances | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Investments | 7,359 | 7,359 |
| 2) Loan Balances | 20,304 | 20,091 |
| 3) Interest receivable | 431 | 337 |
| 4) Expenses recoverable/(payable) | (34) | 10 |

**(j) Transactions with Subsidiary and Outstanding Balances are as follows:**

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Expenses Reimbursed during the year | 42 | 25 |
| 2) Management & Accounting fees earned during the year | 8 | - |
| 3) Loans advances / (realised) during the year | - | (21) |
| 4) Loans given during the year | 107 | 111 |
| 5) Rent/Other Income | 8 | - |

| Outstanding Balances | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Investment | 105 | 105 |
| 2) Income Receivable | 8 | - |
| 3) Expenses recoverable/ (payable) | 5 | - |
| 4) Loan Balances# | 247 | 140 |

# Transactions with ICSL (not at arm's length)- approved by Audit Committee & Board.

**(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 2024 | 31 March 2023 |
|---|---|---|---|---|
| Indian Oil Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/Demurrage etc. | 59,384 | 74,197 |
| Bharat Petroleum Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/Demurrage etc. | 48,345 | 33,407 |
| Hindustan Petroleum Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/Demurrage etc. | 45,426 | 56,236 |
| Mangalore Refinery and Petrochemicals Limited | Central PSU | Revenue from Freight/Charter Hire/Demurrage etc. | 41,165 | 38,455 |
| A&N Administration | A&N Admin | Revenue from Freight/Charter Hire/Demurrage etc. | 23,394 | 6,110 |
| Chennai Petroleum Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/Demurrage etc. | 16,972 | 17,241 |
| Steel Authority Of India Ltd | Central PSU | Revenue from Freight/Charter Hire/Demurrage etc. | 16,008 | 19,526 |
| Oil And Natural Gas Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/Demurrage etc. | 13,480 | 24,735 |

(All amounts in INR lakhs, unless otherwise stated)

| Name of related party | Relation | Nature of transaction | 31 March 2024 | 31 March 2023 |
|---|---|---|---|---|
| Indian Oil Corporation Limited | Central PSU | Purchases of Bunker, Oil,Port Dues etc | 46,924 | 55,997 |
| Hindustan Shipyard | Central PSU | Repair/Drydock of vessel | 26,804 | 3,561 |
| Bharat Petroleum Corporation Limited | Central PSU | Purchases of Bunker, Oil, Port Dues etc | 15,386 | 15,582 |
| The Oriental Insurance Co. Ltd | Central PSU | Insurance etc. | 18,043 | 14,034 |
| Cochin Shipyard | Central PSU | Repair/Drydock of vessel | 17,354 | 30,564 |
| Union Territory of Lakshadweep | UTL Admin | Recovery of Reimbursable expenses | 20,145 | 28,000 |
| Andaman & Nicobar Administration | A&N Admin | Recovery of Reimbursable expenses | 40,468 | 25,860 |
| Oil And Natural Gas Corporation Limited | Central PSU | Recovery of Reimbursable expenses | 33,200 | 23,054 |
| Geological Survey Of India | Ministry of Mines | Recovery of Reimbursable expenses | 11,689 | 10,113 |
| SCI Land and Assets Ltd @ | Central PSU | Recovery of Reimbursable expenses / (income) | 1,254 | (280) |

@ Includes Remuneration paid to Ms. Laxmi Kamath (CFO SCILAL) & Mr Mohammad Firoz (CS SCILAL) who are on deputation from SCI to SCILAL w.e.f. 08.05.2023.

**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 2024 | 31 March 2023 |
|---|---|---|---|---|
| Andaman and Nicobar Administration | A&N Admin | Trade Receivable/(Advance from customer) | 38,254 | 17,062 |
| Oil And Natural Gas Corporation Limited | Central PSU | Trade Receivable/(Advance from customer) | 22,474 | 6,931 |
| Bharat Petroleum Corporation Limited | Central PSU | Trade Receivable/(Advance from customer) | 8,021 | 4,881 |
| Indian Oil Corporation Ltd. | Central PSU | Trade Receivable/(Advance from customer) | 7,468 | 10,057 |
| Hindustan Petroleum Coporation Ltd. | Central PSU | Trade Receivable/(Advance from customer) | 7,102 | 6,998 |
| Indian Navy | Ministry of Defence | Trade Receivable/(Advance from customer) | 6,515 | 5,075 |
| Ministry of Earth Sciences | Ministry of Earth Sciences | Trade Receivable/(Advance from customer) | 5,922 | 5,454 |
| Cochin Shipyard Limited | Central PSU | Trade Payable/(Advance to vendor) | 9,895 | 17,674 |
| Indian Oil Corporation Ltd. | Central PSU | Trade Payable/(Advance to vendor) | 5,553 | 5,805 |
| Lakshadweep Development Corporation | Central PSU | Trade Payable/(Advance to vendor) | 3,164 | 1,089 |
| Oil And Natural Gas Corporation Limited | Central PSU | Trade Payable/(Advance to vendor) | 677 | 684 |
| Bharat Petroleum Corporation Limited | Central PSU | Trade Payable/(Advance to vendor) | 501 | 385 |
| Hindustan Petroleum Coporation Ltd. | Central PSU | Trade Payable/(Advance to vendor) | 372 | 115 |
| Bharat Sanchar Nigam Limited | Central PSU | Trade Payable/(Advance to vendor) | 277 | 440 |
| Deendayal Port Trust (Earlier Refered as Kandla Port Trust) | Govt. Port Trust | Trade Payable/(Advance to vendor) | 171 | 162 |

(All amounts in INR lakhs, unless otherwise stated)

**(2) Other than Significant Transactions**

**Other than significant transactions carried out are as follows:**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Revenue | 40,505 | 61,121 |
| Purchases/services | 29,941 | 22,172 |
| Recovery of Reimbursable expenses | 289 | 4,156 |

**Other than significant amount of balance receivable/payable from/to related parties are as follows:**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Trade Receivable/(Advance from customers) | 26,773 | 29,609 |
| Trade Payable/(Advance to vendors) | 390 | 587 |

**(l) Details of Guarantees given:**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Petronet LNG Ltd. | 5,972 | 5,889 |
| Oil & Natural Gas Corporation Ltd. | 4,717 | 2,761 |
| Oriental Insurance Company Ltd. | 1,747 | 2,266 |
| Other than significant balance of guarantee given to related parties | 423 | 705 |

**(m) Details of Deposits:**

| Particulars | Relation | Deposit Given/ (Received) | 31 March 2024 | 31 March 2023 |
|---|---|---|---|---|
| The Oriental Insurance Co Ltd. | Central PSU | Deposit Given | 150 | 150 |
| Chennai Port Trust | Govt. Port Trust | Deposit Given | 113 | 118 |
| New Delhi Municipal Council | Ministry of Urban Development | Deposit Given | 117 | 34 |
| Haldia Dock Complex (Kolkata Port Trust) | Govt. Port Trust | Deposit Given | 26 | 45 |
| Other than significant balance of guarantee given to related parties | | Deposit Given | 13 | 23 |

**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 2024 | 31 March 2023 |
|---|---|---|---|
| 1. Shipping Corporation of India Employees Gratuity Fund | Employer's Contribution | 1,282 | - |
| 2. Post Retirement Medical Scheme for the Shore employees of The Shipping Corporation of India Limited | - | - | - |
| 3. Provident Fund for the employees of The Shipping Corporation of India Limited | Employer's Contribution | 1,058 | 1,373 |
| 4. SCI Employee Superannuation Trust | Employer's Contribution | 1,794 | 978 |
| 5. Provident Fund for The Crew Non CDC holders of The Shipping Corporation of India Limited | - | - | - |
| 6. The Shipping Corporation of India Limited Post-Retirement Medical Trust | Employer's Contribution | 3,884 | 95 |

(All amounts in INR lakhs, unless otherwise stated)

**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 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 @ 13.95% 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 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)

| Particulars | Present value of obligation | Fair value of plan assets | Net amount |
|---|---|---|---|
| **31 March 2023** | 7,334 | 15,757 | (8,423) |
| Current service cost | 467 | - | 467 |
| Past service cost | - | - | - |
| Interest expense/(income) | 532 | 1,150 | (618) |
| **Total amount recognised in profit and loss** | **999** | **1,150** | **(151)** |
| Remeasurements | | | |
| Return on plan assets, excluding amount included in interest expense/(income) | - | 684 | (684) |
| (Gain) / loss from change in demographic assumptions | - | - | - |
| (Gain) / loss from change in financial assumptions | 164 | - | 164 |
| Experience (gains) / losses | 1,128 | - | 1,128 |
| **(i) Amount recognised in other comprehensive income** | **1,292** | **684** | **608** |
| Employer contributions | | 1,282 | (1,282) |
| Benefit payments | (1,050) | (1,050) | - |
| Unrecognised Asset due to Limit in Para 64(b) | | | |
| **(ii) 31 March 2024** | **8,575** | **17,823** | **(9,248)** |
| (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)]** | **1,292** | **684** | **608** |
| **Closing Balance Sheet (Asset) / Liability as on 31 March 2024 [(ii) + (iii)+ (v)]** | | | **(9,248)** |

**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 2024 | 31 March 2023 |
|---|---|---|
| Present value of funded obligations | 8,575 | 7,334 |
| Fair value of plan assets | 17,823 | 15,757 |
| **Deficit of funded plan** | **(9,248)** | **(8,423)** |
| Unfunded plans | - | - |
| Unrecognised Asset due to Limit in Para 64(b) | - | - |
| **Deficit of gratuity plan** | **(9,248)** | **(8,423)** |

**Significant estimates: Actuarial assumptions**

**The significant actuarial assumptions were as follows:**

| **Principal Assumptions at the balance sheet date:** | | |
|---|---|---|
| **Financial Assumptions** | **31 March 2024** | **31 March 2023** |
| Discount Rate | 7.09% | 7.30% |
| Salary Escalation Rate-Shore Staff | 7.80% | 7.80% |
| Salary Escalation Rate-Floating Staff | 9.00% | 9.00% |
| Expected Return on Assets | 7.09% | 7.30% |
| **Demographic Assumptions** | **31 March 2024** | **31 March 2023** |
| 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 |

(All amounts in INR lakhs, unless otherwise stated)

| 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 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| Defined Benefit Obligation (Base) | 8,575 | | 7,334 | |
| **Sensitivity Analysis** | **31 March 2024** | | **31 March 2023** | |
| **Table 14 : Sensitivity Analysis** | **Decrease** | **Increase** | **Decrease** | **Increase** |
| **Discount Rate**<br>Impact of increase/decrease in 50 bps on DBO | 391 | (356) | 350 | (323) |
| **Salary Growth Rate**<br>Impact of increase/decrease in 50 bps on DBO | (210) | 235 | (149) | 160 |

| Change in the Unrecognised Asset due to the Asset Ceiling During the Period | 31 March 2023 to 31 March 2024 | 31 March 2022 to 31 March 2023 |
|---|---|---|
| Unrecognised Asset, Beginning of Period | - | - |
| Asset recognised during the year | - | - |
| Unrecognised Asset, End of Period | - | - |

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.

**Major category of plan assets are as follows:**

| Particulars | 31 March 2024 | | | | 31 March 2023 | | | |
|---|---|---|---|---|---|---|---|---|
| | Quoted | Unquoted | Total | in % | Quoted | Unquoted | Total | in % |
| **Government of India Securities** | 5,615 | - | 5,615 | 31% | 6,380 | - | 6,380 | 40% |
| **Debt instruments** | | | | | | | | |
| Investment in Bonds | 5,890 | - | 5,890 | 33% | 4,140 | - | 4,140 | 26% |
| **Other Assets including accrued interest** | 1,427 | 305 | 1,732 | 10% | 1,029 | 282 | 1,311 | 8% |
| **Investment in Deposits including Bank Balance** | - | 4,695 | 4,695 | 26% | - | 4,023 | 4,023 | 26% |
| **Total** | **12,932** | **5,000** | **17,932** | **100%** | **11,549** | **4,305** | **15,854** | **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 ₹ 1833 lakhs (Prev. period ₹ 1044 lakhs)

Through its defined benefit plans, SCI 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 ₹ 10 Lakhs.

The weighted average duration of the defined benefit obligation is 9.51 years (2023 – 9.82 years).

(All amounts in INR lakhs, unless otherwise stated)

**(C) Leave Encashment (Unfunded)**

**Balance sheet amount (Leave Encashment)**

| Particulars | Present value of obligation |
|---|---|
| **31-Mar-22** | **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-Mar-23** | **6,023** |

* For leave encashment, the benefits paid are debited to the statement of Profit and Loss.

| Particulars | Present value of obligation |
|---|---|
| **31-Mar-23** | **6,023** |
| Current service cost | 456 |
| Interest expense/(income) | 441 |
| Actuarial (Gain )/loss from change in financial assumptions | 20 |
| Actuarial (Gain )/loss from change in demographic assumptions | - |
| Actuarial - Experience (gains)/losses | (810) |
| **Total amount recognised in profit and loss** | **107** |
| Employer contributions | |
| Benefit payments* | (845) |
| **31-Mar-24** | **5,285** |

* 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 2024 | 31 March 2023 |
|---|---|---|
| Present value of unfunded obligations | 5,285 | 6,023 |
| **Deficit of funded plan** | **5,285** | **6,023** |
| **Deficit of leave encashment plan** | 5,285 | 6,023 |

**Significant estimates: Actuarial assumptions**

The significant actuarial assumptions were as follows:

| **Principal Assumptions at the balance sheet date:** | | |
|---|---|---|
| **Financial Assumptions** | **31 March 2024** | **31 March 2023** |
| Discount Rate | 7.09% | 7.30% |
| Salary Escalation Rate-Floating Staff | 9.00% | 9.00% |
| **Demographic Assumptions** | **31 March 2024** | **31 March 2023** |
| 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 | |

(All amounts in INR lakhs, unless otherwise stated)

**Sensitivity analysis**

**The sensitivity of the defined benefit obligation to changes in the weighted principal assumptions is:**

| | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| Defined Benefit Obligation (Base) | 5,285 | | 6,023 | |
| **Sensitivity Analysis** | **31 March 2024** | | **31 March 2023** | |
| | **Decrease** | **Increase** | **Decrease** | **Increase** |
| **Discount Rate**<br>Impact of increase/decrease in 50 bps on DBO | 267 | (253) | 271 | (252) |
| **Salary Growth Rate**<br>Impact of increase/decrease in 50 bps on DBO | (247) | 259 | (225) | 239 |

The weighted average duration of the defined benefit obligation is 9.51 years (2023-9.32 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-Mar-22** | 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-Mar-23** | **1,881** | **325** | **1,556** |

| Particulars | Present value of obligation | Fair value of plan assets | Net amount |
|---|---|---|---|
| **31-Mar-23** | 1,881 | 325 | 1,556 |
| Past service cost | - | - | - |
| Interest expense/(income) | 119 | 24 | 95 |
| **Total amount recognised in profit and loss** | **119** | **24** | **95** |
| *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 | (7) | - | (7) |
| Experience (gains)/losses | (654) | (1) | (653) |
| **Total amount recognised in other comprehensive income** | (661) | (1) | (660) |
| Employer contributions | | | - |
| Benefit payments | (145) | (145) | - |
| **31-Mar-24** | **1,194** | **203** | **991** |

(All amounts in INR lakhs, unless otherwise stated)

The net liability disclosed above relates to funded and unfunded plans are as follows:

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Present value of funded obligations | 1,194 | 1,881 |
| Fair value of plan assets | 203 | 325 |
| **Deficit of funded plan** | **991** | **1,556** |
| Unfunded plans | - | - |
| **Deficit of Post Retirement Medical Benefit Scheme plan** | **991** | **1,556** |

**Significant estimates: Actuarial assumptions**

The significant actuarial assumptions were as follows:

| **Financial Assumptions** | **31 March 2024** | **31 March 2023** |
|---|---|---|
| Discount Rate | 7.09% | 7.20% |
| Expected Return on Assets | 7.09% | 7.20% |
| **Demographic Assumptions** | **31 March 2024** | **31 March 2023** |
| Mortality Table | IIAM (2012-15) 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 2024** | | **31 March 2023** | |
|---|---|---|---|---|
| Defined Benefit Obligation (Base) | 1,194 | | 1,881 | |
| **Table 12 : Sensitivity Analysis** | **31 March 2024** | | **31 March 2023** | |
| | **Decrease** | **Increase** | **Decrease** | **Increase** |
| **Discount Rate**<br>Impact of increase/decrease in 50 bps on DBO | 35 | (33) | 79 | (37) |

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.

**Major category of plan assets are as follows:**

| **Particulars** | **31 March 2024** | | | |
|---|---|---|---|---|
| | **Quoted** | **Unquoted** | **Total** | **in %** |
| Investment in Deposits including Bank Balance | - | 194 | 194 | 96% |
| Other Assets including accrued interest | - | 9 | 9 | 4% |
| **Total** | **-** | **203** | **203** | **100%** |

**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%** |

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.

(All amounts in INR lakhs, unless otherwise stated)

**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 5.56 years (2023–4.30 years).

The expected future cash flows as at 31.03.2024 are as follows:

Projected benefits payable in future years from the date of reporting

| Expected Contribution | Gratuity | Leave Encashment | PRMS |
|---|---|---|---|
| 1st following year | 759 | 402 | 150 |
| 2nd following year | 828 | 489 | 172 |
| 3rd following year | 565 | 373 | 195 |
| 4th following year | 772 | 496 | 224 |
| 5th following year | 932 | 595 | 264 |
| Years 6 to 10 | 4,066 | 2,780 | 919 |

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 |

**Note 31: Segment information**

**(a) Business Segments**

The Company is managed by the Board which is the Chief Operating Decision-Maker (CODM). 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.

**(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 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.

(All amounts in INR lakhs, unless otherwise stated)

| Segment | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Liner | (18,715) | (3,119) |
| Bulk | 2,370 | 20,380 |
| Tanker | 60,553 | 82,245 |
| T&OS | 15,959 | 1,327 |
| Unallocated | 6,557 | (13,792) |
| **Total adjusted EBIT** | **66,724** | **87,041** |

**Adjusted EBIT reconciles to profit before income tax as follows:**

| Segment | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Total adjusted EBIT** | 66,724 | 87,041 |
| Finance costs : | | |
| Liner | 5 | 3 |
| Bulk | 2,456 | 1,964 |
| Tanker | 1,799 | 2,035 |
| T&OS | 938 | 1,012 |
| Unallocated | 11,933 | 13,405 |
| **Total Finance costs** | **17,131** | **18,419** |
| Interest income from investments | 8,255 | 4,676 |
| **Profit before income tax from continuing operations** | **57,848** | **73,298** |

**Depreciation included in adjusted EBIT**

| Segment | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Liner | 1,473 | 1,888 |
| Bulk | 16,079 | 12,464 |
| Tanker | 64,163 | 54,140 |
| T&OS | 7,223 | 6,824 |
| Unallocated | - | - |
| **Total Depreciation included in adjusted EBIT** | **88,938** | **75,316** |

**(d) Segment revenue**

**The segment revenue is measured in the same way as in the statement of profit or loss.**

| Segment | 31 March 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | Total segment revenue | Inter segment revenue | Revenue from external customers | Total segment revenue | Inter segment revenue | Revenue from external customers |
| Liner | 46,099 | - | 46,099 | 1,12,859 | - | 1,12,859 |
| Bulk | 66,604 | - | 66,604 | 81,900 | - | 81,900 |
| Tanker | 3,41,702 | - | 3,41,702 | 3,51,618 | - | 3,51,618 |
| T&OS | 53,554 | - | 53,554 | 37,167 | - | 37,167 |
| **Total Segment Revenue** | **5,07,959** | **-** | **5,07,959** | **5,83,544** | **-** | **5,83,544** |
| Unallocated | 9,942 | - | 9,942 | 2,445 | - | 2,445 |
| **Total segment revenue as per profit and loss** | **5,17,901** | **-** | **5,17,901** | **5,85,989** | **-** | **5,85,989** |

**Information about major customers**

Revenue to specific customers exceeding 7% of total revenue for the year ended 31st March 2024 and 31st March 2023 were as follows:

(All amounts in INR lakhs, unless otherwise stated)

| Revenue from external customers | 31 March 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | Tanker segment | Liner Segment | Total | Tanker segment | Liner Segment | Total |
| Indian Oil Corporation Limited | 59,384 | - | 59,384 | 73,632 | 565 | 74,197 |
| Bharat Petroleum Corporation Ltd. | 48,345 | - | 48,345 | 33,407 | - | 33,407 |
| Hindustan Petroleum Corporation Ltd. | 45,426 | - | 45,426 | 56,236 | - | 56,236 |
| Mangalore Refinery and Petrochemicals Ltd. | 41,165 | - | 41,165 | 38,455 | - | 38,455 |
| Container Movement | - | 15,755 | 15,755 | - | 45,281 | 45,281 |

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 2024 | 31 March 2023 |
|---|---|---|
| India | 3,58,980 | 4,47,495 |
| Singapore | 76,877 | 55,196 |
| Other Countries | 72,102 | 80,853 |
| **Total** | **5,07,959** | **5,83,544** |

**(e) Segment assets**

| Segment | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Segment assets | Addition to non-current assets | Segment assets | Addition to non-current assets |
| Liner | 48,061 | - | 43,182 | - |
| Bulk | 1,90,631 | - | 1,84,549 | - |
| Tanker | 5,20,724 | - | 5,46,350 | - |
| T&OS | 1,73,446 | - | 1,60,360 | - |
| **Total segment assets** | **9,32,862** | **-** | **9,34,441** | **-** |
| Unallocated | 2,19,479 | - | 1,56,732 | - |
| **Total assets as per the balance sheet** | **11,52,341** | **-** | **10,91,173** | **-** |

**(f) Segment liabilities**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Liner | 39,141 | 62,816 |
| Bulk | 66,289 | 74,492 |
| Tanker | 72,120 | 80,006 |
| T&OS | 58,366 | 54,452 |
| **Total segment liabilities** | **2,35,916** | **2,71,766** |
| Unallocated | 2,20,063 | 1,82,263 |
| **Total liabilities as per the balance sheet** | **4,55,979** | **4,54,029** |

**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 2024 | 31 March 2023 |
|---|---|---|
| Revenue from Contract with Customers | 4,18,114 | 4,63,917 |
| Revenue from Other Sources | | |
| Charter hire (lease) | 94,871 | 119,905 |
| Other income | 13,171 | 6,843 |
| **Total Revenue** | **5,26,156** | **5,90,665** |

**The disaggregation of Revenue from Contract with Customers is as under:**

(All amounts in INR lakhs, unless otherwise stated)

**(A) Revenue from Contract with Customers - Segment wise**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Liner | 46,099 | 1,12,860 |
| Bulk | 31,179 | 45,421 |
| Tanker | 3,04,850 | 2,88,414 |
| T&OS | 30,960 | 16,881 |
| Unallocated | 5,026 | 341 |
| **Total Revenue** | **4,18,114** | **4,63,917** |

**(B) Revenue from Contract with Customers – Geographical Location**

| Particulars | 31 March 2024 | | | |
|---|---|---|---|---|
| | India | Singapore | Others | Total |
| Liner | 36,805 | 0 | 9,294 | 46,099 |
| Bulk | 31,154 | 16 | 9 | 31,179 |
| Tanker | 2,11,362 | 42,945 | 50,543 | 3,04,850 |
| T&OS | 30,960 | - | - | 30,960 |
| Unallocated | 5,567 | - | (541) | 5,026 |
| **Total Revenue** | **3,15,848** | **42,961** | **59,305** | **4,18,114** |

| 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** |

**C) On the basis of Timing of Revenue Recognition:**

| Particulars | 31 March 2024 | | |
|---|---|---|---|
| | At Point in time | At Point over time | Total |
| Liner | 287 | 45,812 | 46,099 |
| Bulk | 1,183 | 29,996 | 31,179 |
| Tanker | 24,953 | 2,79,897 | 3,04,850 |
| T&OS | 30,404 | 556 | 30,960 |
| Unallocated | 4,715 | 311 | 5,026 |
| **Total Revenue** | **61,542** | **3,56,572** | **4,18,114** |

| 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** |

(All amounts in INR lakhs, unless otherwise stated)

**Contract Asset**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Opening Balance of Contract Asset | 48,062 | 45,975 |
| Opening Balance reclassified as Trade Receivable in current period | 48,194 | 45,557 |
| Current year Contract Asset - Carried Forward | 39,824 | 47,644 |
| **Closing Balance of Contract Asset** | **39,692** | **48,062** |

**Contract Liability**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Opening Balance of Contract Liability | 3,086 | 3,450 |
| Revenue Recognised from the opening balance of Contract Liability | 3,086 | 3,450 |
| Current year Contract liability - Carried Forward | 2,850 | 3,086 |
| **Closing Balance of Contract Liability** | **2,850** | **3,086** |

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 track 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 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 2023-24:

| Amounts recognised in profit and loss | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Depreciation cost on right-of-use assets | 203 | 270 |
| Interest expenses (included in finance costs) | 147 | 197 |
| Expenses relating to service elements of leases | - | - |
| Expenses relating to short-term leases | 641 | 266 |
| Expenses relating to variable lease payments | - | - |
| Expenses relating to leases of low-value assets | - | - |
| **Total recognised in operating costs** | **991** | **733** |

Total cash outflow impact for leases for the year 2023-24 was ₹ 337 lakhs, of which ₹ 159 lakhs relates to interest expense.

(All amounts in INR lakhs, unless otherwise stated)

**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 2024 | 31 March 2023 |
|---|---|---|
| Not later than 1 year | 387 | 327 |
| Later than 1 year and not later than 5 years | 1,734 | 1,522 |
| Later than 5 Years | 631 | 1,183 |

The lease payables include both interest and principal cash flows.

The lease has varying terms and renewal rights. The Company'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 2024 | 31 March 2023 |
|---|---|---|
| Not later than 1 year | 38,815 | 38,455 |
| Later than 1 year and not later than 5 years | 13,741 | 10,319 |
| 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.

Vessels on time charter hire are considered as operating lease.

**Note 34: Assets pledged as security**

| Particulars | Notes | 31 March 2024 | 31 March 2023 |
|---|---|---|---|
| **Current** | | | |
| **Financial Assets** | | | |
| Other bank balances | **7(c)** | 2,913 | 2,818 |
| **Total current assets pledged as security** | | **2,913** | **2,818** |
| **Non-current** | | | |
| **Financial Assets** | | | |
| Non-current investments | **7(a)** | 7,359 | 7,359 |
| **Non Financial Assets** | | | |
| Property, Plant and Equipment | **3** | 3,33,755 | 5,72,060 |
| **Total non-current assets pledged as security** | | **3,41,114** | **5,79,419** |
| **Total assets pledged as security** | | **3,44,027** | **5,82,237** |

**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, 2024 and March 31, 2023. The column 'net amount' shows the impact on the Company's Balance Sheet if all set-off rights were exercised.

(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, 2024** | | | | | | |
| **Financial assets** | | | | | | |
| i. Investments | 7,946 | - | 7,946 | - | - | 7,946 |
| ii. Trade receivables | 1,41,047 | - | 1,41,047 | - | - | 1,41,047 |
| iii. Cash and cash equivalents | 84,142 | - | 84,142 | - | - | 84,142 |
| iv. Bank balances other than (iii) above | 47,270 | - | 47,270 | - | 2,913 | 44,357 |
| v. Loans | 22,992 | - | 22,992 | - | - | 22,992 |
| vi. Other financial assets | 51,753 | - | 51,753 | - | - | 51,753 |
| **Total** | **3,55,150** | **-** | **3,55,150** | **-** | **2,913** | **3,52,237** |
| **Financial liabilities** | | | | | | |
| i. Borrowings | 2,89,337 | - | 2,89,337 | - | - | 2,89,337 |
| ii. Lease Liabilities | 2,085 | - | 2,085 | - | - | 2,085 |
| iii. Trade payables | | | | | | |
| Micro, Small and Medium Enterprises | 1,940 | - | 1,940 | - | - | 1,940 |
| Others | 1,31,578 | - | 1,31,578 | - | - | 1,31,578 |
| iv. Other financial liabilities | 17,063 | - | 17,063 | - | - | 17,063 |
| **Total** | **4,42,003** | **-** | **4,42,003** | **-** | **-** | **4,42,003** |
| **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 |
| ii. Trade payables | | | | | | |
| Micro, Small and Medium Enterprises | 5,054 | - | 5,054 | - | - | 5,054 |
| Others | 1,34,230 | - | 1,34,230 | - | - | 1,34,230 |
| iii. Other financial liabilities | 30,290 | - | 30,290 | - | - | 30,290 |
| **Total** | **4,30,032** | **-** | **4,30,032** | **-** | **-** | **4,30,032** |

**Note 36: Fair value measurements**

**Financial instruments by category**

| Particulars | 31 March 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | FVTPL | FVTOCI | Amortised cost | FVTPL | FVTOCI | Amortised cost |
| **Financial assets** | | | | | | |
| Investments | | | | | | |
| - Equity instruments | 482 | - | - | 434 | - | - |
| - Mutual funds | - | - | - | - | - | - |
| Loans | - | - | 22,992 | - | - | 22,491 |
| Trade receivables | - | - | 1,41,047 | - | - | 1,01,811 |
| Cash and cash equivalents | - | - | 84,142 | - | - | 31,721 |
| Other bank balances | - | - | 47,270 | - | - | 23,615 |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | 31 March 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | FVTPL | FVTOCI | Amortised cost | FVTPL | FVTOCI | Amortised cost |
| Bank deposits with more than 12 months maturity | - | - | 2,913 | - | - | 16,857 |
| Derivative financial assets | - | - | - | - | - | - |
| Other financial assets | - | - | 48,840 | - | - | 58,435 |
| **Total financial assets** | **482** | **-** | **3,47,204** | **434** | **-** | **2,54,930** |
| **Financial liabilities** | | | | | | |
| Borrowings | - | - | 1,83,447 | - | - | 1,91,402 |
| Lease Liabilities | - | - | 2,085 | - | - | 2,164 |
| Trade payables | - | - | 1,33,518 | - | - | 1,39,284 |
| Current maturities of long term debt | - | - | 1,05,890 | - | - | 66,892 |
| Other financial liabilities | - | - | 17,063 | - | - | 30,290 |
| **Total financial liabilities** | **-** | **-** | **4,42,003** | **-** | **-** | **4,30,032** |

**(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 2024 | Notes | Level 1 | Level 2 | Level 3 | Total |
|---|---|---|---|---|---|
| **Financial assets** | | | | | |
| Financial Investments at FVTPL | | | | | |
| Unquoted equity instruments -Woodland Speciality Hospital Ltd | 7(a) | - | - | 482 | 482 |
| **Total financial assets** | | **-** | **-** | **482** | **482** |

| Assets and liabilities which are measured at amortised cost for which fair values are disclosed At 31 March 2024 | Notes | Level 1 | Level 2 | Level 3 | Total |
|---|---|---|---|---|---|
| **Financial assets** | | | | | |
| Loans to related parties | 7(b) | - | - | 20,551 | 20,551 |
| Loans to others | 7(b) | - | - | 2,205 | 2,205 |
| Bank deposits | 7(c) | - | - | - | - |
| **Total financial assets** | | **-** | **-** | **22,756** | **22,756** |
| **Financial Liabilities** | | | | | |
| Borrowings | 14(a) | - | 2,62,449 | - | 2,62,449 |
| Security deposits | 14(c) | - | - | 168 | 168 |
| **Total financial liabilities** | | **-** | **2,62,449** | **168** | **2,62,617** |

| 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 -Woodlands Multispeciality 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** | | | | | |
| Investments | | | | | |
| Loans to related parties | 7(b) | - | - | 20,231 | 20,231 |
| Loans to others | 7(b) | - | - | 2,084 | 2,084 |

(All amounts in INR lakhs, unless otherwise stated)

| | | | | | |
|---|---|---|---|---|---|
| **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** |

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 the 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 2024 and 31 March 2023:

| Particulars | Unlisted Equity Securities |
|---|---|
| **As at 31 March 2022** | **373** |
| Gains(losses) recognised in Statement of profit or loss | 61 |
| **As at 31 March 2023** | **434** |
| Gains(losses) recognised in Statement of profit or loss | 48 |
| **As at 31 March 2024** | **482** |

| Particulars | Fair Value as at | | Significant unobservable inputs | Sensitivity | |
|---|---|---|---|---|---|
| | 31 March 2024 | 31 March 2023 | | 2024 | 2023 |
| Valuation inputs and relationship to fair value - Unlisted Equity Securities (recurring)* | 482 | 434 | Net book values | increase (decrease) in the book value would result in increase (decrease) in fair value | |

* Net book value as on 31st March, 2024 is calculated based on latest available Financial Statements (i.e. 31st March 2023)

**(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 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Carrying amount | Fair value | Carrying amount | Fair value |
| **Financial assets** | | | | |
| Loans to related parties | 20,551 | 20,551 | 20,231 | 20,231 |
| Loans to employee | 2,205 | 2,205 | 2,084 | 2,084 |
| Bank deposits | - | - | - | - |
| **Total financial assets** | **22,756** | **22,756** | **22,315** | **22,315** |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Carrying amount | Fair value | Carrying amount | Fair value |
| **Financial liabilities** | | | | |
| Borrowings | 2,62,449 | 2,62,449 | 2,32,807 | 2,32,807 |
| Security deposits | 168 | 168 | 131 | 131 |
| **Total financial liabilities** | **2,62,617** | **2,62,617** | **2,32,938** | **2,32,938** |

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 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 2024 | 31 March 2023 |
|---|---|---|
| Gross carrying amount of trade receivables | 1,74,926 | 1,33,366 |
| Less : Expected credit losses | 15,831 | 12,703 |
| Less : Provision made separately for bankrupt/terminated agents | 9,626 | 4,195 |
| Less : Other Provision (i.e. Off Hire, Demurrage, others) | 8,422 | 14,657 |
| **Carrying amount of trade receivables (net of impairment)** | **1,41,047** | **1,01,811** |

(All amounts in INR lakhs, unless otherwise stated)

**(iv) Reconciliation of loss allowance provision (ECL)- Trade receivables:**

| Particulars | Amount |
|---|---|
| **Loss allowance on 31st March 2022** | **9,298** |
| Changes in loss allowance | 3,405 |
| **Loss allowance on 31st March 2023** | **12,703** |
| Changes in loss allowance | 3,128 |
| **Loss allowance on 31st March 2024** | **15,831** |

**(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 2024 | Less than 1 year | Between 1 and 5 years | More than 5 years | Total |
|---|---|---|---|---|
| Borrowings | 93,830 | 1,72,882 | 19,518 | 2,86,230 |
| Trade payables | 1,33,518 | - | - | 1,33,518 |
| Lease Liabilities | 387 | 1,734 | 631 | 2,752 |
| Security and other deposits | 962 | 168 | - | 1,130 |
| Others financial liabilities | 15,933 | - | - | 15,933 |
| **Total liabilities** | **2,44,630** | **1,74,784** | **20,149** | **4,39,563** |

| 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 | - | 2,61,048 |
| 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** |

**(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.

(All amounts in INR lakhs, unless otherwise stated)

**(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 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | USD | EUR | Others | USD | EUR | Others |
| **Financial assets** | | | | | | |
| Non Current Loans & Advances | 20,304 | - | (0) | 20,091 | - | - |
| Non Current Other Assets | 825 | - | - | 431 | - | - |
| Current assets | 5,403 | - | 50 | 8,836 | - | 49 |
| Current Loans & Advances | - | - | - | - | - | - |
| Cash and cash equivalents | 65,844 | 1,558 | 297 | 1,253 | 4,513 | 1,855 |
| Other Bank Balances | - | - | - | - | - | - |
| Trade Receivables | 65,997 | 5,961 | 5,608 | 46,597 | 7,236 | 5,577 |
| **Exposure to foreign currency risk (assets)** | **1,58,373** | **7,519** | **5,955** | **77,208** | **11,749** | **7,481** |
| Financial liabilities | | | | | | |
| Long Term (Non-Current) Borrowings | 1,56,558 | - | - | 1,65,915 | - | - |
| Other current Liabilities | 2,292 | 3 | 253 | 4,058 | - | 132 |
| Short Term Borrowings | 1,32,778 | - | - | 92,379 | - | - |
| Trade Payables | 31,248 | 6,316 | 7,427 | 42,942 | 6,326 | 7,593 |
| **Exposure to foreign currency risk (liabilities)** | **3,22,876** | **6,319** | **7,680** | **3,05,294** | **6,326** | **7,725** |

**(b) Sensitivity**

The following table details the Company's sensitivity to a 4% increase/ decrease in INR as against USD and 3% 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 2024 | 31 March 2023 |
| **USD sensitivity** | | |
| INR/USD -Increase by 4% (31 March 2023 - 5%) | (6,580) | (11,404) |
| INR/USD -Decrease by 4% (31 March 2023 - 5%) | 6,580 | 11,404 |
| **EUR sensitivity** | | |
| INR/EUR -Increase by 3% (31 March 2023 - 4%) | 36 | 217 |
| INR/EUR -Decrease by 3% (31 March 2023 - 4%) | (36) | (217) |

**(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 2024 | 31 March 2023 |
|---|---|---|
| Variable rate borrowings | 2,89,733 | 2,58,779 |
| **Total borrowings at variable rate** | **2,89,733** | **2,58,779** |

**(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.

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Impact on profit after tax | |
|---|---|---|
| | 31 March 2024 | 31 March 2023 |
| Interest rates – increase by 100 basis points (100 bps) | (2,897) | (2,588) |
| Interest rates – decrease by 100 basis points (100 bps) | 2,897 | 2,588 |

**(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 2023-24, Export Revenue of the SCI is ₹ 1,54,472 lakhs (previous year ₹ 1,71,809 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 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 2024 | 31 March 2023 |
|---|---|---|
| Total Debt | 2,89,337 | 2,58,294 |
| Total Equity | 6,96,362 | 6,37,144 |
| **Net debt to equity ratio** | **0.42** | **0.41** |

**(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 2023-24.

**Note 39**

As per the guidelines dated 27.05.2016 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 into consideration and be guided by the provisions of the Companies Act 2013, Companies (Declaration and Payment of Dividend) Rules, 2014, Guidance Note on Dividend & Secretarial Standard 3 (SS3) and company's future plans and cash position 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**

Pursuant to the order of Hon'ble ITAT Mumbai in favor of the Company for A.Y. 2008-09, the Income Tax department has filed an appeal with the Hon'ble Bombay High Court during the financial year 2023-24. Consequently, the Company has disclosed the amount under dispute in the Contingent Liability in the financial statements for the year ended 31.03.2024. Notably, the Company has received the Order Giving Effect (OGE) dated 30th April 2024 from the Income Tax department to the ITAT order dated 14.03.2023.

On 28.02.2024, The Hon'ble ITAT Mumbai in the Company's own case of A.Y. 2010-11 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'.

Based on the legal and expert opinions, past favorable judgments, and the receipt of the Order Giving Effect (OGE) concerning the ITAT order for AY 2008-09 dated 14.03.2023 in identical matter, the Company has reversed the provision for income tax for the for assessment year 2010-11 to the tune of ₹ 74 crore, consequent to the aforesaid ruling. This adjustment is reflected under "Tax pertaining to earlier Years" in the financial statements for the year ended 31.03.2024. However, the Company has disclosed the same under Contingent liability in the financial statements for the year ended 31.03.2024.

(All amounts in INR lakhs, unless otherwise stated)

**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**

Pursuant to approval of demerger scheme by MCA vide its order dated 22.02.2023, 192 non-core assets were transferred from the Company (Demerged Company) to Shipping Corporation of India Land and Assets Limited (Resulting Company) (hereinafter referred to as SCILAL) w.e.f. 01 April 2021 and lease back of the same to the company has been treated as short term lease, pending execution of final agreement and disinvestment process as detailed in note no. 42.

**Note 44**

a) The Company has the practice of seeking confirmations of balances from all the parties in respect of the Trade Receivables, Trade Payables and Deposits. While the reconciliation is an on-going process, the management does not expect any material difference affecting the financial results due to the same.

b) Reconciliation of agent/vendor/customer balances is an ongoing process. Management is of the view that effect of changes in the balances on account of above reconciliation and subsequent impact of foreign exchange gain / loss will not be material.

**Note 45**

The Board of Directors recommended a dividend of ₹ 0.50/- per equity share of face value of ₹ 10/- each. The outgo on this account will be approximately ₹ 2,329 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**

During the Financial Year 2023-24, the company has sold its vessels M.T. Sampurna Swarajya, DWT 32950 and M.T. Suvarna Swarajya, DWT 32902 due to completion of useful life.

**Note 48**

Following assets has been transferred to SCILAL w.e.f 01.04.2021 as per MCA order dated 22.02.2023 and has been removed from SCI financial statements. Title deeds of these assets are in the name of SCI as on 31.03.2024 and is in the process of transfer. There are few assets for which SCI does not have title deeds also.

| Sr. No. | Description of item of property | Gross carrying value as on 01 April 2021 (transfer date as per scheme) | Title held in the name of | Whether title deed holder is a promoter, director or relative of promoter/director or employee of promoter/director | Property held since | Reason for assets being held in the name of the company |
|---|---|---|---|---|---|---|
| 1 | Shipping House, Mumbai (Land) | 8.89 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 2 | Shipping House, Mumbai | 26.88 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 3 | Shipping House, Kolkata (Land) | 0.65 | Shipping Corporation of India Limited | No | 1964 | Transfer of the title deeds are in process post demerger |
| 4 | Shipping House, Kolkata | 10.56 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 5 | MTI, Powai (Land) | 237,629.00 | Shipping Corporation of India Limited | No | 1979 | Transfer of the title deeds are in process post demerger |
| 6 | MTI, Powai (Building) | 522.56 | Shipping Corporation of India Limited | No | 1987 | Transfer of the title deeds are in process post demerger |

(All amounts in INR lakhs, unless otherwise stated)

| Sr. No. | Description of item of property | Gross carrying value as on 01 April 2021 (transfer date as per scheme) | Title held in the name of | Whether title deed holder is a promoter, director or relative of promoter/director or employee of promoter/director | Property held since | Reason for assets being held in the name of the company |
|---|---|---|---|---|---|---|
| 7 | MTI, Powai (Data Centre) | 167.07 | Shipping Corporation of India Limited | No | 2009 | Transfer of the title deeds are in process post demerger |
| 8 | MTI, Powai (Sagar Gyan) | 383.45 | Shipping Corporation of India Limited | No | 2015 | Transfer of the title deeds are in process post demerger |
| 9 | MTI, Powai (Flats) (16 flats) | - | Shipping Corporation of India Limited | No | 1987 | Transfer of the title deeds are in process post demerger |
| 10 | SCI Malad Quarters(27 Flats) | 1.43 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 11 | Varuna Premises CHSL(1 Flat) | 0.60 | Shipping Corporation of India Limited | No | 1975 | Transfer of the title deeds are in process post demerger |
| 12 | Rajhans CHSL (1 Flat) | 0.13 | Shipping Corporation of India Limited | No | 1966 | Transfer of the title deeds are in process post demerger |
| 13 | Paradise Apts CHSL (1 Flat) | 0.32 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 14 | Anita CHSL (1 Flat) | 0.53 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 15 | Nav Darya Mahal CHSL (1 Flat) | 0.46 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 16 | Lands End CHSL (1 Flat) | 0.51 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 17 | Ashraya CHSL (4 Flats) | 0.26 | Shipping Corporation of India Limited | No | 1965 | Transfer of the title deeds are in process post demerger |
| 18 | Shanaz CHSL (1 Flat) | 0.48 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 19 | Casablanca CHSL (3 Flats) | 0.74 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 20 | Satnam CHSL (16 Flats) | 6.13 | Shipping Corporation of India Limited | No | 1975 | Transfer of the title deeds are in process post demerger |
| 21 | Persipolis CHSL (2 Flats) | 1.13 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 22 | Nestle-1 Apartments (2 Flats) | 23.66 | Shipping Corporation of India Limited | No | 1994 | Transfer of the title deeds are in process post demerger |

(All amounts in INR lakhs, unless otherwise stated)

| Sr. No. | Description of item of property | Gross carrying value as on 01 April 2021 (transfer date as per scheme) | Title held in the name of | Whether title deed holder is a promoter, director or relative of promoter/director or employee of promoter/director | Property held since | Reason for assets being held in the name of the company |
|---|---|---|---|---|---|---|
| 23 | Twin Tower Premises CHSL (5 Flats) | 4.29 | Shipping Corporation of India Limited | No | 1977 | Transfer of the title deeds are in process post demerger |
| 24 | Asha Mahal Apts CHSL (1 Flat) | 0.50 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 25 | Tyabji Bagh CHSL (1 Flat) | 0.78 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 26 | Olympus CHSL (1 Flat) | 0.74 | Shipping Corporation of India Limited | No | 1976 | Transfer of the title deeds are in process post demerger |
| 27 | Chitrakoot CHSL (2 Flats) | 0.71 | Shipping Corporation of India Limited | No | 1969 | Transfer of the title deeds are in process post demerger |
| 28 | Vijay Laxmi CHSL (6 Flats) | 1.04 | Shipping Corporation of India Limited | No | 1968 | Transfer of the title deeds are in process post demerger |
| 29 | New Gulistan CHSL (1 Flat) | 0.53 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 30 | Wood Lands CHSL (1 Flat) | 0.46 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 31 | Lotus Court Apartments (1 Flat) | 0.54 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 32 | Ajanta Ideal CHSL (1 Flat) | 0.94 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 33 | Colaba Kaveeta CHSL (1 Flat) | 1.05 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 34 | Harshvardhana CHSL (27 Flats) | 27.91 | Shipping Corporation of India Limited | No | 1983 | Transfer of the title deeds are in process post demerger |
| 35 | Sundram III CHSL (17 Flats) | 17.33 | Shipping Corporation of India Limited | No | 1986 | Transfer of the title deeds are in process post demerger |
| 36 | Chankya CHSL (6 Flats) | 6.12 | Shipping Corporation of India Limited | No | 1981 | Transfer of the title deeds are in process post demerger |
| 37 | Feroze Apt CHSL (10 Flats) | 7.52 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 38 | Datta Kutir (1 Flat) | 0.11 | Shipping Corporation of India Limited | No | 1968 | Transfer of the title deeds are in process post demerger |

(All amounts in INR lakhs, unless otherwise stated)

| Sr. No. | Description of item of property | Gross carrying value as on 01 April 2021 (transfer date as per scheme) | Title held in the name of | Whether title deed holder is a promoter, director or relative of promoter/director or employee of promoter/director | Property held since | Reason for assets being held in the name of the company |
|---|---|---|---|---|---|---|
| 39 | Meghdoot Kolkata (13 Flats) | 1.16 | Shipping Corporation of India Limited | No | 1968 | Registration of Kolkata properties has been completed before sub-registrar office on 22.03.2024 by way of transfer deeds in pursuance of demerger scheme. SCILAL has received stamped copy of property acknowledged receipts /IGR on 22.03.2024. |
| 40 | Monalisa Kolkata (2 Flats) | 0.21 | Shipping Corporation of India Limited | No | 1969 | Registration of Kolkata properties has been completed before sub-registrar office on 22.03.2024 by way of transfer deeds in pursuance of demerger scheme. The company has received stamped copy of property acknowledged receipts /IGR on 22.03.2024. |

**Note 49: Analytical Ratios**

| SR NO. | Ratio | Numerator | Denominator | UNITS | As at 31 March 2024 | As at 31 March 2023 | Variance |
|---|---|---|---|---|---|---|---|
| | | | | | Ratio | Ratio | |
| 1) | **Current Ratio** (Current Assets/Current Liablities) | Current Assets | Current Liablities | Times | 1.25 | 0.96 | 30.21 |
| | Reason For Variance:- Current ratio has improved due to increase in current assets. | | | | | | |
| 2) | **Debt- Equity Ratio** (Total Debt/Shareholder's Equity) | Total Debt | Shareholder's Equity | Times | 0.42 | 0.41 | 2.44 |
| | Reason For Variance:- | | | | | | |
| 3) | **Debt Service Coverage Ratio** (Earnings available for debt service/ Debt Service) | Earnings available for debt service | Debt Service | Times | 2.03 | 1.89 | 7.41 |
| | 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 | 9.18 | 13.39 | (31.44) |
| | Reason For Variance:- Reduction in profit has led to reduction in Return on Equity. | | | | | | |

(All amounts in INR lakhs, unless otherwise stated)

| SR NO. | Ratio | Numerator | Denominator | UNITS | As at 31 March 2024 Ratio | As at 31 March 2023 Ratio | Variance |
|---|---|---|---|---|---|---|---|
| 5) | **Inventory Turnover Ratio** (Cost of goods sold or sales / Average Inventory) | Cost of goods sold or sales | Average Inventory | Times | 7.55 | 8.49 | (11.07) |
| | Reason For Variance :- | | | | | | |
| 6) | **Trade receivables turnover ratio** (Net Credit Sales/Avg. Accounts Receivable) | Net Credit Sales | Avg. Accounts Receivable | Times | 4.16 | 7.00 | (40.57) |
| | Reason For Variance:- Trade receivable turnover ratio has reduced due to Increase in Trade receivable | | | | | | |
| 7) | **Trade payables turnover ratio** (Net Credit Purchases/Average Trade Payables) | Net Credit Purchases | Average Trade Payables | Times | 2.17 | 2.65 | (18.11) |
| | Reason For Variance :- | | | | | | |
| 8) | **Net capital turnover ratio** (Net Sales/Working Capital) | Net Sales | Working Capital | Times | 6.89 | (56.55) | 112.18 |
| | 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 | 12.13 | 13.81 | (12.17) |
| | Reason For Variance :- | | | | | | |
| 10) | **Return on capital employed (ROCE)** Earning before interest and taxes/ Capital Employed | Earning before interest and taxes | Capital Employed | Percentage | 7.61 | 10.24 | (25.68) |
| | Reason For Variance:- ROCE is reduced due to reduction in EBIT. | | | | | | |
| 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 | 6.76 | 5.25 | 28.76 |
| | 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 | 14.82 | 31.35 | (52.73) |
| | Reason For Variance :- Return on investment is reduced due to reduction in JV profit | | | | | | |

**Note 50**

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 50 of Standalone Financial Statements**

**As per our report of even date attached hereto.**

**For M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mumbai, Dated the 17th May, 2024**

**For and on behalf of the Board of Directors,**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN- 08630613**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

**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 ("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 31.03.2024, 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 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 consolidation of reports of the other auditors on the 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, and other accounting principles generally accepted in India, of the consolidated state of affairs of the Group and its joint ventures as at 31.03.2024, their consolidated profit / (loss) (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 of the Consolidated 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 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 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 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):**<br>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 Consolidated Financial Statements) | Our audit approach consisted testing of the design and operating effectiveness of the internal controls and substantive testing as follows:<br>• Evaluated the design of internal controls relating to Implementation of the revenue accounting standard.<br>• Selected 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.<br>• Selected sample of continuing and new contracts and performed the following procedures.<br>• Read, analyzed and identified the distinct performance obligations in these contracts.<br>• Compared these performance obligations with that identified and recorded by the Company.<br>• Considered the terms of the contracts to determine the transaction price including any variable consideration to verify the transaction price used to compute revenue.<br>• In respect of samples relating to fixed price contracts, progress towards satisfaction of performance obligation used to compute recorded revenue was verified.<br>• Samples of revenue 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:**<br>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.<br>The impairment loss, if any, is recognized in the Statement of Profit and Loss in the period in which impairment takes place.<br>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.<br>We have performed the following procedures for verification of impairment testing of Fleets:<br>• Understanding the process of FMV (Fair Market Value) obtained by management.<br>• 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.<br>• 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:**<br>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.<br>The Company depends on its agents for operation of Liner segment business.<br>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.<br>• 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.<br>• 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 and remaining useful life of Vessels:**<br>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.<br>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.<br>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, its useful life & repair cost, we performed the following procedure:<br>• 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.<br>• Selected samples 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.<br>• Tested the relevant information technology systems' relating to the dry-dock & Fleet related expenses.<br>• Tested the useful life of dry-docking of vessels based on the assessment by management and statutory requirement on dry docking. |

| Sr. No. | Key Audit Matter | Auditor's Response |
|---|---|---|
| 5 | **Provisions for taxes and Contingent Liabilities:**<br>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:<br>• Assessment of the process and relevant controls implemented to identify legal and tax litigations, and pending administrative proceedings.<br>• 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.<br>• Inquiry with the legal and tax departments personnel regarding the status of the most significant disputes and perusal of the key relevant documentation.<br>• Analysis of opinion obtained by the Company from external experts, wherever available.<br>• Review of the adequacy of the disclosures in the notes to the financial statements.<br>• 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. |

**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 No. 43 regarding MCA's approval in FY 22-23 for demerger between The Shipping Corporation of India Limited ("Demerged Company") and The Shipping corporation of India Limited Land and Assets Limited ("Resulting Company") and consequently, transfer of non-core assets to SCI LAL and leaseback of the same to SCI and management's assessment of treating the same as short term lease pending execution of formal lease agreement and disinvestment process.
4. a) Note 44 (a) 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.
   b) Note no 44 (b) regarding reconciliation of agent/vendor/ customer balances and its consequential impact on foreign exchange gain/loss including the accuracy of the exchange gain / loss accounted on revaluation of balances. As stated in the referred note by management, the impact of the same would not be material.

Our opinion is not modified in respect of above matters.

**Other Information**

The Holding 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 Consolidated Financial Statements, and our auditor's report thereon. The Annual report/Board's report is expected to be made available to us after the date of this auditor's report.

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.

When we read the other information, if we conclude that there is a material misstatement therein, we are required to communicate the matters to those charged with governance and determine the actions under the applicable laws and regulations.

**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 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. This responsibility also includes maintenance of adequate accounting records in accordance with the provisions of the Act for safeguarding of the assets of the group and its joint ventures 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 consolidated Financial Statements that give a true and fair view and are free from material misstatement, whether due to fraud or error.

In preparing the Consolidated Financial Statements, management is responsible for assessing the Group Company's and its joint venture'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 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 company included in group & Board of Directors of JV's are responsible for overseeing the financial reporting process of each company.

**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 this 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 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 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 holding company and such other entities included in the consolidated financial statements of which we are 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) The Consolidated financial statements of the Company for the year ended March 31, 2023 were audited by M/s V.Sankar Aiyer & Co. and M/s Chokshi & Chokshi LLP (Joint Auditors) whose report dated May 9, 2023, expressed an unmodified opinion on those consolidated financial statements.

b) We did not audit the Financial Statements of one subsidiary company, whose Financial Statements reflects total assets of ₹ 123.70 lakhs as at 31.03.2024, total revenues of ₹ 50.33 lakhs and net cash outflows amounting to ₹ 4.01 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 ₹ 4738.50 lakhs for the year ended 31.03.2024, as considered in the Consolidated Financial Statements, in respect of three joint ventures viz., 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 this subsidiary and joint 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.

c) The Consolidated Financial Statements also include Group's share of net profit of ₹ 2041.00 lakhs for the year ended 31.03.2024, as considered in the Consolidated Financial Statements, in respect of joint venture ILT-4. These Financial Statements are unaudited by us 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 to the 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 reviewed by the other independent auditor in respect of ILT-4. Our opinion in so far as it relates to the balances and affairs of such joint ventures located outside India is based on the report of other auditors for three joint ventures and for one joint venture, reviewed by the other independent auditor.

d) 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 SCI with effect from the appointed date and its financial statements are not considered in the consolidated financial statements of SCI for the years ended 31.03.2024 and 31.03.2023.

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 Statements reviewed by the other independent auditor.

**Report on Other Legal and Regulatory Requirements**

(1) (A) 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 of aforesaid Consolidated Financial Statements;

b. In our opinion, proper books of account as required by law relating to preparation of the aforesaid Consolidated Financial Statements have been kept so far as it appears from our examination of those books, except for matters as stated in paragraph 1(B)(vi) below on reporting under Rule 11(g) of Companies (Audit & Auditors) Rules, 2014;

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 books of account maintained for the purpose of preparation and presentation of the Consolidated Financial Statements;

d. In our opinion, the aforesaid Consolidated Financial Statements comply with the Ind AS specified under section 133 of the Act;

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 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. The modifications relating to the maintenance of accounts and other matters connected therewith are as stated in the paragraph 1(A)(b) above on reporting under Rule 11(g) of the Companies (Audit & Auditors) Rules, 2014;

g. With respect to the adequacy of the internal financial controls with reference to Consolidated Financial Statements of the Holding Company and the operating effectiveness of such controls, refer to our separate report in "Annexure 1";

(B) 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 Holding Company has disclosed the impact of pending litigations on its financial position in its Consolidated Financial Statements – Refer Note 27 to the Consolidated Financial Statements;

ii. The Holding 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 Holding Company and its subsidiary company incorporated in India.

iv. (a) The respective management of the holding company and its subsidiary which are companies incorporated in India, whose financial statements have been audited under the Act, have 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 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, whether, 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 management of the holding Company and its subsidiary which are companies incorporated in India, whose financial statements

audited under the Act, have represented, that, to the best of its knowledge and belief, no funds 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, 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 consolidated financial statements - The dividend declared or paid during the year by the Holding Company is in compliance with section 123 of the Companies Act, 2013.

vi. Provision to Rule 3(1) of the Companies (Accounts) Rules, 2014 for maintaining books of accounts using accounting software which has a feature of recording audit trail (edit log) facility is applicable to the group with effect from April 1, 2023, and accordingly, reporting under Rule 11(g) of Companies (Audit and Auditors) Rules, 2014 is applicable for the financial year ended 31st March, 2024. Based on the test checks in the Holding Company, except for the interfacing functional software (Danaos and Afsys) which do not give in some instances full edit log report, the company has used an accounting software for maintaining its books of account which has a feature of recording audit trail (edit log) facility and the same has operated throughout the year for all relevant transactions recorded in the software.

Further, during the course of our audit we did not come across any instance of audit trail feature being tampered with.

As proviso to Rule 3(1) of the Companies (Accounts) Rules 2014 is applicable from April 1, 2023, reporting under Rule 11 (g) of the said Rule on preservation of audit trail as per the statutory requirements for record retention is not applicable for the financial year 2023-24.

(C) 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 Holding Company and the Subsidiary 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 1(A)(e) above.

(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 holding 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 report except as below.

| Sr. No. | Name | CIN | Holding Co / Subsidiary Co | Clause no. of the CARO report which is qualified or adverse |
|---|---|---|---|---|
| 1. | Shipping Corporation of India Limited | L63030MH1950GOI008033 | Holding Co. | 3(i)(b) |
| 2. | Inland & Coastal Shipping Limited | U61100WB2016GOI217822 | Subsidiary Co. | 3(xvii) |

(3) Pursuant to the requirement under 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 a being Government Companies, whose financial statements have been consolidated under the Act, we give in the "Annexure 2" 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 Holding Company only.

**For M/s. D.R. Mohnot & Co.**
**Chartered Accountants**
**FRN: 001388C**

**Saurabh Mohnot**
**Partner**
**Membership No.412971**
**UDIN: 24412971BKEGHC5552**

**Place: Mumbai**
**Date:17.05.2024**

**For M/s. PSD & Associates**
**Chartered Accountants**
**FRN: 004501C**

**Priyanka Murarka**
**Partner**
**Membership No.430629**
**UDIN: 24430629BKCURM8480**

[Referred to in paragraph 1(A)(g) 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 31.03.2024]

**Report on the Internal Financial Controls with reference to Consolidated 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 Financial Statements as of 31.03.2024 in conjunction with our audit of Consolidated Financial Statements of the Holding Company and its subsidiary company, which are companies incorporated in India, for the year ended on that date.

**Management's Responsibility for Internal Financial Controls**

The respective Board of Directors of the Holding Company and its Subsidiary Company, which are 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 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.

**Auditors' 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 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 and the audit evidence obtained by the other auditors, in term 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 Holding Company and its Subsidiary Company's, which are companies incorporated in India 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 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 at 31.03.2024, based on internal financial controls 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, 2024.

**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 M/s. D.R. Mohnot & Co.**
**Chartered Accountants**
**FRN: 001388C**

**Saurabh Mohnot**
**Partner**
**Membership No.412971**
**UDIN: 24412971BKEGHC5552**

**Place: Mumbai**
**Date:17.05.2024**

**For M/s. PSD & Associates**
**Chartered Accountants**
**FRN: 004501C**

**Priyanka Murarka**
**Partner**
**Membership No.430629**
**UDIN: 24430629BKCURM8480**

**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 2023-24**

| 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. Except for the major operating software's as mentioned above which do not give in some instance full edit log report. | 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:<br>**a) Subsidies towards Cargo Shipping Service between India and Maldives:**<br>During the financial years 2020-21 and 2022-23, the Company has received subsidy amounting to ₹ 2110 & ₹ 1616 Lakhs respectively, out of which ₹ 4292 lakhs has been utilised as per the terms and conditions specified in the sanction letter dated 10.08.2020 & 17.03.2023 issued by the Ministry of Shipping (Now Ministry of Ports, Shipping and Waterways) ('MoPSW').<br>During the financial year 2023-24, the Company has received subsidy amounting to ₹ 200 lakhs vide sanction letter dated 28.03.2024 from MoPSW. The said amount has been fully utilized as on 31.03.2024.<br>Further, the excess utilized amount of ₹ 366 lakhs has been disclosed as Asset after adjusting the expenses net of income against the subsidy amount as on 31.03.2024. | 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 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 2023-24**

| 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.<br>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. | 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 as 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 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. | Impact |
| 7. | Whether a liability which is recognized as per Ind AS and is to be provided for has been shown in contingent liability instead of accounting for as liability in Balance Sheet? | As per the accounting policy of the company and principles of Ind AS 37 (Provisions, Continent Liabilities and Contingent Assets) and as observed during the course of audit, we did not come across a situation wherein a liability is shown as contingent liability instead of accounting for as liability by management in the financial statements. | No impact |
| 8. | Whether any tax rebate of refund which has not been approved by concerned tax authorities or which is under dispute has been accounted as receivable while arriving at profit? | As observed during the current financial year the company has reversed provision for Income Tax for the A.Y. 2010-11 based on ITAT order, and order giving effect from the Income Tax Department for the A.Y. 2008-09 in identical matter and Legal opinions from external expert. | Impact |
| 9. | Whether the Income Tax Liability has been correctly worked out and accounted for in light of the Provisions of Chapter XII-G (Special Provisions relating to Income of Shipping Companies) of Income Tax Act? | Based on our verification and explanations and information received from management during the course of our audit, it has been observed that income tax liability has been correctly worked out and accounted for as per the provisions of Chapter XII-G (Special Provisions relating to Income of Shipping Companies) of Income Tax Act. | No impact |

**For M/s. D.R. Mohnot & Co.**
**Chartered Accountants**
**FRN: 001388C**

**Saurabh Mohnot**
**Partner**
**Membership No.412971**
**UDIN: 24412971BKEGHC5552**

**Place: Mumbai**
**Date:17.05.2024**

**For M/s. PSD & Associates**
**Chartered Accountants**
**FRN: 004501C**

**Priyanka Murarka**
**Partner**
**Membership No.430629**
**UDIN: 24430629BKCURM8480**

# CONSOLIDATED BALANCE SHEET

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Notes | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| **ASSETS** | | | |
| **Non-current assets** | | | |
| Property, plant and equipment | **3** | 6,98,871 | 7,38,767 |
| Capital work-in-progress | **4** | 4,213 | 3,351 |
| Right-of-use asset | **5** | 1,476 | 1,569 |
| Other intangible assets | **6** | 32 | - |
| Investments accounted for using the equity method | **6(a)** | 65,237 | 60,641 |
| Financial assets | | | |
| i. Investments | **7(a)** | 482 | 434 |
| ii. Loans | **7(b)** | 22,509 | 22,175 |
| iii. Other financial assets | **7(c)** | 1,295 | 892 |
| Deferred tax assets (net) | | - | - |
| Income Tax assets (net) | **8** | 34,614 | 32,858 |
| Other non-current assets | **9** | 16,375 | 14,574 |
| **Total non-current assets** | | **8,45,104** | **8,75,261** |
| **Current assets** | | | |
| Inventories | **10** | 17,412 | 15,001 |
| Financial assets | | | |
| i. Investments | | - | - |
| ii. Trade receivables | **7(d)** | 1,41,090 | 1,01,815 |
| iii. Cash and cash equivalents | **7(e)** | 84,162 | 31,745 |
| iv. Bank balances other than (iii) above | **7(f)** | 47,270 | 23,615 |
| v. Loans | **7(b)** | 236 | 176 |
| vi. Other financial assets | **7(c)** | 50,458 | 74,400 |
| Other current assets | **9** | 24,258 | 22,285 |
| **Total current assets** | | **3,64,886** | **2,69,037** |
| Assets classified as held for sale | **11** | - | - |
| **Total current assets** | | **3,64,886** | **2,69,037** |
| **Total assets** | | **12,09,990** | **11,44,298** |
| **EQUITY AND LIABILITIES** | | | |
| **Equity** | | | |
| Equity share capital | **12** | 46,580 | 46,580 |
| Other equity | **13** | 7,07,370 | 6,43,653 |
| **Total equity** | | **7,53,950** | **6,90,233** |
| **LIABILITIES** | | | |
| **Non-current liabilities** | | | |
| Financial liabilities | | | |
| i. Borrowings | **14(a)** | 1,56,559 | 1,65,915 |
| ii. Lease liabilities | **14(b)** | 1,824 | 1,960 |
| iii. Other financial liabilities | **14(c)** | 178 | 137 |
| Provisions | **15** | 5,742 | 6,733 |
| Deferred tax liabilities (net) | **16** | 109 | 98 |
| Other non-current liabilities | **17** | 7 | 7 |
| **Total non-current liabilities** | | **1,64,419** | **1,74,850** |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Notes | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| **Current liabilities** | | | |
| **Financial liabilities** | | | |
| i. Borrowings | **14(d)** | 1,32,778 | 92,379 |
| ii. Lease liabilities | **14(b)** | 261 | 204 |
| iii. Trade payables | | | |
| (a) total outstanding dues of micro enterprises and small enterprises; and | **14(e)** | 1,940 | 5,054 |
| (b) total outstanding dues of creditors other than micro enterprises and small enterprises | **14(e)** | 1,31,606 | 1,34,248 |
| iv. Other financial liabilities | **14(c)** | 16,903 | 30,163 |
| Other current liabilities | **17** | 7,109 | 15,504 |
| Provisions | **15** | 1,024 | 1,663 |
| **Total current liabilities** | | **2,91,621** | **2,79,215** |
| **Total liabilities** | | **4,56,040** | **4,54,065** |
| **Total equity and liabilities** | | **12,09,990** | **11,44,298** |

The accompanying note no. 1 to 53 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 M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mumbai, Dated the 17th May, 2024**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN- 08630613**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

# CONSOLIDATED STATEMENT OF PROFIT AND LOSS

(All amounts in INR lakhs, unless otherwise stated)

| Sr. No | Particulars | Note | Year ended 31 March 2024 | Year ended 31 March 2023 |
|---|---|---|---|---|
| I | Revenue from operations | 18,19 | 5,04,653 | 5,79,401 |
| II | Other Income | 20 | 21,553 | 11,320 |
| III | **Total Income (I+II)** | | **5,26,206** | **5,90,721** |
| IV | **Expenses** | | | |
| | Cost of services rendered | 21 | 2,96,503 | 3,48,000 |
| | Employee benefits expense | 22 | 50,271 | 47,781 |
| | Finance costs | 23 | 17,131 | 18,419 |
| | Depreciation and amortisation expense | 24 | 88,938 | 75,316 |
| | Other expenses | 25 | 15,612 | 27,975 |
| | **Total expenses (IV)** | | **4,68,455** | **5,17,491** |
| V | **Profit/(Loss) before exceptional items,share of net profits of investments accounted for using equity method and tax (III-IV)** | | **57,751** | **73,230** |
| VI | Share of net profit of associates and joint ventures accounted for using equity method | | 6,779 | 7,072 |
| VII | **Profit/(Loss) before exceptional items and tax (V+VI)** | | **64,530** | **80,302** |
| VIII | Exceptional items | | - | - |
| IX | **Profit/(Loss) before tax (VII+VIII)** | | **64,530** | **80,302** |
| X | **Tax expense** | 28 | | |
| | Current tax | | 4,048 | 2,581 |
| | Tax pertaining to earlier years | | (7,426) | (9,309) |
| | Deferred tax | | 11 | 14 |
| | **Total tax expense (X)** | | **(3,367)** | **(6,714)** |
| XI | **Profit/(Loss) for the period (IX-X)** | | **67,897** | **87,016** |
| XII | **Other comprehensive income** | | | |
| | *Items that will not be reclassified to profit or loss:* | | | |
| | Remeasurements gain/(loss) of defined benefit plans | | 53 | 972 |
| | Share of OCI of associates and joint ventures, net of tax | | (2,183) | 6,364 |
| | **Other comprehensive income for the period, net of tax (XII)** | | **(2,130)** | **7,336** |
| XIII | **Total comprehensive income for the period** | | **65,767** | **94,352** |
| XIV | **Earnings per equity share** | 26 | | |
| | (1) Basic earnings per share (in ₹) | | 14.58 | 18.68 |
| | (2) Diluted earnings per share (in ₹) | | 14.58 | 18.68 |

The accompanying note no. 1 to 53 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 M/s. PSD & Associates.,** | **For M/s. D. R. Mohnot & Co.,** | **Mrs. Swapnita Vikas Yadav** | **Mr. N Subramanya Prakash** |
| **Chartered Accountants** | **Chartered Accountants** | **Company Secretary** | **Chief Financial Officer** |
| **FR. No.004501C** | **FR. No. 001388C** | | |
| **CA Priyanka Murarka** | **CA Saurabh Mohnot** | **Shri Atul Ubale** | **Capt. B.K.Tyagi** |
| **Partner** | **Partner** | **Director (Bulk Carrier & Tanker) and** | **Chairman & Managing Director** |
| **Membership No. 430629** | **Membership No. 412971** | **Director (Finance) Additional Charge** | **DIN - 08966904** |
| | | **DIN- 08630613** | |
| **Mumbai, Dated the 17th May, 2024** | | **Mumbai, Dated the 17th May, 2024** | |

# CONSOLIDATED CASH FLOW STATEMENT

(All amounts in INR lakhs, unless otherwise stated)

| | Particulars | | Year ended 31 March 2024 | Year ended 31 March 2023 |
|---|---|---|---|---|
| **A** | **Cash Flow from operating activities** | | | |
| | **Profit/(Loss) before income tax** | | 64,530 | 80,302 |
| | Adjustments for | | | |
| | **Add:** | | | |
| | Depreciation and amortisation expenses | | 88,938 | 75,316 |
| | Finance costs | | 15,518 | 12,073 |
| | Bad debts and irrecoverable balances written off | | 3 | 454 |
| | Provision for doubtful debts | | 6,566 | 3,878 |
| | Write off of Fixed Assets | | 35 | 120 |
| | Foreign Currency Fluctuations | | 2,991 | 6,958 |
| | **Less:** | | | |
| | Dividend received from Joint Ventures | | (4,494) | (1,478) |
| | Interest received | | (8,254) | (4,676) |
| | Share of profit of associates and joint ventures | | (6,779) | (7,072) |
| | Excess Provisions written back | | - | (8) |
| | Profit on sale of investment | | (374) | (565) |
| | Surplus on sale of fixed assets | | (4,629) | 2 |
| | Change in non-current investment due to fair valuation | | (48) | (62) |
| | **Change in operating assets and liabilities** | | | |
| | (Increase)/Decrease in Trade Receivables | | (45,195) | (38,242) |
| | (Increase)/Decrease in Other Current / Non Current Assets | | 20,100 | (6,274) |
| | (Increase)/Decrease in Inventories | | (2,411) | 2,481 |
| | Increase/(Decrease) in Trade Payables | | (2,600) | 17,958 |
| | Increase/(Decrease) in Other Current / Non Current Liabilities | | (26,113) | 10,365 |
| | **Cash generated from operations** | | **97,784** | **1,51,530** |
| | Income taxes paid | | 1,622 | (4,987) |
| | **Net cash inflow / (outflow) from operating activities** | **(A)** | **99,406** | **1,46,543** |
| **B** | **Cash flow from investing activities:** | | | |
| | Purchase of property, plant and equipment / intangible assets | | (51,177) | (47,581) |
| | Sale proceeds of property, plant and equipment | | 6,418 | - |
| | Dividend Received from Joint Ventures | | 4,494 | 1,478 |
| | Purchase of investments | | - | - |
| | Purchase/sale of investments (net) | | 374 | 565 |
| | Loan remmited / Recovery to / from employees and Joint venture | | (540) | 156 |
| | Other Deposits with banks | | (23,752) | (12,842) |
| | Advances and other Deposits | | (428) | 197 |
| | Interest received | | 8,698 | 6,089 |
| | **Net cash inflow / (outflow) from investing activities** | **(B)** | **(55,913)** | **(51,938)** |
| **C** | **Cash flow from financing activities** | | | |
| | Long term loans taken | | 94,065 | - |
| | Long term loans repaid | | (66,947) | (60,556) |
| | Short term loans borrowed/(repaid) | | 1,041 | (19,497) |
| | Interest paid | | (15,316) | (10,887) |
| | Dividend paid | | (2,043) | (1,532) |
| | Payment of Lease liability | | (176) | (165) |

# CONSOLIDATED CASH FLOW STATEMENT

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | | Year ended 31 March 2024 | Year ended 31 March 2023 |
|---|---|---|---|
| Other financing costs | | (304) | (357) |
| **Net cash inflow / (outflow) from financing activities** | **(C)** | **10,320** | **(92,994)** |
| **Net increase/(decrease) in cash and cash equivalents** | **(A+B+C)** | **53,813** | **1,611** |
| Cash and cash equivalents at the beginning of the financial year | | 31,745 | 28,306 |
| Exchange difference on translation of foreign currency cash and cash equivalents | | (1,396) | 1,828 |
| **Cash and cash equivalents at the end of the year**** | | **84,162** | **31,745** |
| ** Comprises of | | | |
| Balances with banks in current accounts unavailable for use # | | 4,180 | 7,257 |
| Balance in current account with repatriation restrictions | | - | - |
| Balances with banks in deposits account with original maturity of less than three months unavailable for use @ | | 79,982 | 24,488 |
| **Total** | | **84,162** | **31,745** |

| #Balances with banks in current accounts unavailable for use | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unspent CSR money | 301 | 48 |
| Unpaid dividend | 22 | 15 |
| **Total** | **323** | **63** |

| @ Balances with banks in deposits account with original maturity of less than three months unavailable for use | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unutilized Govt subsidy fund of Male service | - | 1,691 |
| Superannuation Fund | - | 5,853 |
| **Total** | **-** | **7,544** |

The accompanying note no. 1 to 53 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 M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN- 08630613**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

**Mumbai, Dated the 17th May, 2024**

(All amounts in INR lakhs, unless otherwise stated)

## A. EQUITY SHARE CAPITAL

**For the Year ended 31 March 2024**

| 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 | - | - | - | 46,57,990,100 |

**For the Year ended 31 March 2023**

| 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 2024**

| | | | 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** | **40,799** | - | **51,086** | - | - | **4,223** | - | **2,205** | - | - | **6,43,653** |
| 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 | - | - | - | - | - | - | - | 67,950 | - | - | 1,372 | - | (3,555) | - | - | 65,767 |
| Dividends | - | - | - | - | - | - | - | (2,050) | - | - | - | - | - | - | - | (2,050) |
| Dividend distribution tax paid | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transfer to retained earnings | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transfer to Tonnage Tax Reserve pertains to Previous year | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

(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 | - | - | - | - | - | - | - | (7,550) | - | - | - | - | - | - | - | (7,550) |
| Transfer from surplus in Statement of Profit & Loss account pertains to Previous year | - | - | - | - | - | - | - | | - | - | - | - | - | - | - | - |
| Transfer from surplus in Statement of Profit & Loss account | - | - | - | - | - | 7,550 | - | - | - | - | - | - | - | - | - | 7,550 |
| 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** | **48,349** | **-** | **1,09,436** | **-** | **-** | **5,595** | **-** | **(1,350)** | **-** | **-** | **7,07,370** |

(All amounts in INR lakhs, unless otherwise stated)

**For the Year ended 31 March 2023**

| 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** | **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 previous reporting period | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Comprehensive Income for the previous 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) |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

(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 | | | | | | | | |
| Transfer to Capital Reserve | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transfer to General Reserve | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Balance at the end of the previous reporting period** | - | - | 15,205 | 52,177 | 4,77,958 | 40,799 | - | 51,086 | - | - | 4,223 | - | 2,205 | - | - | 6,43,653 |

The accompanying notes no. 1 to 53 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 M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mumbai, Dated the 17th May, 2024**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN - 08630613**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**Mumbai, Dated the 17th May, 2024**

**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 17th May, 2024. The consolidated financial statements are for the Group consisting of the Company and its subsidiary and joint ventures.

**Note 1: Material Accounting Policy information**

The material accounting policy information 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 Section133 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 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: On March 31st 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 implemented the amendments in following Ind AS and such amendments do not have any material 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 2024.

**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 1st April 2023 to 31st March 2024 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 2024 to March 2024 are added to January 2023 to December 2023 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 2023 to March 2023 are deducted to arrive financial results for the period April 2023 to March 2024 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 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.

**1.4. 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 31st 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 withdrawal 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 and pension 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.

**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 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 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 | Fleet* | Fleet Drydock | Ownership Container | Furniture, Fittings & Equipments | Motor Vehicles | Total |
|---|---|---|---|---|---|---|
| **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** |
| **Year ended 31 March 2024** | | | | | | |
| **Gross carrying amount** | | | | | | |
| Opening gross carrying amount (01 April 2023) | **11,97,716** | **1,16,301** | **-** | **2,202** | **14** | **13,16,233** |
| Additions | 10,033 | 37,167 | - | 110 | - | 47,310 |
| Adjustment in carrying amount of cost** | - | (23,833) | - | - | - | (23,833) |
| Disposals | (25,714) | (1,557) | - | (12) | (1) | (27,284) |
| Transfer from CWIP | - | 3,351 | - | - | - | 3,351 |
| **Closing gross carrying amount (31 March 2024)** | **11,82,035** | **1,31,429** | **-** | **2,300** | **13** | **13,15,777** |
| **Accumulated depreciation** | | | | | | |
| Opening accumulated depreciation (01 April 2023) | **5,22,017** | **53,836** | **-** | **1,603** | **10** | **5,77,466** |
| Depreciation charge for the year | 50,660 | 37,800 | - | 271 | 1 | 88,732 |
| Adjustment in carrying amount of cost** | - | (23,797) | - | - | - | (23,797) |
| Disposals | (24,281) | (1,206) | - | (7) | (1) | (25,495) |
| **Closing accumulated depreciation (31 March 2024)** | **5,48,396** | **66,633** | **-** | **1,867** | **10** | **6,16,906** |
| **Net carrying amount (31 March 2024)** | **6,33,639** | **64,796** | **-** | **433** | **3** | **6,98,871** |

**Notes**

(1) Additions to Fleet include ₹ 455 lakhs (Previous year ₹ 3,278 lakhs) on account of currency exchange difference adjusted as per Material Accounting Policy of foreign currency translation.

(2) *Refer Note 34 for Fleet pledged with banks for Borrowings.

(3) **Adjustments to carrying amount 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 31st March 2023 and 31st March 2024 which is fully depreciated and is still in use.

(5) There were no Benami properties held by the company during FY 2023-24 and FY 2022-23 and no proceedings had been initiated against the company under Benami Transactions (Prohibition) Act, 1988 (45 of 1988).

(6) During the current financial year, useful lives of Dry Dock assets has been reviewed and realigned with statutory / legal requirement for operation of vessels.

(All amounts in INR lakhs, unless otherwise stated)

**Note 4: Capital work-in-progress**

| Particulars | As at March 31, 2022 | Incurred during the year | Capitalised / Adjusted | As at March 31, 2023 | Incurred during the year | Capitalised / Adjusted | As at March 31, 2024 |
|---|---|---|---|---|---|---|---|
| **(A) Construction Work in Progress** | | | | | | | |
| Asset under Construction excluding advance | 5,831 | 3,351 | 5,831 | 3,351 | 4,213 | 3,351 | 4,213 |
| **(B) Construction Period Expenses** | | | | | | | |
| a. Interest | - | - | - | - | - | - | - |
| b. Other directly attributable expenses | - | - | - | - | - | - | - |
| c. Exchange fluctuation | - | - | - | - | - | - | - |
| **Total(A+B)** | **5,831** | **3,351** | **5,831** | **3,351** | **4,213** | **3,351** | **4,213** |

**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 2024** | | | | | |
| Fleet Drydock related CWIP | 4,213 | - | - | - | 4,213 |
| **Total Projects in progress** | **4,213** | **-** | **-** | **-** | **4,213** |
| **Projects Temporarily Suspended** | **-** | **-** | **-** | **-** | **-** |
| **Projects in progress as on 31 March 2023** | | | | | |
| Fleet Drydock related CWIP | 3,351 | - | - | - | 3,351 |
| **Total Projects in progress** | **3,351** | **-** | **-** | **-** | **3,351** |
| **Projects Temporarily Suspended** | **-** | **-** | **-** | **-** | **-** |

**Disclosure for Time overrun for Capital Work-in-progress as on 31 March 2024**

| 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 2024** | | | | | |
| 1.Equipment fitting Vessel 1 FY 2023-24 | 578 | - | - | - | **578** |
| 2.Drydock for Vessel 1 FY 2023-24 | 2,292 | - | - | - | **2,292** |
| 3.Drydock for Vessel 2 FY 2023-24 | 1,180 | - | - | - | **1,180** |
| 4.Drydock for Vessel 3 FY 2023-24 | 87 | - | - | - | **87** |
| 5.Drydock for Vessel 4 FY 2023-24 | 51 | - | - | - | **51** |
| 6.Drydock for Vessel 5 FY 2023-24 | 25 | - | - | - | **25** |
| **Total CWIP as on 31 March 2024** | **4,213** | **-** | **-** | **-** | **4,213** |

(1) Equipment fitting for Vessel 1 started in FY 2023-24 and was ongoing as on 31 March 2024 and there was no time overrun.

(2) The drydock for Vessel (Sr. No. 2 and 3) (₹ 3,472 lakhs) started in FY 2023-24 was ongoing as on 31 March 2024 and there was no time overrun.

(3) For Sr. No. 4 to 6 (₹ 163 lakhs), drydock is yet to commence as on 31 March 2024 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 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 (Sr. No. 1 to 5) (₹ 2,952 lakhs) 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 (₹ 399 lakhs), drydock is yet to commence as on 31 March 2023 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 2023** | | | | | | |
| **Gross carrying amount** | | | | | | |
| Opening gross carrying amount (1 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 (1 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** | **0** | **1,569** |
| **Year ended 31 March 2024** | | | | | | |
| **Gross carrying amount** | | | | | | |
| Opening gross carrying amount (1st April 2023) | 419 | 2,013 | - | 49 | 199 | 2,680 |
| Additions | - | 1 | - | 47 | 133 | 181 |
| Disposal | - | (70) | - | - | - | (70) |
| **Closing gross carrying amount (31 March 2024)** | **419** | **1,944** | **-** | **96** | **332** | **2,791** |
| **Accumulated depreciation** | | | | | | |
| Opening accumulated depreciation (1 April 2023) | 168 | 697 | - | 47 | 199 | 1,111 |
| Depreciation charge for the year | 42 | 148 | - | 7 | 7 | 204 |
| Disposal | - | - | - | - | - | - |
| **Closing accumulated depreciation (31 March 2024)** | **210** | **845** | **-** | **54** | **206** | **1,315** |
| **Net carrying amount (31 March 2024)** | **209** | **1,099** | **-** | **42** | **126** | **1,476** |

(All amounts in INR lakhs, unless otherwise stated)

**Note 6: Intangible assets**

| Particulars | Computer Software | Total |
|---|---|---|
| **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)** | **-** | **-** |
| **Year ended 31 March 2024** | | |
| **Gross carrying amount** | | |
| Opening gross carrying amount (01 April 2023) | 1,609 | 1,609 |
| Additions | 35 | 35 |
| Disposal | - | - |
| **Closing gross carrying amount (31 March 2024)** | **1,644** | **1,644** |
| **Accumulated amortisation** | | |
| Opening accumulated amortisation (01 April 2023) | 1,609 | 1,609 |
| Amortisation charge for the period | 3 | 3 |
| Disposal | - | - |
| **Closing accumulated amortisation (31 March 2024)** | **1,612** | **1,612** |
| **Net carrying amount (31 March 2024)** | **32** | **32** |

There were no intangible assets under development as on 31 March 2023 and 31 March 2024

**Note 6(a): Investments accounted for using the equity method**

| Particulars | Face value | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|---|
| | | 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 | 2908 | 22,817 | 2908 | 22,740 |
| India LNG Transport Company (No.2 ) Ltd. | 2.2037 USD | 2908 | 22,613 | 2908 | 22,021 |
| India LNG Transport Company (No. 3) Ltd. | 1 USD | 2600 | 5,357 | 2600 | 3,403 |
| India LNG Transport Company (No. 4) Pvt Ltd. | 1 USD | 11036558 | 14,450 | 11036558 | 12,477 |
| **Total (equity instruments)** | | | **65,237** | | **60,641** |

(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).**

(B) India LNG Transport Company No. 3 Ltd. is the 3rd joint venture company which owns and operates one LNG Carrier Aseem. The

(All amounts in INR lakhs, unless otherwise stated)

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 2024 | | 31 March 2023 | |
|---|---|---|---|---|---|
| | | 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 | 50000000 | 5,000 | 50000000 | 5,000 |
| Less: Loss allowance | | | 5,000 | | 5,000 |
| | | | - | | - |
| Scindia Steam Navigation Company Ltd., fully paid (₹ 0.30 lakhs; Previous year ₹ 0.30 lakhs) | ₹ 20 | 3438 | - | 3438 | - |
| Less: Loss allowance | | | - | | - |
| | | | - | | - |
| Woodlands Multispeciality Hospital Ltd. | ₹ 10 | 60000 | 482 | 60000 | 434 |
| **Total (equity instruments)** | | | **482** | | **434** |
| **Total non-current investments** | | | **482** | | **434** |
| Aggregate amount of quoted investments and market value thereof | | | - | | - |
| Aggregate amount of unquoted investments | | | **5,482** | | **5,434** |
| Aggregate amount of impairment in the value of investments | | | **5,000** | | **5,000** |
| **Investments carried at fair value through Profit and Loss** | | | **482** | | **434** |

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 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non-Current | Current | Non-Current |
| **Considered good - Secured** | | | | |
| Loans to employees (including accrued interest) | 236 | 2,205 | 176 | 2,084 |
| **Considered good - Unsecured** | | | | |
| **Loans to related parties** | | | | |
| Loan to Joint Ventures | | | | |
| India LNG Transport Company (No. 3) Ltd. | - | 20,304 | - | 20,091 |
| | - | 20,304 | - | 20,091 |
| Less: Allowance for doubtful debts | - | - | - | - |
| **Total loans** | **236** | **22,509** | **176** | **22,175** |

(All amounts in INR lakhs, unless otherwise stated)

**Loan repayable on demand**

| Type of Borrower | 31 March 2024 | 31 March 2023 | % to the Total Loans 31 March 2024 | % to the Total Loans 31 March 2023 |
|---|---|---|---|---|
| India LNG Transport Company (No. 3) Ltd. | 20,304 | 20,091 | 100 | 100 |
| **Total** | **20,304** | **20,091** | **100** | **100** |

**Note 7(c): Other financial assets**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non-Current | Current | Non-Current |
| **Financial Assets carried at amortised cost** | | | | |
| Security Deposits | - | 1,202 | - | 885 |
| **Bank deposits (with original maturity of more than 12 months)** | | | | |
| - Term Deposits@ | 2,820 | 93 | 16,857 | - |
| **From Related Parties (Refer Note no 29 for details)** | | | | |
| - Interest Receivable | 431 | - | 337 | - |
| Subsidy Receivable From GOI (for promotion of flagging of merchant ships in India) | 343 | - | 7 | - |
| Income accrued on deposits/investments | 291 | - | 656 | - |
| Claim Recoverable | 6,880 | - | 8,480 | - |
| Unbilled Revenue (Contract Asset) (Refer Note no 32 for details) | 39,692 | - | 48,062 | - |
| Less: Provision for doubtful debts | - | - | - | - |
| | 39,692 | - | 48,062 | - |
| Others | 1 | - | 1 | 7 |
| **Total other financial assets** | **50,458** | **1,295** | **74,400** | **892** |

| @ Earmarked Deposits unavailable for use - Current | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 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) | 2,820 | 2,818 |
| FPO money | - | 13,385 |
| **Total** | **2,820** | **16,509** |

| @ Earmarked Deposits unavailable for use - Non Current | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Lien with Banks & others (Refer Note 34 for Deposits are given as collateral against court cases & bank guarantees) | 93 | - |
| **Total** | **93** | **-** |

**Note 7(d): Trade receivables**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Trade Receivable* | 1,74,969 | 1,33,370 |
| Less: Allowance for doubtful debts** | 33,879 | 31,555 |
| **Total receivables** | **1,41,090** | **1,01,815** |
| Current Portion | 1,41,090 | 1,01,815 |
| Non Current Portion | - | - |

**Break up of above details**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Considered good - Secured | 12,610 | 10,554 |
| Considered good - Unsecured | 1,44,358 | 1,05,204 |
| Trade Receivables which have significant increase in Credit Risk | 6,910 | 6,990 |
| Trade Receivables - credit impaired | 11,091 | 10,622 |
| **Total** | **1,74,969** | **1,33,370** |
| Allowance for doubtful debts | 33,879 | 31,555 |
| **Total trade Receivables** | **1,41,090** | **1,01,815** |

(All amounts in INR lakhs, unless otherwise stated)

*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 2024**

| 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 | 3 | 1,21,219 | 17,228 | 8,800 | 5,709 | 1,324 | 1,54,283 |
| Undisputed | Significant increase in Credit Risk | - | - | - | - | - | 6,362 | 6,362 |
| Undisputed | Credit Impaired | - | - | - | - | - | - | - |
| Disputed | Considered Good | - | - | - | - | - | 2,686 | 2,686 |
| Disputed | Significant increase in Credit Risk | - | - | - | - | - | 548 | 548 |
| Disputed | Credit Impaired | - | - | - | 319 | 2,265 | 8,506 | 11,090 |
| | **Total** | **3** | **1,21,219** | **17,228** | **9,119** | **7,974** | **19,426** | **1,74,969** |
| Less | Allowances for Doubtful Debts | | | | | | | (33,879) |
| | **Total Trade Receivables** | | | | | | | **1,41,090** |

**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** | **8,955** | **1,934** | **14,860** | **1,33,370** |
| Less | Allowances for Doubtful Debts | | | | | | | (31,555) |
| | **Total Trade Receivables** | | | | | | | **1,01,815** |

**Note 7(e): Cash and cash equivalents**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Balances with banks | | |
| - in current accounts* | 4,180 | 7,257 |
| - in deposits account with original maturity of less than three months@ | 79,982 | 24,488 |
| **Total cash and cash equivalents** | **84,162** | **31,745** |

| *Balance with banks in current account unavailable for use | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unspent CSR money | 301 | 48 |
| Unpaid dividend | 22 | 15 |
| **Total** | **323** | **63** |

| @ Earmarked Deposits unavailable for use | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unutilized Govt subsidy for Male service | - | 1,691 |
| Superannuation Fund | - | 5,853 |
| **Total** | **-** | **7,544** |

**Note 7(f): Bank balances other than cash and cash equivalents**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Margin money for Bank Guarantee | - | - |
| Other Deposits with banks* | 47,270 | 23,615 |
| **Total Bank balances other than cash and cash equivalents** | **47,270** | **23,615** |

(All amounts in INR lakhs, unless otherwise stated)

| *Earmarked Deposits unavailable for use | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Unutilized Govt subsidy for Male service | - | 1,616 |
| FPO money | 13,385 | - |
| Superannuation Fund | 1,685 | - |
| **Total** | **15,070** | **1,616** |

**Note 8: Income Tax Assets(net)**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non-Current | Current | Non-Current |
| Income Tax Assets (Net of Provision) | - | 34,614 | - | 32,858 |
| **Income Tax Assets (Net)** | **-** | **34,614** | **-** | **32,858** |

**Note 9: Other Assets**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non-Current | Current | Non-Current |
| **(a) Advances other than Capital Advances** | | | | |
| Advances to employees | | | | |
| i) Secured, Considered Good | - | - | - | - |
| ii) Unsecured, Considered Good | 420 | - | 2,460 | - |
| | 420 | - | 2,460 | - |
| Less : Provision for Doubtful Advances | - | - | - | - |
| | 420 | - | 2,460 | - |
| Advances to Others | | | | |
| i) Unsecured, Considered Good | 17,095 | - | 11,772 | - |
| ii) Unsecured, Considered Doubtful | 1,744 | - | 1,735 | - |
| | 18,839 | - | 13,507 | - |
| Less : Provision for Doubtful Advances | 1,744 | - | 1,735 | - |
| | 17,095 | - | 11,772 | - |
| **(b) Others** | | | | |
| Excess - Gratuity Fund | - | 9,248 | - | 8,423 |
| - Cenvat Credit Receivables | - | 95 | - | 95 |
| - Service tax paid under Protest | - | 5,327 | - | 4,326 |
| - Advance Service Tax | - | - | - | - |
| - GST Receivable* | 5,738 | - | 7,413 | - |
| - Predeposit with Income Tax Department | - | 974 | - | 974 |
| | 5,738 | 6,396 | 7,413 | 5,395 |
| Subsidy for Passenger service (Myanmmar)** | 467 | - | 467 | - |
| Less : Provision for Doubtful Advances | 467 | - | 467 | - |
| | - | - | - | - |
| Subsidy for Maldives Service# | 366 | - | - | - |
| Subsidy for Passenger service (Srilanka)@ | 98 | - | - | - |
| Financial Assitance from IWAI (ICSL) | 11 | - | 33 | - |
| Prepaid Expenses | 530 | - | 418 | - |
| Others | - | 731 | 189 | 756 |
| **Total other current assets** | **24,258** | **16,375** | **22,285** | **14,574** |

*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.

(All amounts in INR lakhs, unless otherwise stated)

** This pertains to India Myanmmar Service started on 02.10.2014 on the directions of Ministry of Shipping. The service was completed on Nov 2016.

# On 10th August 2020, Ministry of Shipping 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. Further subsidy of ₹ 16.16 crores was received in March 2023, and, ₹ 2 crores was received on 30.03.2024 to continue running cargo shipping service between India and Maldives. The balance amount is placed in Fixed Deposit and Interest earned against such deposit are remitted to the Consolidated Fund of India.

@ As per directions of MoPSW, SCI has provided assistance to the TNMB for commencement of International Passenger ferry service between Nagapattinam, India and Kankesanthurai, Sri Lanka. SCI coordinated with all stake holders for successful completion of HSC Cheriyapani voyages between Nagapattinam and Kankesanthurai. The expenses incurred for operating ferry services are reimbursable to SCI. The reimbursable amount is approved by Finance division of MEA.

**Note 10: Inventories**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Fuel Oil* | 17,412 | 15,001 |
| **Total inventories** | **17,412** | **15,001** |

Valuation of inventories are done as per point no1.8 of Material accounting policy information (Note - 1)

**Note 11: Assets classified as held for sale**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 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 2024 | As at 31 March 2023 |
|---|---|---|
| **Authorised** | | |
| 1,00,00,00,000 [31 March 2023: 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 2023: 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 2024 | | As at 31 March 2023 | |
|---|---|---|---|---|
| | 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 2024 | | As at 31 March 2023 | |
|---|---|---|---|---|
| | 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 | 1,46,06,834 | 3.14 | 2,46,89,964 | 5.30 |
| | 31,15,49,811 | 66.89 | 32,16,32,941 | 69.05 |

(All amounts in INR lakhs, unless otherwise stated)

**c) Disclosure of Shareholding of Promoters**

| Shares held by Promoters at the year ended 31 March 2024 | | | | |
|---|---|---|---|---|
| **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 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 | - |

*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 2024 | As at 31 March 2023 |
|---|---|---|
| Capital reserve | 15,205 | 15,205 |
| Securities premium | 52,177 | 52,177 |
| General reserve | 4,77,958 | 4,77,958 |
| Tonnage Tax Reserve | 48,349 | 40,799 |
| Retained Earnings | 1,09,436 | 51,086 |
| **Total surplus** | **7,03,125** | **6,37,225** |

**(i) Capital reserve**

| Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|
| 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 2024 | As at 31 March 2023 |
|---|---|---|
| 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 2024 | As at 31 March 2023 |
|---|---|---|
| Opening balance | 4,77,958 | 4,77,958 |
| Add: Transfer from Tonnage Tax Reserve (Utilised) | - | - |
| **Closing Balance** | **4,77,958** | **4,77,958** |

(All amounts in INR lakhs, unless otherwise stated)

**(iv) Tonnage Tax Reserve**

| Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|
| Opening balance | 40,799 | 26,660 |
| 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 | 7,550 | 13,032 |
| **Closing Balance** | **48,349** | **40,799** |

**(v) Retained Earnings**

| Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|
| Opening balance | 51,086 | (21,226) |
| Add: Profit/(Loss) for the year | 61,118 | 79,944 |
| Items of other comprehensive income recognised directly in retained earnings | | |
| Remeasurements gain/(loss) of defined benefit plans | 53 | 972 |
| Less: Reversal of SWF Appropriation 15-16 | - | - |
| Share of profits of associates and joint ventures, net of tax | 6,779 | 7,072 |
| Adjustments: | | |
| Less:Adjustment in retained earning | - | - |
| Add: Transfer from debenture redemption reserve | - | - |
| Less: Dividend paid on equity shares | 2,050 | 1,537 |
| Less: Dividend distribution tax paid | - | - |
| Less: Adjustment in the value of fixed assets | - | - |
| Less: Transfer to general reserve | - | - |
| Less: Transfer to Debenture redemption reserve | - | - |
| Less: Tonnage Tax Reserve pertains to Previous year | - | **1,107** |
| Less: Tonnage Tax Reserve | **7,550** | **13,032** |
| **Closing Balance** | **1,09,436** | **51,086** |

**Retained earnings include accumulated OCI {Remeasurements gain/(loss) of defined benefit plans} of ₹ 7,026.28 lakhs (Previous year ₹ 6,973.28 lakhs)**

**Note 13(b): Other Surplus**

| Particulars | Cash Flow Hedging Reserve | Foreign currency translation reserve | Total other reserves |
|---|---|---|---|
| **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** |
| Share of OCI of associates and joint ventures, net of tax | 1,372 | - | 1,372 |
| Currency translation differences | - | (3,555) | (3,555) |
| **As at 31 March 2024** | **5,595** | **(1,350)** | **4,245** |

**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.

(All amounts in INR lakhs, unless otherwise stated)

**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 2024 | | 31 March 2023 | |
|---|---|---|---|---|---|
| | | Current* | Non Current | Current* | Non Current |
| **Secured** | | | | | |
| **Term Loans:** | | | | | |
| Rupee loans from banks | A | - | - | - | - |
| Foreign currency loans from banks | B | 42,812 | 85,022 | 31,116 | 76,745 |
| **Total** | **C** | **42,812** | **85,022** | **31,116** | **76,745** |
| **Unsecured** | | | | | |
| **Term Loans:** | | | | | |
| Rupee loans from banks | A | - | - | - | - |
| Foreign currency loans from banks | B | 63,078 | 71,537 | 35,776 | 89,170 |
| **Total** | **C** | **63,078** | **71,537** | **35,776** | **89,170** |
| **Long-term borrowings #** | | **1,05,890** | **1,56,559** | **66,892** | **1,65,915** |

**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 | 19,874 | Overnight SOFR plus 1.80% | Half yearly | Aug-27 | Secured Against Vessels |
| SBI London 40.495 mn | 16,254 | Overnight SOFR plus 1.75% | Half yearly | Nov-25 | Secured Against Vessels |
| SBI Mumbai Term Loan ₹ 160 cr - FCNR | 6,804 | Six Month SOFR plus 1% | Quarterly | Mar-27 | Secured Against Vessels |
| SBI Mumbai Term Loan ₹ 495 cr - FCNR | 16,461 | Six Month SOFR plus 1% | Quarterly | Jun-27 | Secured Against Vessels |
| Exim Bank Loan 75 mn | 18,759 | Overnight SOFR plus 1.35% | Quarterly | Jul-25 | Secured Against Vessels |
| SBI Corporate Loan 148.12 mn | 50,024 | Six Month SOFR plus 0.80% | Half yearly | Mar-30 | Secured Against Vessels |
| **Unsecured** | | | | | |
| Exim Bank Loan 75 mn | 35,731 | Overnight SOFR plus 1.35% | Quarterly | Jan-28 | Unsecured |
| Bank of India 164m | 54,661 | Six Month SOFR plus 0.9% | Half yearly | Mar-26 | Unsecured |
| EXIM Capex Loan | 44,223 | Overnight SOFR plus 1.35% | Half yearly | Oct-29 | Unsecured |
| **TOTAL** | **262,791** | | | | |

**Maturity Profile**

| | 1-2 years | 2-3 years | 3-4 years | Beyond 4 years |
|---|---|---|---|---|
| Secured Loans | 27,684 | 23,153 | 14,196 | 19,989 |

| | 1-2 years | 2-3 years | 3-4 years | Beyond 4 years |
|---|---|---|---|---|
| Unsecured Loans | 36,191 | 8,845 | 8,845 | 17,656 |

* 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 ₹ (342) (previous year ₹ (485)) lakhs of Unamortised Upfront fees

(All amounts in INR lakhs, unless otherwise stated)

**Note 14(b): Other financial liabilities**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non Current | Current | Non Current |
| Lease Liabilities | 261 | 1,824 | 204 | 1,960 |
| **Total Lease Liabilities** | **261** | **1,824** | **204** | **1,960** |

**Note 14(c): Other financial liabilities**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non Current | Current | Non Current |
| **Financial Liabilities at amortised cost** | | | | |
| **Security Deposits** | | | | |
| Security Deposits (others) | 970 | 178 | 859 | 137 |
| Security Deposits against employee Bond | 43 | - | 9 | - |
| Interest accrued but not due on borrowings | 1,372 | - | 1,467 | - |
| Unpaid Dividend | 22 | - | 15 | - |
| **Others** | | | | |
| Other Deposits payable | 327 | - | 276 | - |
| Payable to Related Parties (Refer Note no 29 for details) | 34 | - | 29 | - |
| Payable to SCILAL. | - | - | 280 | - |
| Employee related Liabilities | 10,146 | - | 20,519 | - |
| Others* | 3,989 | - | 6,709 | - |
| **Total other financial liabilities** | **16,903** | **178** | **30,163** | **137** |

* Includes book overdraft of ₹ 150 lakhs (Previous year ₹ 3,866 lakhs) for which reconciliation has been done.

**Note 14(d): Current borrowings**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Secured** | | |
| Current maturities of long-term debt | 42,812 | 31,116 |
| **Unsecured** | | |
| from Banks repayable on demand | | |
| Rupee loans from banks | - | - |
| Foreign currency loans from banks | 26,888 | 25,487 |
| Current maturities of long-term debt | 63,078 | 35,776 |
| **Total current borrowings** | **1,32,778** | **92,379** |

**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 1st April 2023** | 2,34,274 | 25,487 | 2,59,761 |
| Cash flows | 27,121 | 1,041 | 28,162 |
| Foreign Exchange adjustments | 2,525 | 360 | 2,885 |
| Interest expense | 13,759 | 1,612 | 15,371 |
| Interest Paid | (13,858) | (1,612) | (15,470) |
| **Net debt as at 31st March 2024** | **2,63,821** | **26,888** | **2,90,709** |

(All amounts in INR lakhs, unless otherwise stated)

**Note 14(e): Trade payables**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Trade payables | | |
| (a) total outstanding dues of micro enterprises and small enterprises; and | 1,940 | 5,054 |
| (b) total outstanding dues of creditors other than micro enterprises and small enterprises* | 1,31,606 | 1,34,248 |
| **Total trade payables** | **1,33,546** | **1,39,302** |

* Significant Payable to related parties (refer note 29)

**Disclosure requirement under MSMED Act, 2006**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| (a) (i) the principal amount remaining unpaid to any supplier at the end of each accounting year; | 1,940 | 5,054 |
| (ii)the interest due thereon (to be shown separately) remaining unpaid to any supplier at the end of each accounting year; | 31 | 13 |
| (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 | 31 | 13 |
| (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. | 31 | 13 |

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.

**Trade payables ageing schedule for the year ended as on 31 March 2024**

| Particulars | Not Due | 0 to 1 year | 1 to 2 years | 2 to 3 years | more than 3 years | Total |
|---|---|---|---|---|---|---|
| (i) MSME | (14) | 1,863 | 93 | 13 | 13 | **1,968** |
| (ii) Others | (26) | 1,16,765 | 10,814 | 3,132 | (1,670) | **1,29,015** |
| (iii) Disputed dues- MSME | - | - | - | - | - | **-** |
| (iv) Disputed dues- Others | - | 222 | - | - | 2,341 | **2,563** |
| **Grand Total** | **(40)** | **1,18,850** | **10,907** | **3,145** | **684** | **1,33,546** |

**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) | 1,28,467 | 6,069 | (822) | (178) | **1,32,553** |
| (iii) Disputed dues- MSME | - | - | - | - | - | **-** |
| (iv) Disputed dues- Others | - | 20 | - | 54 | 1,621 | **1,695** |
| **Grand Total** | **(997)** | **1,33,027** | **6,202** | **(420)** | **1,490** | **1,39,302** |

(All amounts in INR lakhs, unless otherwise stated)

**Note 15: Provisions**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non-Current | Current | Non-Current |
| **Employee Benefit Obligations** | | | | |
| Provision for leave encashment | 389 | 4,896 | 415 | 5,608 |
| Post Retirement Medical Scheme | 145 | 846 | 431 | 1,125 |
| | **534** | **5,742** | **846** | **6,733** |
| **Other Provisions** | | | | |
| Insurance & cargo claims | 490 | - | 817 | - |
| | **490** | **-** | **817** | **-** |
| **Total** | **1,024** | **5,742** | **1,663** | **6,733** |

| Short term provision | As at 31 March 2023 | Provided during the year | Utilised during the year | Amount reversed | As at 31 March 2024 |
|---|---|---|---|---|---|
| **Other Provisions** | | | | | |
| Insurance & cargo claims* | **817** | 42 | - | 369 | 490 |
| **Total** | **817** | **42** | **-** | **369** | **490** |

* Represents provision of amount payable/borne by the Group against Insurance & cargo claims

**Note 16: Deferred Tax Liabilities**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Deferred tax -upward valuation of Financial Asset | 109 | 98 |
| **Deferred Tax Liabilities(Net)** | **109** | **98** |

**Note 17: Other current liabilities**

| Particulars | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Current | Non Current | Current | Non-Current |
| Deferred Trade Receivable (Contract Liability) (Refer Note no 32 for details) | 2,856 | - | 3,086 | - |
| Advances and Deposits | 855 | - | 5,253 | - |
| Others | | | | |
| Statutory dues | 3,273 | - | 3,380 | - |
| Others Current Liabilities | 2 | 7 | 167 | 7 |
| Subsidy for Maldives Service* | - | - | 3,539 | - |
| Interest Payable to GOI on deposits (Subsidy for Maldives Service) | 123 | - | 79 | - |
| **Total other current liabilities** | **7,109** | **7** | **15,504** | **7** |

*Refer Note No - 9 (Subsidy for Madives Services).

**Note 18: Revenue From operations**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Freight | 3,55,686 | 4,20,907 |
| Charter Hire | 94,919 | 1,19,908 |
| Demurrage | 18,811 | 17,100 |
| Contract Revenue: | | |
| Core shipping activities | 555 | 309 |
| Incidental activities | 12,283 | 8,191 |
| Reimbursement of expenses | 20,948 | 10,627 |
| **Total** | **5,03,202** | **5,77,042** |

(All amounts in INR lakhs, unless otherwise stated)

**Note 19: Other Operating Revenue**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Training & Consultancy fee | 194 | 226 |
| Sundry Receipts (Core) | - | 1 |
| Sundry Receipts (Incidental) | 14 | 27 |
| Recovery of Insurance & PI Claims | 1,243 | 2,105 |
| **Total** | **1,451** | **2,359** |

**Note 20: Other Income**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Interest on financial assets carried at amortised cost** | | |
| a) Fixed Deposits with Banks | 3,044 | 1,496 |
| b) Loans to Employees | 420 | 162 |
| c) Loans to Joint Venture (Refer Note no.29) | 1,634 | 1,162 |
| d) Others | 3,157 | 1,857 |
| Dividend From Joint Venture Companies | 4,494 | 1,478 |
| **Other non operating income** | | |
| Profit on Sale of Fixed Assets | | |
| a) Sale of Ships (Net) | 4,628 | - |
| b) Sale of Other Fixed Assets | 1 | - |
| Profit on sale of investments | 374 | 565 |
| Profit on sale of bunker | 45 | - |
| Gain or Loss on Fair valuation of investment | 48 | 61 |
| Excess Provisions & Unclaimed Credit Written Back | **-** | **8** |
| Subsidy to Indian Shipping Companies (promotion of flagging of merchant ships in India) | 3,663 | 4,453 |
| Financial Assitance from IWAI (ICSL) | 1 | 50 |
| Other Miscellaneous Income | 44 | 28 |
| **Total** | **21,553** | **11,320** |

**Note 21: Cost of services rendered**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Direct Operating Expenses :** | | |
| Agency Fees | 936 | 1,079 |
| Brokerage | 3,593 | 5,253 |
| Commission | 202 | 910 |
| Stevedoring, Dunnage, Cargo Expenses Etc. & Slot Expenses On Joint Sector Container Services (Net) | 48,153 | 95,018 |
| Marine, Light And Canal Dues | 46,065 | 39,422 |
| Fuel Oil (Net) | 1,22,416 | 1,37,960 |
| Water Charges | 700 | 602 |
| Manning expenses | 214 | 273 |
| Honorarium & Training expenses | 3 | 2 |
| **Hire Of Chartered Steamers** | 11,414 | 13,381 |
| **Other Indirect Operating Expenses** | | |
| Transfer And Repatriation And Other Benefits | 157 | 100 |
| Stores & Spares | 21,710 | 24,583 |
| Sundry Steamer Expenses | 1,865 | 1,997 |
| Repairs And Maintenance and Survey Expenses | 17,301 | 13,984 |
| Insurance And Protection, Indemnity Club Fees & Insurance Franchise | 21,774 | 13,436 |
| **Total** | **2,96,503** | **3,48,000** |

(All amounts in INR lakhs, unless otherwise stated)

**Note 22: Employee benefit expense**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **A) Floating staff** | | |
| Wages, Bonus And Other Expenses On Floating Staff | 31,698 | 26,238 |
| Gratuity* | (383) | 68 |
| Contribution To Provident Fund | 710 | 523 |
| Staff Welfare Expenses | 124 | 152 |
| **B) Shore Staff** | | |
| Salaries, Wages, Bonus etc | 16,609 | 15,964 |
| Gratuity* | (1,220) | 2,329 |
| Contribution To Provident Fund | 1,058 | 1,027 |
| Contribution To Pension | 1,090 | 998 |
| Staff Welfare Expenses** | 193 | 124 |
| **C) Remuneration to Directors** | 392 | 358 |
| **Total** | **50,271** | **47,781** |

*Refer Note No. 30 for further details

**Includes amount of ₹ 179.88 lakhs (Previous Year ₹ (105.22) lakhs) amortisation of deferred employee cost as employee loans are measured at amortised cost.

**Note 23: Finance costs**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Interest on: | | |
| - Rupee loans | - | - |
| - Foreign currency loans | 15,218 | 11,718 |
| - Lease Liability | 147 | 197 |
| Exchange differences regarded as an adjustment to borrowing costs | 1,613 | 6,346 |
| Other borrowing costs* | 153 | 158 |
| **Total** | **17,131** | **18,419** |

*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 2024 | 31 March 2023 |
|---|---|---|
| Depreciation on Property, plant and equipment | 88,732 | 75,037 |
| Depreciation on Right of Use Assets* | 203 | 270 |
| Amortisation of Intangible Assets | 3 | 9 |
| **Total** | **88,938** | **75,316** |

*Refer Note no. 5 for further details.

**Note 25: Other expenses**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Other Expenses** | | |
| Power & Fuel | 321 | 287 |
| Rent | 376 | 29 |
| Repairs and Maintenance | | |
| - Building | 175 | 338 |
| - Others | 1,256 | 1,198 |
| Insurance, Rates and Taxes | 14 | 7 |
| Auditors' Remuneration (Detail in Note no 25(a)) | 66 | 68 |
| Establishment Charges | 1,495 | 1,603 |
| Advertisement & Publicity | 152 | 58 |
| Legal & professional | 336 | 416 |
| Postage,Telephone Telegram & Telex | 74 | 76 |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Printing & stationery | 54 | 54 |
| Training, Seminar & Conference Fee | 30 | 29 |
| Travel & Conveyance | 324 | 320 |
| Directors' Sitting Fees | 24 | 22 |
| Directors' Travel Expenses | 26 | 17 |
| Debts / Advances written off | 3 | 454 |
| Interest and Penalties | (56) | 27 |
| Bank Charges | 46 | 47 |
| GST ineligible ITC | 2,203 | 741 |
| CSR Expenditure (Detail in Note no 25(b)) | 1,458 | 1,213 |
| Net loss on Foreign Currency Transaction / Translation | 623 | 16,923 |
| Loss on Fair valuation of investment | - | - |
| Loss on Sale of Assets | 36 | 122 |
| Investment Written Off | - | - |
| Provisions | | |
| Provision for Doubtful Debts and Advances | 6,566 | 3,878 |
| Foreign Taxation | 10 | 48 |
| **Total** | **15,612** | **27,975** |

**Note 25(a): Details of payments to auditors**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Payment to auditors** | | |
| **Statutory auditors** | | |
| a) Audit fees | 38 | 38 |
| b) Certification Work | 28 | 30 |
| c) Travelling & Out of Pocket Expenses | - | - |
| **Total** | **66** | **68** |

**Note 25(b): Corporate social responsibility expenditure**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| (i) Gross amount required to be spent by the Company during the year (2% of Average Net Profit as per section 135 (5)) | 1,470 | 1,213 |
| (ii) Surplus arising out of CSR Project | - | - |
| (iii) Set Off Available From Previous Years | - | - |
| **Total CSR Obligation for the Year** | **1,470** | **1,213** |
| Amount Approved by the Board to be spent during the year | 1,470 | 1,213 |
| Amount spent during the year | 545 | 182 |
| Set Off available for succeeding years | - | - |
| **Amount Unspent during the year** | **925** | **1,031** |

**Amount spent during the year on:**

| Particulars | 2023-24 | | | 2022-23 | | |
|---|---|---|---|---|---|---|
| | In Cash | Yet to be paid in Cash** | Total | In Cash | Yet to be paid in Cash** | Total |
| **(i) Construction / acquisition of any asset** | 119 | 7 | 126 | - | 171 | 171 |
| **(ii) On Purposes Other than (i) above** | | | | | | |
| Health, Nutrition and Sanitation | 187 | 570 | 757 | 160 | 485 | 645 |
| Contribution towards PMUY | - | - | - | - | - | - |
| Flagship Projects-CSR | 59 | 138 | 197 | - | 24 | 24 |
| Educational Scholarship | 41 | 180 | 221 | 22 | 246 | 268 |
| Swachh Bharat | - | - | - | - | - | - |
| Drinking Water | - | - | - | - | - | - |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | 2023-24 | | | 2022-23 | | |
|---|---|---|---|---|---|---|
| | In Cash | Yet to be paid in Cash** | Total | In Cash | Yet to be paid in Cash** | Total |
| Covid-19 | - | - | - | - | - | - |
| Environment Sustianability | 113 | 29 | 142 | - | 94 | 94 |
| Transfer to GoI Fund | 25 | | 25 | - | - | - |
| Travel & Admin Expenses | 1 | 1 | 2 | - | 11 | 11 |
| **Total Expenses (ii)** | **426** | **918** | **1,344** | **182** | **860** | **1,042** |
| **Grand Total (i) and (ii)** | **545** | **925** | **1,470** | **182** | **1,031** | **1,213** |

**Provisions made for liabilities incurred

**Details of Unspent CSR amount year-wise**

**Year wise details of Unspent CSR Amount as on 31.03.2024 for (Ongoing Project) as per section 135(6)**

| Financial Year | Opening Balance | | Amount required to be spent during the year | Amount spent during the year | | Closing Balance | |
|---|---|---|---|---|---|---|---|
| | With Company | In Separate CSR Unspent A/c | | From Company's bank A/c | From Separate CSR Unspent A/c | With Company | In Separate CSR Unspent A/c |
| 2022-23 | - | 1,031 | 1045* | 2 | 751 | - | 292 |
| 2021-22 | - | 48 | 48 | - | 39 | - | 9 |

*Additional ₹ 14 Lakhs for interest earned from Unspent account.

**Year wise details of Unspent CSR Amount as on 31.03.2023 for (Ongoing Project) as per section 135(6)**

| Financial Year | Opening Balance | | Amount required to be spent during the year | Amount spent during the year | | Closing Balance | |
|---|---|---|---|---|---|---|---|
| | With Company | In Separate CSR Unspent A/c | | From Company's bank A/c | From Separate CSR Unspent A/c | With Company | In Separate CSR Unspent A/c |
| 2021-22 | - | 207 | 207 | - | 159 | - | 48 |
| 2020-21 | - | 3 | 3 | - | 3 | - | - |

**Note 26: Earnings per share**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **(a) Basic and diluted earnings per share** | | |
| Profit attributable to the equity holders of the company (A) | 67,897 | 87,016 |
| **(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 ₹) | 14.58 | 18.68 |

**Note 27: Contingent Liabilities, Assets And Commitments**

**(a) Contingent Liabilities**

| | Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| **I.** | Claims against the Company not acknowledged as debts | | |
| | a) State Governments/ Local Authorities | 1,968 | 1,834 |
| | b) CPSEs | 674 | 674 |
| | c) Central Government Departments | | |
| | i) Income Tax | 47,459 | 21,998 |
| | ii) Service Tax @ | 2,46,140 | 2,36,475 |
| | iii) Sales Tax & VAT | 151 | 151 |
| | iv) CGST & SGST Act | 7,752 | - |
| | d) Others # | 10,707 | 8,687 |
| **II.** | Guarantees given by the Banks | | |
| | a) On behalf of the Company | 5,483 | 3,799 |
| | b) On behalf of Joint Venture to the extent of the Company's share | 5,972 | 5,889 |
| **III.** | Undertaking cum Indemnity given by Company | 6,516 | 6,516 |

(All amounts in INR lakhs, unless otherwise stated)

| | Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| **IV.** | Cargo claims covered by P&I Club | - | - |
| **V.** | Bonds / Undertakings given by the Company to Customs Authorities | 64,927 | 61,114 |
| **VI.** | Corporate Guarantees / Undertakings | | |
| | a) In respect of Joint ventures | Nil | Nil |
| | b) Others | 1,404 | 1,933 |

**(b) Contingent Assets**

| | Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| 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 | 368 | 302 |

**(c) Commitments**

| | Particulars | As at 31 March 2024 | As at 31 March 2023 |
|---|---|---|---|
| I. | Estimated amount of contracts remaining unexecuted on capital account (net of advances paid) and not provided for | 11,226 | 11,628 |
| II. | Uncalled liability on shares and other investments partly paid | Nil | Nil |
| III. | Other Commitments in the form of equity share with JVS | Nil | Nil |

**@ Service Tax: includes a sum of ₹ 124,477 lakhs as interest (previous year ₹ 114,728 lakhs).**

**# Details of other cases**

| Sl. No | Particulars | Brief Description | As at 31 March, 2023 | Addition | Deletion | As at 31 March, 2024 |
|---|---|---|---|---|---|---|
| 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. The CIL has filed against SCI Ltd since 2001 for additional claims for DD Amount. Presently the case is in court matter with Hon. High Court, Mumbai. The court matter is not listed in High Court since January 2019. The court matter is defended by Two SCI witnesses. Since the Yard CIL has violated SCI DD terms wrt to DD repairs of MT Dadabhai Nauroji and has claimed for additional repair cost. The SCI Ltd is defending the SCI's Interest by not to pay any Claimed amount by CIL. | 5,558 | 174 | - | 5,732 |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March, 2023 | Addition | Deletion | As at 31 March, 2024 |
|---|---|---|---|---|---|---|
| 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). SCI has appointed Ms.Pushpa Pandya (M/s Hill Dickson) as lawyers as suggested by P & I Club. M/s Mecuria has submitted the invoice for the cargo claim. In reply SCI has asked for the varios documents to prove the ownership of cargo from M/s Mercuria. The matter is under discussion and so far charterers have not yet submitted the documents. As per advice by SCI's lawyers, charterers claim stands time barred due to failure in obtaining time extension from charterers lawyers. SCI has not received any communication from charterers in this regard. | 41 | 1 | - | 42 |
| 3 | OS No 89 of 2020 Kakinada Senior Civil Judge Court SCI Vs M/s Jyoti 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 ₹ 13,53,460 was submitted and revised invoice on 23.07.2018. In view of non-payment till date party has claimed a total amount of INR 20,53,865.00 with interest. | 21 | - | - | 21 |
| 4 | SCI VS M/s Quadra Commodities (MV Vishva Vinay) | MV Vishva Vinay was on Time Charter a/c M/s Quadra Vide CP dated 04.10.2017. The vessel was sub-chartered to M/s COFCO. Sub-charterers (M/s COFCO) further sub-sub-chartered to M/s ST Shipping to load Coal from Puerto Nuevo, Colombia for discharge in San Nicholas, Argentina. The vessel was scheduled to berth at Puerto Nuevo, Columbia on arrival (21.03.2018) to load about 50,000 MT of Coal to be discharged to San Nicholas, Argentina. Due to ME failure and unable to get astern movement vessel could not berth. Vessel's scheduled to berth on arrival and main engine failed while pilot was on board and was unable to get astern movement. This had resulted in cancellation of vessel's berthing. Vessel finally rectified the issue on 12.04.2018. However, in view of vessel's berthing delay, vessel employment to load Coal from Puerto Nuevo was cancelled. Subsequently, charterers had instructed the vessel to sail towards Port of Mobil, USA to load Coal. Vessel arrived Port of Mobile on 01.05.2018 to load about 72,000 MT Coal to be discharged at Iskenderum, Turkey. Vessel had berthed on 05.05.2018 and completed loading on 09.05.2018. However, vessel unable to get astern movement again and resulted in vessel's sailing by the port. Port did not allow vessel to sail unless M/E problem was rectified. Amount of Claim: Charterer has put a claim of US$ 1,514,503.32 in alleged losses in the MV Vishva Vinay matter. | - | 1,251 | - | 1,251 |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March, 2023 | Addition | Deletion | As at 31 March, 2024 |
|---|---|---|---|---|---|---|
| | | SCI counterclaims the sum of US$150,643.34 in debt and/ or damages for wrongful deductions made by the Charterer and armed guard costs for Aden transit, together with interest and costs. Current status of the claim: On 25-27.09.2023, a Mediation was arranged by the charterers, and all 3 parties SCI, COFCO and ST Shipping participated. However, amicable solution could not be arrived. Club will advise on future course of action. | | | | |
| 5 | SCI VS M/s Quadra Commodities (MV Vishva Anand) | MV Vishva Anand was on period charter with M/s Quadra Commodities vide CP dated 25.08.2017. The vessel was on charter from 20.09.2017 to 03.07.2018. The vessel on its 3rd leg had been scheduled to load Coal from port of Convent in Mississippi river on account of sub-charterers M/s Mahalaxmi. The cargo was intended for discharge at West Coast of India. The vessel had arrived at South West (SW) Pass on 27.02.2018 and had tendered NOR to load the intended cargo. Before arrival at SW pass the vessel had been informed by the agent that to arrive at loading berth the vessel will have to pass under 3 bridges on the Mississippi river. To go under the bridges the vessel was required to reduce the vessel's air draft. This could be managed by taking ballast in holds 4 and 6 to which the master had confirmed that the vessel can only ballast hold no. 4 (designed for heavy ballast) and not holds no. 2 and 6. Vessel would experience a sloshing effect while sailing if both holds had been ballasted simultaneously. SCI after consultation with class received confirmation on 06.03.2018 that the vessel can take ballast in 2 holds and proceed at slow speed for loading.However, during this time the level of Mississippi river was continuously rising and it was not possible to meet the air draft simply by ballasting the holds. Hence, it was proposed to charterers that vessel will ballast 2 holds and cut the mast in order to proceed for loading. However, on 06.03.2018, while proceeding towards the berth for mast cutting the vessel experienced main engine issues and was given orders to return to anchorage by the captain of the port (COTP) and repair the deficiency. The vessel was finally cleared to berth by COTP on 14.03.2018. However, by this time the charterers had lost the business in the Mississippi river and the alternate employment for loading grain from Houston and sailed on 21.04.2018. The vessel after loading grain proceeded for Nantong, China. However, the vessel suffered ME issues due to the off-spec bunker supplied by charterers at SW Pass anchorage. The charterers have claimed various charter party off hires due to delay in Mississippi river berthing. Further, charterers have claimed a consequential claim for the loss of business for approx. USD 788,000 and provided barge demurrage invoices for waiting barges at port of Convent for USD 226,000 with a total claim of USD 63,000. Further SCI has a claim of USD 800,000 as receivable from the charterers in addition to the GA claim. | - | 917 | - | 917 |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March, 2023 | Addition | Deletion | As at 31 March, 2024 |
|---|---|---|---|---|---|---|
| 6 | 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 30-04-21 for loading about 55000mt Coal. However, on arrival part of the crew were found covid positive and hence, the loading operations were delayed. On 08-05-21, the port authorities instructed vessel to stop loading and proceed out of the port limits. In-view of the health conditions of the affecred 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. | 252 | 3 | - | 255 |
| 7 | 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. | 27 | 2 | - | 29 |
| 8 | 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 IPEX 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 |
| 9 | 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. Required Bank Guarantee has been provided and vessel released. Matter is presently pending in Court of South Africa for further hearing. $ 419110+104999.52 (Legal Charges etc.) | 431 | 6 | - | 437 |
| 10 | M/s Lilly Maritime Pvt Ltd. – Plaintiff V/s The SCI Ltd _Defendant (MV 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 ad interim relief against SCI on 03.05.2017. The H'onble 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. Affidavit filed in court on 20.06.2017. (Non ascertainable) | 132 | - | - | 132 |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March, 2023 | Addition | Deletion | As at 31 March, 2024 |
|---|---|---|---|---|---|---|
| 11 | 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/- | 96 | 4 | - | 100 |
| 12 | 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 |
| 13 | BL Transport & BL Shipping agencies & United India Ins Co ltd | Towards Repair cost of pay loader used for loading of barytee powder | 55 | 3 | - | 58 |
| 14 | 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/-. The Hon'ble Court issued Notice to Parties, including SCI also to appear before the Hon'ble High Court, Chennai on 15.02.2011 and M/s. King & Partridge filed a Vakalat on behalf of SCI on 04.02.2011. Even though the Petitioner inclined to accept this amount initially, during the subsequent hearing on 11.06.2012, the Counsel for the Petitioner stated that they will receive the amount without prejudice to the contentions / averments in the writ petition. In view of this, the Hon'ble Court have directed the third respondent to submit the cheque on or before 26.06.2012 vide order 11.06.2012 and a copy of the said Order has been sent to our Counsel M/s. King & Partridge and to Fleet Personnel & Board Secretariat Departments, HO seeking their advice on this. As advised by our Counsel, this case could be closed once NMB Rehabilitation Centre submits the cheque in favour of the Petitioner. We are in the process of checking with our Advocates M/s. King & Partridge as to whether the 3rd respondent viz. NMB Rehabilitation Centre and Welfare Trust for Seamen had issued a Cheque to the Petitioner as per Orders passed in WP 28856 of 2010 before closing our file. Matter was last posted on 02.04.2012, still not listed subsequently. However, Counsel informed that they will be filing appropriate applications to list the matter for hearing. | 10 | - | 10 | - |
| 15 | 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 | - |

(All amounts in INR lakhs, unless otherwise stated)

| Sl. No | Particulars | Brief Description | As at 31 March, 2023 | Addition | Deletion | As at 31 March, 2024 |
|---|---|---|---|---|---|---|
| 16 | 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/- which was challenged by him by way of Civil Misc Appeal before Madras High Court. During the pendency of the Appeal, Shri Gopal Selvamani, passed away and his wife, son and daughter are impleaded as legal heirs and are pursuing the appeal. Notice received from the Madras High Court for SCI appearance on 11.07.2016. Notice received from the Madras High Court for SCI appearance on 11.07.2016. The matter was disposed on 03.11.2017. | 1 | - | - | 1 |
| 17 | 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 |
| 18 | Canteen Workers Lal Bavta | Lal Bavta Case (absorption of canteen contract worker) | 875 | 20 | 223 | 672 |
| 19 | Kolkata Technical Fleet Personnel | Compensation related Fleet personnel cases | 222 | - | - | 222 |
| 20 | OSV | Compensation cases of OSV fleet personnel | 266 | - | - | 266 |
| 21 | Disability cases - Officers | Disability compensation of Fleet personnel (Officer) cases. | 22 | - | - | 22 |
| 22 | Disability - Crew | Disability compensation of Fleet personnel (Crew) cases. | 36 | - | - | 36 |
| 23 | Death Cases | Death compensation cases of Fleet personnel | 109 | - | 4 | 105 |
| 24 | Misc | Fleet personnel miscellaneous cases | 282 | - | 87 | 195 |
| 25 | PF and Gratuity Cases | Compensation cases of wages,PF & Gratuity | 25 | - | - | 25 |
| 26 | Manning agent (Wage/PF/Gratuity) | Manning agent cases on wages,PF & Gratuity | 14 | - | 14 | - |
| **Total** | | | **8,687** | **2,380** | **360** | **10,707** |

(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 ₹ 64,927 lakhs to custom authorities [a(V)] is mainly for duty free movement of Import/Export containers.

(All amounts in INR lakhs, unless otherwise stated)

**The movement of contingent liabilities from [I (a)] to [(I (d)] under various categories is tabulated below:**

| Categories | As at 31 March, 2023 | Addition | Deletion | As at 31 March, 2024 |
|---|---|---|---|---|
| a) State Governments/ Local Authorities | 1,834 | 134 | - | 1,968 |
| b) CPSEs | 674 | - | - | 674 |
| c) Central Government Departments | | | | |
| i) Income Tax | 21,998 | 25,461 | - | 47,459 |
| ii) Service Tax @ | 2,36,475 | 9,857 | 192 | 2,46,140 |
| iii) Sales Tax & VAT | 151 | - | - | 151 |
| iv) CGST & SGST Act | - | 7,752 | - | 7,752 |
| d) Others # | 8,687 | 2,380 | 360 | 10,707 |
| **Total** | **2,69,819** | **45,584** | **552** | **3,14,851** |

**Note 28: Income taxes**

**The major components of income tax expense for the years ended 31 March 2024 and 31 March 2023 are:**

**(a) Deferred Tax**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Deferred tax relates to the following:** | | |
| Deferred tax -upward valuation of Financial Asset | 109 | 98 |
| **Net Deferred Tax Liabilities** | **109** | **98** |

**(b) Movement in deferred tax liabilities**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Opening balance as of April 1 2023 | 98 | 83 |
| Tax income/(expense) during the period recognised in profit or loss | 11 | 14 |
| DTL on upward valuation of MTI Land transferred as per Demerger Scheme | - | - |
| **Closing balance as at March 31 2024** | **109** | **98** |
| **Deferred Tax liability has been shown under note no 16** | **109** | **98** |

**(c) Income tax recognised in profit or loss**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Income tax expense** | | |
| *Current tax* | | |
| Current tax on profits for the year | 4,048 | 2,581 |
| Tax pertaining to earlier years (please refer note no.41) | (7,426) | (9,309) |
| *Deferred tax* | 11 | 14 |
| **Income tax expense** | **(3,367)** | **(6,714)** |

**(d) The reconciliation of tax expense and the accounting profit multiplied by tax rate:**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Profit before income tax expense | 57,751 | 73,230 |
| Tax Rate | 25.17% | 25.17% |
| **Tax on Profit before Tax** | **14,536** | **18,432** |
| Less: Tax effect of income that are not taxable in determining taxable profit | (9,461) | (16,136) |
| Less: Tax effect of Dividend Income that are not taxable in determining taxable profit | (516) | (372) |
| Add: Impact of tonnage tax scheme | 657 | 657 |
| Less: Difference in tax gains and book gains (Capital gains) | (1,167) | - |
| Less: Reversal of DTL | 11 | 14 |
| Add: Excess provision - current tax | (1) | - |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Add: Tax pertaining to earlier years | (7,426) | (9,309) |
| 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** | **(3,367)** | **(6,714)** |

**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%** |

**(e) Current tax liabilities**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Opening balance | - | - |
| Add: Current tax payable for the year | 4,048 | 2,581 |
| Less: Taxes paid | (4,048) | (2,581) |
| **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 on 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) suspended wef from 07.03.2024
6. Shri Manjit Singh Saini (joined SCI Board w.e.f. 05.07.2023)
7. Rear Admiral Jaswinder Singh joined (SCI Board w.e.f. 29.12.2023)
8. 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)

**Chief Financial Officer**

1. Shri. N. Subramanya Prakash (CFO from 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)

(All amounts in INR lakhs, unless otherwise stated)

**(d) Non Executive Directors - Not KMPs**

**Independent Directors**

1. Shri Gulabbhai Rohit (joined SCI Board on 22.11.2021)
2. Ms Arunima Dwivedi (joined SCI Board on 07.12.2021)
3. Shri K.N.P. Chakravarthy (joined SCI Board on 07.12.2021)
4. Shri Shreekanth Pattar (joined SCI Board on 07.12.2021)
5. 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 Rajesh Kumar Sinha (joined SCI Board w.e.f. 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 2024 | 31 March 2023 | 31 March 2024 | 31 March 2023 | 31 March 2024 | 31 March 2023 | 31 March 2024 | 31 March 2023 |
| 1. Shri. B.K. Tyagi * | 65 | 56 | 13 | 9 | - | - | - | - |
| 2. Smt. H.K Joshi | - | 45 | - | 2 | - | - | - | - |
| 3. Shri. Atul Ubale ** | 65 | 65 | 13 | 9 | - | - | - | - |
| 4. Shri. Vikram Dingley | 62 | 51 | 12 | 7 | - | - | - | - |
| 5. Shri. C.I. Acharya | 48 | 39 | 12 | 8 | - | - | - | - |
| 6. Shri. Manjit Singh Saini *** | 52 | - | 10 | - | - | - | - | - |
| 7. Rear Admiral Jaswinder Singh | 13 | - | 3 | - | - | - | - | - |
| 8. Shri. P.K. Gangopadhyay | - | 42 | - | 5 | - | - | - | - |
| 9. Smt. Swapnita Vikas Yadav | 30 | 30 | 6 | 4 | - | - | - | - |
| 10. Shri. N. Subramanya Prakash | 75 | 45 | 13 | 6 | - | - | - | - |
| 11. Shri. L. C. Serrao | | 19 | - | 3 | - | - | - | - |
| 12. Shri. Vikas Yadav | 32 | 30 | 6 | 4 | - | - | - | - |
| **Total** | **442** | **422** | **88** | **57** | **-** | **-** | **-** | **-** |

**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.

* The CMD of the company hold the position of Chairman and Managing Director in SCILAL.

**The D (Finance) of the company hold the position of D(Finance) in SCILAL.

*** The D (P&A) of the company hold the position of D(P&A) in SCILAL.

**Transactions with KMP & relative of KMP and Outstanding Balances are as follows:**

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Loans realized during the year | 5 | 5 |
| 2) Interest on Loans realized during the year | 0 | 1 |

| Outstanding Balances | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Loan Balances | 43 | 48 |

**(e) Other transactions with related parties**

The following transactions occurred with related parties:

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Sitting Fees | 24 | 22 |

**(f) CMD is a Director on the Board of The Standard Club Ltd. where the club pays director sitting fee. In FY 23-24 director sitting fees amounting to ₹ 4 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 Director sitting fees paid by The Standard Club Ltd. is not included in KMP remuneration.**

(All amounts in INR lakhs, unless otherwise stated)

**(g) Transactions with Government of India enterprises controlled by Central Government :**

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Dividend Paid during the year | 1,307 | 980 |

**(h) Transactions with JV's and Outstanding Balances are as follows:**

| Nature of Transactions | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Interest Income during the year | 1,634 | 1,162 |
| 2) Expenses Reimbursed / (incurred) during the year | 10 | 26 |
| 3) Management & Accounting fees earned during the year | 2,600 | 2,409 |
| 4) Guarantee fees received during the year | 48 | 48 |
| 5) Loans advances / (realised) during the year | (70) | (17) |
| 6) Dividend received | 4,494 | 1,478 |

| Outstanding Balances | 31 March 2024 | 31 March 2023 |
|---|---|---|
| 1) Investments | 7,359 | 7,359 |
| 2) Loan Balances | 20,304 | 20,091 |
| 3) Interest receivable | 431 | 337 |
| 4) Expenses recoverable/ (payable) | (34) | 10 |

**(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 2024 | 31 March 2023 |
|---|---|---|---|---|
| Indian Oil Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/ Demurrage etc. | 59,384 | 74,197 |
| Bharat Petroleum Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/ Demurrage etc. | 48,345 | 33,407 |
| Hindustan Petroleum Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/ Demurrage etc. | 45,426 | 56,236 |
| Mangalore Refinery and Petrochemicals Limited | Central PSU | Revenue from Freight/Charter Hire/ Demurrage etc. | 41,165 | 38,455 |
| A&N Administration | A&N Admin | Revenue from Freight/Charter Hire/ Demurrage etc. | 23,394 | 6,110 |
| Chennai Petroleum Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/ Demurrage etc. | 16,972 | 17,241 |
| Steel Authority Of India Ltd | Central PSU | Revenue from Freight/Charter Hire/ Demurrage etc. | 16,008 | 19,526 |
| Oil And Natural Gas Corporation Limited | Central PSU | Revenue from Freight/Charter Hire/ Demurrage etc. | 13,480 | 24,735 |
| Indian Oil Corporation Limited | Central PSU | Purchases of Bunker, Oil,Port Dues etc | 46,924 | 55,997 |
| Hindustan Shipyard | Central PSU | Repair/Drydock of vessel | 26,804 | 3,561 |
| Bharat Petroleum Corporation Limited | Central PSU | Purchases of Bunker, Oil,Port Dues etc | 15,386 | 15,582 |
| The Oriental Insurance Co. Ltd | Central PSU | Insurance etc. | 18,043 | 14,034 |
| Cochin Shipyard | Central PSU | Repair/Drydock of vessel | 17,354 | 30,564 |
| Union Territory of Lakshadweep | UTL Admin | Recovery of Reimbursable expenses | 20,145 | 28,000 |
| Andaman & Nicobar Administration | A&N Admin | Recovery of Reimbursable expenses | 40,468 | 25,860 |
| Oil And Natural Gas Corporation Limited | Central PSU | Recovery of Reimbursable expenses | 33,200 | 23,054 |
| Geological Survey Of India | Ministry of Mines | Recovery of Reimbursable expenses | 11,689 | 10,113 |
| SCI Land and Assets Ltd @ | Central PSU | Recovery of Reimbursable expenses / (income) | 1,254 | (280) |

(All amounts in INR lakhs, unless otherwise stated)

@ Includes Remuneration paid to Ms. Laxmi Kamath (CFO SCILAL) & Mr Mohammad Firoz (CS SCILAL) who are on deputation from SCI to SCILAL w.e.f. 08.05.2023.

**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 2024 | 31 March 2023 |
|---|---|---|---|---|
| Andaman and Nicobar Administration | A&N Admin | Trade Receivable/(Advance from customer) | 38,254 | 17,062 |
| Oil And Natural Gas Corporation Limited | Central PSU | Trade Receivable/(Advance from customer) | 22,474 | 6,931 |
| Bharat Petroleum Corporation Limited | Central PSU | Trade Receivable/(Advance from customer) | 8,021 | 4,881 |
| Indian Oil Corporation Ltd. | Central PSU | Trade Receivable/(Advance from customer) | 7,468 | 10,057 |
| Hindustan Petroleum Coporation Ltd. | Central PSU | Trade Receivable/(Advance from customer) | 7,102 | 6,998 |
| Indian Navy | Ministry of Defence | Trade Receivable/(Advance from customer) | 6,515 | 5,075 |
| Ministry of Earth Sciences | Ministry of Earth Sciences | Trade Receivable/(Advance from customer) | 5,922 | 5,454 |
| Cochin Shipyard Limited | Central PSU | Trade Payable/(Advance to vendor) | 9,895 | 17,674 |
| Indian Oil Corporation Ltd. | Central PSU | Trade Payable/(Advance to vendor) | 5,553 | 5,805 |
| Lakshadweep Development Corporation | Central PSU | Trade Payable/(Advance to vendor) | 3,164 | 1,089 |
| Oil And Natural Gas Corporation Limited | Central PSU | Trade Payable/(Advance to vendor) | 677 | 684 |
| Bharat Petroleum Corporation Limited | Central PSU | Trade Payable/(Advance to vendor) | 501 | 385 |
| Hindustan Petroleum Coporation Ltd. | Central PSU | Trade Payable/(Advance to vendor) | 372 | 115 |
| Bharat Sanchar Nigam Limited | Central PSU | Trade Payable/(Advance to vendor) | 277 | 440 |
| Deendayal Port Trust (Earlier Refered as Kandla Port Trust) | Govt. Port Trust | Trade Payable/(Advance to vendor) | 171 | 162 |

**(2) Other than Significant Transactions**

**Other than significant transactions carried out are as follows:**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Revenue | 40,505 | 61,121 |
| Purchases/services | 29,941 | 22,172 |
| Recovery of Reimbursable expenses | 289 | 4,156 |

**Other than significant amount of balance receivable/payable from/to related parties are as follows:**

| Outstanding Balances | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Trade Receivable/(Advance from customers) | 26,773 | 29,609 |
| Trade Payable/(Advance to vendors) | 390 | 587 |

**(j) Details of Guarantees given:**

| Outstanding Balances | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Petronet LNG Limited | 5,972 | 5,889 |
| Oriental Insurance Company Limited | 4,717 | 2,761 |
| Oil & Natural Gas Corporation Limited | 1,747 | 2,266 |
| Other than significant balance of guarantee given to related parties | 423 | 705 |

**(k) Details of Deposits:**

| Particulars | Relation | Deposit Given/ (Received) | 31 March 2024 | 31 March 2023 |
|---|---|---|---|---|
| The Oriental Insurance Co Ltd. | Central PSU | Deposit Given | 150 | 150 |
| Chennai Port Trust | Govt. Port Trust | Deposit Given | 113 | 118 |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Relation | Deposit Given/ (Received) | 31 March 2024 | 31 March 2023 |
|---|---|---|---|---|
| New Delhi Municipal Council | Ministry of Urban Development | Deposit Given | 117 | 34 |
| Haldia Dock Complex (Kolkata Port Trust) | Govt. Port Trust | Deposit Given | 26 | 45 |
| Other than significant balance of guarantee given to related parties | | Deposit Given | 13 | 23 |

**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.

**(l) Trust**

**Transactions with Post Retirement Plans managed through separate trust wherein SCI having control:**

| Name of the related party | Nature of transaction | 31 March 2024 | 31 March 2023 |
|---|---|---|---|
| 1. Shipping Corporation of India Employees Gratuity Fund | Employer's Contribution | 1,282 | - |
| 2. Post Retirement Medical Scheme for the Shore employees of The Shipping Corporation of India Limited | - | - | - |
| 3. Provident Fund for the employees of The Shipping Corporation of India Limited | Employer's Contribution | 1,058 | 1,373 |
| 4. SCI Employee Superannuation Trust | Employer's Contribution | 1,794 | 978 |
| 5. Provident Fund for The Crew Non CDC holders of The Shipping Corporation of India Limited | - | - | - |
| 6. The Shipping Corporation of India Limited Post-Retirement Medical Trust | Employer's Contribution | 3,884 | 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 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 @ 13.95% 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-Mar-22** | 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** | **(1031)** | **(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)** |

| Particulars | Present value of obligation | Fair value of plan assets | Net amount |
|---|---|---|---|
| **31-Mar-23** | 7,334 | 15,757 | (8,423) |
| Current service cost | 467 | - | 467 |
| Past service cost | - | - | - |
| Interest expense/(income) | 532 | 1,150 | (618) |
| **Total amount recognised in profit and loss** | **999** | **1,150** | **(151)** |
| *Remeasurements* | | | |
| Return on plan assets, excluding amount included in interest expense/(income) | - | 684 | (684) |
| (Gain )/loss from change in demographic assumptions | - | - | - |
| (Gain )/loss from change in financial assumptions | 164 | - | 164 |
| Experience (gains)/losses | 1,128 | - | 1,128 |
| (i) Amount recognised in other comprehensive income | 1292 | 684 | 608 |
| Employer contributions | - | 1,282 | (1,282) |
| Benefit payments | (1,050) | (1,050) | - |
| Unrecognised Asset due to Limit in Para 64(b) | - | - | - |
| **(ii) 31 March 2024** | 8,575 | 17,823 | (9,248) |
| (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)]** | **1,292** | **684** | **608** |
| **Closing Balance Sheet (Asset) / Liability as on 31 March 2024 [(ii) + (iii)+ (v)]** | | | **(9,248)** |

(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 2024 | 31 March 2023 |
|---|---|---|
| Present value of funded obligations | 8,575 | 7,334 |
| Fair value of plan assets | 17,823 | 15,757 |
| Deficit of funded plan | (9,248) | (8,423) |
| Unfunded plans | - | - |
| Unrecognised Asset due to Limit in Para 64(b) | - | - |
| **Deficit of gratuity plan** | **(9,248)** | **(8,423)** |

**Significant estimates: Actuarial assumptions**

**The significant actuarial assumptions were as follows:**

| **Principal Assumptions at the balance sheet date:** | | |
|---|---|---|
| **Financial Assumptions** | **31 March 2024** | **31 March 2023** |
| Discount Rate | 7.09% | 7.30% |
| Salary Escalation Rate-Shore Staff | 7.80% | 7.80% |
| Salary Escalation Rate-Floating Staff | 9.00% | 9.00% |
| Expected Return on Assets | 7.09% | 7.30% |
| **Demographic Assumptions** | **31 March 2024** | **31 March 2023** |
| 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 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| **Defined Benefit Obligation (Base)** | **8,575** | | **7,334** | |
| **Sensitivity Analysis** | **31 March 2024** | | **31 March 2023** | |
| **Table 14: Sensitivity Analysis** | **Decrease** | **Increase** | **Decrease** | **Increase** |
| **Discount Rate**<br>Impact of increase/decrease in 50 bps on DBO | 391 | (356) | 350 | (323) |
| **Salary Growth Rate**<br>Impact of increase/decrease in 50 bps on DBO | (210) | 235 | (149) | 160 |

| Change in the Unrecognised Asset due to the Asset Ceiling During the Period | 31 March 2023 to 31 March 2024 | 31 March 2022 to 31 March 2023 |
|---|---|---|
| Unrecognised Asset, Beginning of Period | - | - |
| Asset recognised during the year | - | - |
| Unrecognised Asset, End of Period | - | - |

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.

(All amounts in INR lakhs, unless otherwise stated)

**Major category of plan assets are as follows:**

| Particulars | 31 March 2024 | | | | 31 March 2023 | | | |
|---|---|---|---|---|---|---|---|---|
| | Quoted | Unquoted | Total | in % | Quoted | Unquoted | Total | in % |
| **Government of India Securities** | 5,615 | - | 5,615 | 31% | 6,380 | - | 6,380 | 40% |
| **Debt instruments** | | | | | | | | |
| Investment in Bonds | 5,890 | - | 5,890 | 33% | 4,140 | - | 4,140 | 26% |
| **Other Assets including accrued interest** | 1,427 | 305 | 1,732 | 10% | 1,029 | 282 | 1,311 | 8% |
| **Investment in Deposits including Bank Balance** | - | 4,695 | 4,695 | 26% | - | 4,023 | 4,023 | 26% |
| **Total** | **12,932** | **5,000** | **17,932** | **100%** | **11,549** | **4,305** | **15,854** | **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 ₹ 1833 lakhs (Previous period ₹ 1044 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 ₹ 10 Lakhs.

The weighted average duration of the defined benefit obligation is 9.51 years (2023 – 9.82 years).

**(C) Leave Encashment (Unfunded)**

**Balance sheet amount (Leave Encashment)**

| Particulars | Present value of obligation |
|---|---|
| **31-Mar-22** | **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-Mar-23** | **6,023** |

* For leave encashment, the benefits paid are debited to the statement of Profit and Loss.

| Particulars | Present value of obligation |
|---|---|
| **31-Mar-23** | **6,023** |
| Current service cost | 456 |
| Interest expense/(income) | 441 |
| Actuarial (Gain )/loss from change in financial assumptions | 20 |
| Actuarial (Gain )/loss from change in demographic assumptions | - |
| Actuarial - Experience (gains)/losses | (810) |
| **Total amount recognised in profit and loss** | **107** |
| Employer contributions | |
| Benefit payments* | (845) |
| **31-Mar-24** | **5,285** |

(All amounts in INR lakhs, unless otherwise stated)

* 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 2024 | 31 March 2023 |
|---|---|---|
| Present value of unfunded obligations | 5,285 | 6,023 |
| **Deficit of funded plan** | **5,285** | **6,023** |
| **Deficit of leave encashment plan** | **5,285** | **6,023** |

**Significant estimates: Actuarial assumptions**

The significant actuarial assumptions were as follows:

| **Principal Assumptions at the balance sheet date:** | | |
|---|---|---|
| **Financial Assumptions** | **31 March 2024** | **31 March 2023** |
| Discount Rate | 7.09% | 7.30% |
| Salary Escalation Rate-Floating Staff | 9.00% | 9.00% |
| **Demographic Assumptions** | **31 March 2024** | **31 March 2023** |
| 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 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| Defined Benefit Obligation (Base) | 5,285 | | 6,023 | |
| **(M) Sensitivity Analysis** | **31 March 2024** | | **31 March 2023** | |
| | **Decrease** | **Increase** | **Decrease** | **Increase** |
| **Discount Rate**<br>Impact of increase/decrease in 50 bps on DBO | 267 | (253) | 271 | (252) |
| **Salary Growth Rate**<br>Impact of increase/decrease in 50 bps on DBO | (247) | 259 | (225) | 239 |

The weighted average duration of the defined benefit obligation is 9.51 years (2023-9.32 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-Mar-22** | **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* | | | |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Present value of obligation | Fair value of plan assets | Net amount |
|---|---|---|---|
| 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-Mar-23** | **1,881** | **325** | **1,556** |
| Past service cost | - | - | - |
| Interest expense/(income) | 119 | 24 | 95 |
| **Total amount recognised in profit and loss** | **119** | **24** | **95** |
| *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 | (7) | - | (7) |
| Experience (gains)/losses | (654) | (1) | (653) |
| **Total amount recognised in other comprehensive income** | **(661)** | **(1)** | **(660)** |
| Employer contributions | | | - |
| Benefit payments | (145) | (145) | - |
| **31-Mar-24** | **1,194** | **203** | **991** |

The net liability disclosed above relates to funded and unfunded plans are as follows:

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Present value of funded obligations | 1,194 | 1,881 |
| Fair value of plan assets | 203 | 325 |
| **Deficit of funded plan** | **991** | **1,556** |
| Unfunded plans | | |
| **Deficit of Post Retirement Medical Benefit Scheme plan** | **991** | **1,556** |

**Significant estimates: Actuarial assumptions**

The significant actuarial assumptions were as follows:

| **Financial Assumptions** | **31 March 2024** | **31 March 2023** |
|---|---|---|
| Discount Rate | 7.09% | 7.20% |
| Expected Return on Assets | 7.09% | 7.20% |
| **Demographic Assumptions** | **31 March 2024** | **31 March 2023** |
| Mortality Table | IIAM (2012-15) 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 2024** | | **31 March 2023** | |
|---|---|---|---|---|
| Defined Benefit Obligation (Base) | 1,194 | | 1,881 | |
| **Table 12: Sensitivity Analysis** | **31 March 2024** | | **31 March 2023** | |
| | **Decrease** | **Increase** | **Decrease** | **Increase** |
| **Discount Rate**<br>Impact of increase/decrease in 50 bps on DBO | 35 | (33) | 79 | (37) |

(All amounts in INR lakhs, unless otherwise stated)

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.

**Major category of plan assets are as follows**

| Particulars | 31 March 2024 | | | |
|---|---|---|---|---|
| | Quoted | Unquoted | Total | in % |
| Investment in Deposits including Bank Balance | - | 194 | 194 | 96% |
| Other Assets including accrued interest | - | 9 | 9 | 4% |
| **Total** | **-** | **203** | **203** | **100%** |

**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%** |

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 5.56 years (2023–4.30 years).

The expected future cash flows as at 31.03.2024 are as follows:

Projected benefits payable in future years from the date of reporting

| Expected Contribution | Gratuity | Leave Encashment | PRMS |
|---|---|---|---|
| 1st following year | 759 | 402 | 150 |
| 2nd following year | 828 | 489 | 172 |
| 3rd following year | 565 | 373 | 195 |
| 4th following year | 772 | 496 | 224 |
| 5th following year | 932 | 595 | 264 |
| Years 6 to 10 | 4,066 | 2,780 | 919 |

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 |

**Note 31: Segment information**

**(a) Business Segments**

The Group is managed by the Board which is the Chief Operating Decision-Maker (CODM). 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.

**(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 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.

**EBIT**

| Segment | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Liner | (18,715) | (3,119) |
| Bulk | 2,370 | 20,380 |
| Tanker | 60,553 | 82,245 |
| T&OS | 15,959 | 1,327 |
| Unallocated | 13,239 | (6,788) |
| **Total adjusted EBIT** | **73,406** | **94,045** |

**Adjusted EBIT reconciles to profit before income tax as follows:**

| Segment | 31 March 2024 | 31 March 2023 |
|---|---|---|
| **Total adjusted EBIT** | **73,406** | **94,045** |
| Finance costs : | | |
| Liner | 5 | 3 |
| Bulk | 2,456 | 1,964 |
| Tanker | 1,799 | 2,035 |
| T&OS | 938 | 1,012 |
| Unallocated | 11,933 | 13,405 |
| **Total Finance costs** | **17,131** | **18,419** |
| Interest income from investments | 8,255 | 4,676 |
| **Profit before income tax from continuing operations** | **64,530** | **80,302** |

**Depreciation included in adjusted EBIT**

| Segment | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Liner | 1,473 | 1,888 |
| Bulk | 16,079 | 12,464 |
| Tanker | 64,163 | 54,140 |
| T&OS | 7,223 | 6,824 |
| Unallocated | - | - |
| **Total Depreciation included in adjusted EBIT** | **88,938** | **75,316** |

**(d) Segment revenue**

The segment revenue is measured in the same way as in the statement of profit or loss.

(All amounts in INR lakhs, unless otherwise stated)

| Segment | 31 March 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | Total segment revenue | Inter segment revenue | Revenue from external customers | Total segment revenue | Inter segment revenue | Revenue from external customers |
| Liner | 46,099 | - | 46,099 | 1,12,859 | - | 1,12,859 |
| Bulk | 66,604 | - | 66,604 | 81,900 | - | 81,900 |
| Tanker | 3,41,702 | - | 3,41,702 | 3,51,618 | - | 3,51,618 |
| T&OS | 53,554 | - | 53,554 | 37,167 | - | 37,167 |
| **Total Segment Revenue** | **5,07,959** | **-** | **5,07,959** | **5,83,544** | **-** | **5,83,544** |
| **Unallocated** | 9,992 | - | 9,992 | 2,501 | - | 2,501 |
| **Total segment revenue as per profit and loss** | **5,17,951** | **-** | **5,17,951** | **5,86,045** | **-** | **5,86,045** |

**Information about major customers**

Revenue to specific customers exceeding 7% of total revenue for the year ended 31st March 2024 and 31st March 2023 were as follows:

| Revenue from external customers | 31 March 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | Tanker segment | Liner Segment | Total | Tanker segment | Liner Segment | Total |
| Indian Oil Corporation Limited | 59,384 | - | 59,384 | 73,632 | 565 | 74,197 |
| Bharat Petroleum Corporation Ltd. | 48,345 | - | 48,345 | 33,407 | - | 33,407 |
| Hindustan Petroleum Corporation Ltd. | 45,426 | - | 45,426 | 56,236 | - | 56,236 |
| Mangalore Refinery and Petrochemicals Ltd. | 41,165 | - | 41,165 | 38,455 | - | 38,455 |
| Container Movement | - | 15,755 | 15,755 | - | 45,281 | 45,281 |

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 2024 | 31 March 2023 |
|---|---|---|
| India | 3,58,980 | 4,47,495 |
| Singapore | 76,877 | 55,196 |
| Other Countries | 72,102 | 80,853 |
| **Total** | **5,07,959** | **5,83,544** |

**(e) Segment assets**

| Segment | 31 March 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Segment assets | Addition to non-current assets | Segment assets | Addition to non-current assets |
| Liner | 48,061 | - | 43,182 | - |
| Bulk | 1,90,631 | - | 1,84,549 | - |
| Tanker | 5,20,724 | - | 5,46,350 | - |
| T & OS | 1,73,446 | - | 1,60,360 | - |
| **Total segment assets** | **9,32,862** | **-** | **9,34,441** | **-** |
| Unallocated | 2,77,128 | - | 2,09,857 | - |
| **Total assets as per the balance sheet** | **12,09,990** | **-** | **11,44,298** | **-** |

(All amounts in INR lakhs, unless otherwise stated)

**(f) Segment liabilities**

| Segment | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Liner | 39,141 | 62,816 |
| Bulk | 66,289 | 74,492 |
| Tanker | 72,120 | 80,006 |
| T & OS | 58,366 | 54,452 |
| **Total segment liabilities** | **2,35,916** | **2,71,766** |
| Unallocated | 2,20,124 | 1,82,299 |
| **Total liabilities as per the balance sheet** | **4,56,040** | **4,54,065** |

**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 2024 | 31 March 2023 |
|---|---|---|
| Revenue from Contract with Customers | 4,18,115 | 4,63,920 |
| Revenue from Other Sources | | |
| Charter hire (lease) | 94,919 | 1,19,908 |
| Other income | 13,172 | 6,893 |
| **Total Revenue** | **5,26,206** | **5,90,721** |

**The disaggregation of Revenue from Contract with Customers is as under:**

**(A) Revenue from Contract with Customers - Segmentwise**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Liner | 46,099 | 112,860 |
| Bulk | 31,179 | 45,421 |
| Tanker | 3,04,850 | 2,88,414 |
| T&OS | 30,960 | 16,881 |
| Unallocated | 5,027 | 344 |
| **Total Revenue** | **4,18,115** | **4,63,920** |

**(B) Revenue from Contract with Customers – Geographical Location**

| Particulars | 31 March 2024 | | | |
|---|---|---|---|---|
| | India | Singapore | Others | Total |
| Liner | 36,805 | 0 | 9,294 | 46,099 |
| Bulk | 31,154 | 16 | 9 | 31,179 |
| Tanker | 2,11,362 | 42,945 | 50,543 | 3,04,850 |
| T&OS | 30,960 | - | - | 30,960 |
| Unallocated | 5,568 | - | (541) | 5,027 |
| **Total Revenue** | **3,15,849** | **42,961** | **59,305** | **4,18,115** |

| 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** |

(All amounts in INR lakhs, unless otherwise stated)

**(C) On the basis of Timing of Revenue Recognition:**

| Particulars | 31 March 2024 | | |
|---|---|---|---|
| | At Point in time | At Point over time | Total |
| Liner | 287 | 45,812 | 46,099 |
| Bulk | 1,183 | 29,996 | 31,179 |
| Tanker | 24,953 | 2,79,897 | 3,04,850 |
| T&OS | 30,404 | 556 | 30,960 |
| Unallocated | 4,716 | 311 | 5,027 |
| **Total Revenue** | **61,543** | **3,56,572** | **4,18,115** |

| 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** |

**Contract Asset**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Opening Balance of Contract Asset | 48,062 | 46,002 |
| Opening Balance reclassified as Trade Receivable in current period | 48,194 | 45,584 |
| Current year Contract Asset - Carried Forward | 39,824 | 47,644 |
| **Closing Balance of Contract Asset** | **39,692** | **48,062** |

**Contract Liability**

| Particulars | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Opening Balance of Contract Liability | 3,086 | 3,450 |
| Revenue Recognised from the opening balance of Contract Liability | 3,086 | 3,450 |
| Current year Contract liability - Carried Forward | 2,856 | 3,086 |
| **Closing Balance of Contract Liability** | **2,856** | **3,086** |

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.

(All amounts in INR lakhs, unless otherwise stated)

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 2023-24:

| Amounts recognised in profit and loss | 31 March 2024 | 31 March 2023 |
|---|---|---|
| Depreciation cost on right-of-use assets | 203 | 270 |
| Interest expenses (included in finance costs) | 147 | 197 |
| Expenses relating to service elements of leases | - | - |
| Expenses relating to short-term leases | 641 | 266 |
| Expenses relating to variable lease payments | - | - |
| Expenses relating to leases of low-value assets | - | - |
| **Total recognised in operating costs** | **991** | **733** |

Total cash outflow impact for leases for the year 2023-24 was ₹ 337 lakhs, of which ₹ 159 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 2024* | 31 March 2023 |
|---|---|---|
| Not later than 1 year | 387 | 327 |
| Later than 1 year and not later than 5 years | 1,734 | 1,522 |
| Later than 5 Years | 631 | 1,183 |

*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 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 2024 | 31 March 2023 |
|---|---|---|
| Not later than 1 year | 38,815 | 38,455 |
| Later than 1 year and not later than 5 years | 13,741 | 10,319 |
| 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 2024 | 31 March 2023 |
|---|---|---|---|
| **Current** | | | |
| **Financial Assets** | | | |
| Other bank balances | 7(c) | 2,913 | 2,818 |
| **Total current assets pledged as security** | | **2,913** | **2,818** |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Notes | 31 March 2024 | 31 March 2023 |
|---|---|---|---|
| **Non-current** | | | |
| **Financial Assets** | | | |
| Non-current investments | 6(a) | 7,359 | 7,359 |
| **Non Financial Assets** | | | |
| Property, Plant and Equipment | 3 | 3,33,755 | 5,72,060 |
| **Total non-current assets pledged as security** | | **3,41,114** | **5,79,419** |
| **Total assets pledged as security** | | **3,44,027** | **5,82,237** |

**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, 2024 and March 31, 2023. 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, 2024** | | | | | | |
| **Financial assets** | | | | | | |
| i. Investments | 65,719 | - | 65,719 | - | - | 65,719 |
| ii. Trade receivables | 1,41,090 | - | 1,41,090 | - | - | 1,41,090 |
| iii. Cash and cash equivalents | 84,162 | - | 84,162 | - | - | 84,162 |
| iv. Bank balances other than (iii) above | 47,270 | - | 47,270 | - | 2,913 | 44,357 |
| v. Loans | 22,745 | - | 22,745 | - | - | 22,745 |
| vi. Other financial assets | 51,753 | - | 51,753 | - | - | 51,753 |
| **Total** | **4,12,739** | **-** | **4,12,739** | **-** | **2,913** | **4,09,826** |
| **Financial liabilities** | | | | | | |
| i. Borrowings | 2,89,337 | - | 2,89,337 | - | - | 2,89,337 |
| ii. Lease Liabilities | 2,085 | - | 2,085 | - | - | 2,085 |
| iii. Trade payables | | | | | | |
| Micro, Small and Medium Enterprises | 1,940 | - | 1,940 | - | - | 1,940 |
| Others | 1,31,606 | - | 1,31,606 | - | - | 1,31,606 |
| iv. Other financial liabilities | 17,081 | - | 17,081 | - | - | 17,081 |
| **Total** | **4,42,049** | **-** | **4,42,049** | **-** | **-** | **4,42,049** |
| **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 | 1,34,248 | - | 1,34,248 | - | - | 1,34,248 |
| iv. Other financial liabilities | 30,300 | - | 30,300 | - | - | 30,300 |
| **Total** | **4,30,060** | **-** | **4,30,060** | **-** | **-** | **4,30,060** |

(All amounts in INR lakhs, unless otherwise stated)

**Note 36: Fair value measurements**

**Financial instruments by category**

| Particulars | 31 March 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | FVTPL | FVTOCI | Amortised cost | FVTPL | FVTOCI | Amortised cost |
| **Financial assets** | | | | | | |
| Investments | | | | | | |
| - Equity instruments | 482 | - | - | 434 | - | - |
| - Mutual funds | - | - | - | - | - | - |
| Loans | - | - | 22,745 | - | - | 22,351 |
| Trade receivables | - | - | 1,41,090 | - | - | 1,01,815 |
| Cash and cash equivalents | - | - | 84,162 | - | - | 31,745 |
| Other bank balances | - | - | 47,270 | - | - | 23,615 |
| Bank deposits with more than 12 months maturity | - | - | 2,913 | - | - | 16,857 |
| Other financial assets | - | - | 48,840 | - | - | 58,435 |
| **Total financial assets** | **482** | **-** | **3,47,020** | **434** | **-** | **2,54,818** |
| **Financial liabilities** | | | | | | |
| Borrowings | - | - | 1,83,447 | - | - | 1,91,402 |
| Lease Liabilities | - | - | 2,085 | - | - | 2,164 |
| Trade payables | - | - | 1,33,546 | - | - | 1,39,302 |
| Current maturities of long term debt | - | - | 1,05,890 | - | - | 66,892 |
| Other financial liabilities | - | - | 17,081 | - | - | 30,300 |
| **Total financial liabilities** | **-** | **-** | **4,42,049** | **-** | **-** | **4,30,060** |

**(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 2024 | Notes | Level 1 | Level 2 | Level 3 | Total |
|---|---|---|---|---|---|
| **Financial assets** | | | | | |
| Financial Investments at FVTPL | | | | | |
| Unquoted equity instruments -Woodland Speciality Hospital Ltd | **7(a)** | - | - | 482 | 482 |
| **Total financial assets** | | **-** | **-** | **482** | **482** |

| Assets and liabilities which are measured at amortised cost for which fair values are disclosed At 31 March 2024 | Notes | Level 1 | Level 2 | Level 3 | Total |
|---|---|---|---|---|---|
| **Financial assets** | | | | | |
| Loans to related parties | **7(b)** | - | - | 20,304 | 20,304 |
| Loans to others | **7(b)** | - | - | 2,205 | 2,205 |
| Bank deposits | **7(c)** | - | - | - | - |
| **Total financial assets** | | **-** | **-** | **22,509** | **22,509** |
| **Financial Liabilities** | | | | | |
| Borrowings | **14(a)** | - | 2,62,449 | - | 2,62,449 |
| Security deposits | **14(c)** | - | - | 178 | 178 |
| **Total financial liabilities** | | **-** | **2,62,449** | **178** | **2,62,627** |

(All amounts in INR lakhs, unless otherwise stated)

| 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-Woodlands Multispeciality 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** | | | | | |
| Investments | | | | | |
| 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)** | - | - | 137 | 137 |
| **Total financial liabilities** | | **-** | **2,32,807** | **137** | **2,32,944** |

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
- 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 2024 and 31 March 2023:

| Particulars | Unlisted Equity Securities |
|---|---|
| **As at 31 March 2022** | **373** |
| Gains(losses) recognised in Statement of profit or loss | 61 |
| **As at 31 March 2023** | **434** |
| Gains(losses) recognised in Statement of profit or loss | 48 |
| **As at 31 March 2024** | **482** |

(All amounts in INR lakhs, unless otherwise stated)

| Particulars | Fair Value as at | | Significant unobservable inputs | Sensitivity | |
|---|---|---|---|---|---|
| | 31 March 2024 | 31 March 2023 | | 2024 | 2023 |
| Valuation inputs and relationship to fair value - Unlisted Equity Securities (recurring)* | 482 | 434 | Net book values | Increase (Decrease) in the book value would result in Increase (Decrease) in fair value | |

* Net book value as on 31st March, 2024 is calculated based on latest available Financial Statements (i.e. 31st March 2023)

**(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 2024 | | 31 March 2023 | |
|---|---|---|---|---|
| | Carrying amount | Fair value | Carrying amount | Fair value |
| **Financial assets** | | | | |
| Loans to related parties | 20,304 | 20,304 | 20,091 | 20,091 |
| Loans to employee | 2,205 | 2,205 | 2,084 | 2,084 |
| Bank deposits | - | - | - | - |
| **Total financial assets** | **22,509** | **22,509** | **22,175** | **22,175** |
| **Financial liabilities** | | | | |
| Borrowings | 2,62,449 | 2,62,449 | 2,32,807 | 2,32,807 |
| Security deposits | 178 | 178 | 137 | 137 |
| **Total financial liabilities** | **2,62,627** | **2,62,627** | **2,32,944** | **2,32,944** |

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 analyses, 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

(All amounts in INR lakhs, unless otherwise stated)

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 2024 | 31 March 2023 |
|---|---|---|
| Gross carrying amount of trade receivables | 1,74,969 | 1,33,370 |
| Less : Expected credit losses | 15,831 | 12,703 |
| Less : Provision made separately for bankrupt/terminated agents | 9,626 | 4,195 |
| Less : Other Provision (i.e. Off Hire, Demurrage, others) | 8,422 | 14,657 |
| **Carrying amount of trade receivables (net of impairment)** | **1,41,090** | **1,01,815** |

**(iv) Reconciliation of loss allowance provision (ECL)- Trade receivables:**

| Particulars | Amount |
|---|---|
| **Loss allowance on 31st March 2022** | **9,298** |
| Changes in loss allowance | 3,405 |
| **Loss allowance on 31st March 2023** | **12,703** |
| Changes in loss allowance | 3,128 |
| **Loss allowance on 31st March 2024** | **15,831** |

**(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.

***(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 2024 | Less than 1 year | Between 1 and 5 years | More than 5 years | Total |
|---|---|---|---|---|
| Borrowings | 93,830 | 1,72,882 | 19,518 | 2,86,230 |
| Trade payables | 1,33,546 | - | - | 1,33,546 |
| Lease Liabilities | 387 | 1,734 | 631 | 2,752 |
| Security and other deposits | 970 | 178 | - | 1,148 |
| Others financial liabilities | 15,933 | - | - | 15,933 |
| **Total liabilities** | **2,44,666** | **1,74,794** | **20,149** | **4,39,609** |

| 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 | - | 2,61,048 |
| Trade payables | 1,39,302 | - | - | 1,39,302 |
| Lease Liabilities | 327 | 1,522 | 1,183 | 3,032 |
| Security and other deposits | 859 | 137 | - | 996 |
| Others financial liabilities | 29,304 | - | - | 29,304 |
| **Total liabilities** | **2,49,363** | **1,83,136** | **1,183** | **4,33,682** |

(All amounts in INR lakhs, unless otherwise stated)

**(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 2024 | | | 31 March 2023 | | |
|---|---|---|---|---|---|---|
| | USD | EUR | Others | USD | EUR | Others |
| ***Financial assets*** | | | | | | |
| Non Current Loans & Advances | 20,304 | - | (0) | 20,091 | - | - |
| Non Current Other Assets | 825 | - | - | 431 | - | - |
| Current assets | 5,403 | - | 50 | 8,836 | - | 49 |
| Current Loans & Advances | - | - | - | - | - | - |
| Cash and cash equivalents | 65,844 | 1,558 | 297 | 1,253 | 4,513 | 1,855 |
| Other Bank Balances | - | - | - | - | - | - |
| Trade Receivables | 65,997 | 5,961 | 5,608 | 46,597 | 7,236 | 5,577 |
| **Exposure to foreign currency risk (assets)** | **1,58,373** | **7,519** | **5,955** | **77,208** | **11,749** | **7,481** |
| ***Financial liabilities*** | | | | | | |
| Long Term (Non-Current) Borrowings | 1,56,558 | - | - | 1,65,915 | - | - |
| Other current Liabilities | 2,292 | 3 | 253 | 4,058 | - | 132 |
| Short Term Borrowings | 1,32,778 | - | - | 92,379 | - | - |
| Trade Payables | 31,248 | 6,316 | 7,427 | 42,942 | 6,326 | 7,593 |
| **Exposure to foreign currency risk (liabilities)** | **3,22,876** | **6,319** | **7,680** | **3,05,294** | **6,326** | **7,725** |
| **Total exposure to foreign currency risk (liabilities)** | **3,22,876** | **6,319** | **7,680** | **3,05,294** | **6,326** | **7,725** |

**(b) Sensitivity**

The following table details the Group's sensitivity to a 4% increase/ decrease in INR as against USD and 3% 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 2024 | 31 March 2023 |
| **USD sensitivity** | | |
| INR/USD -Increase by 4% (31 March 2023 - 5%) | (6,580) | (11,404) |
| INR/USD -Decrease by 4% (31 March 2023 - 5%) | 6,580 | 11,404 |
| **EUR sensitivity** | | |
| INR/EUR -Increase by 3% (31 March 2023 - 4%) | 36 | 217 |
| INR/EUR -Decrease by 3% (31 March 2023 - 4%) | (36) | (217) |

**(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.

(All amounts in INR lakhs, unless otherwise stated)

**(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 2024 | 31 March 2023 |
|---|---|---|
| Variable rate borrowings | 2,89,733 | 2,58,779 |
| **Total borrowings at variable rate** | **2,89,733** | **2,58,779** |

**(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 2024 | 31 March 2023 |
| Interest rates – increase by 100 basis points (100 bps) | (2,897) | (2,588) |
| Interest rates – decrease by 100 basis points (100 bps) | 2,897 | 2,588 |

**(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 2023-24, Export Revenue of the group is ₹ 154,472 lakhs (previous year ₹ 171,809 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 2024 | 31 March 2023 |
|---|---|---|
| Total Debt | 2,89,337 | 2,58,294 |
| Total Equity | 7,53,950 | 6,90,233 |
| **Net debt to equity ratio** | **0.38** | **0.37** |

**(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 2023-24.

**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 into consideration and be guided by the provisions of the Companies Act 2013, Companies (Declaration and Payment of Dividend) Rules, 2014, Guidance Note on Dividend & Secretarial Standard 3 (SS3) and company's future plans and cash position 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**

Pursuant to the order of Hon'ble ITAT Mumbai in favor of the Company for A.Y. 2008-09, the Income Tax department has filed an appeal with the Hon'ble Bombay High Court during the financial year 2023-24. Consequently, the Company has disclosed the amount under dispute in the Contingent Liability in the financial statements for the year ended 31.03.2024. Notably, the Company has received the Order Giving Effect (OGE) dated 30th April 2024 from the Income Tax department to the ITAT order dated 14.03.2023.

(All amounts in INR lakhs, unless otherwise stated)

On 28.02.2024, The Hon'ble ITAT Mumbai in the Company's own case of A.Y. 2010-11 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'.

Based on the legal and expert opinions, past favorable judgments, and the receipt of the Order Giving Effect (OGE) concerning the ITAT order for AY 2008-09 dated 14.03.2023 in identical matter, the Company has reversed the provision for income tax for the for assessment year 2010-11 to the tune of ₹ 74 crore, consequent to the aforesaid ruling. This adjustment is reflected under "Tax pertaining to earlier Years" in the financial statements for the year ended 31.03.2024. However, the Company has disclosed the same under Contingent liability in the financial statements for the year ended 31.03.2024.

**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**

Pursuant to approval of demerger scheme by MCA vide its order dated 22.02.2023, 192 non-core assets were transferred from the Company (Demerged Company) to Shipping Corporation of India Land and Assets Limited (Resulting Company) (hereinafter referred to as SCILAL) w.e.f. 01 April 2021 and lease back of the same to the company has been treated as short term lease, pending execution of final agreement and disinvestment process as detailed in note no. 42.

**Note 44**

a) The Company has the practice of seeking confirmations of balances from all the parties in respect of the Trade Receivables, Trade Payables and Deposits. While the reconciliation is an on-going process, the management does not expect any material difference affecting the financial results due to the same.

b) Reconciliation of agent/vendor/customer balances is an ongoing process. Management is of the view that effect of changes in the balances on account of above reconciliation and subsequent impact of foreign exchange gain / loss will not be material.

**Note 45**

The Board of Directors recommended a dividend of ₹ 0.50/- per equity share of face value of ₹ 10/- each. The outgo on this account will be approximately ₹ 2,329 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**

During the Financial Year 2023-24, the company has sold its vessels M.T. Sampurna Swarajya, DWT 32950 and M.T. Suvarna Swarajya, DWT 32902 due to completion of useful life.

**Note 48**

Following assets has been transferred to SCILAL w.e.f 01.04.2021 as per MCA order dated 22.02.2023 and has been removed from SCI financial statements. Title deeds of these assets are in the name of SCI as on 31.03.2024 and is in the process of transfer. There are few assets for which SCI does not have title deeds also.

| Sr. No. | Description of item of property | Gross carrying value as on 01 April 2021 (transfer date as per scheme) | Title held in the name of | Whether title deed holder is a promoter, director or relative of promoter/director or employee of promoter/director | Property held since | Reason for assets being held in the name of the company |
|---|---|---|---|---|---|---|
| 1 | Shipping House, Mumbai (Land) | 8.89 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 2 | Shipping House, Mumbai | 26.88 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |

(All amounts in INR lakhs, unless otherwise stated)

| Sr. No. | Description of item of property | Gross carrying value as on 01 April 2021 (transfer date as per scheme) | Title held in the name of | Whether title deed holder is a promoter, director or relative of promoter/director or employee of promoter/director | Property held since | Reason for assets being held in the name of the company |
|---|---|---|---|---|---|---|
| 3 | Shipping House, Kolkata (Land) | 0.65 | Shipping Corporation of India Limited | No | 1964 | Transfer of the title deeds are in process post demerger |
| 4 | Shipping House, Kolkata | 10.56 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 5 | MTI, Powai (Land) | 2,37,629.00 | Shipping Corporation of India Limited | No | 1979 | Transfer of the title deeds are in process post demerger |
| 6 | MTI, Powai (Building) | 522.56 | Shipping Corporation of India Limited | No | 1987 | Transfer of the title deeds are in process post demerger |
| 7 | MTI, Powai (Data Centre) | 167.07 | Shipping Corporation of India Limited | No | 2009 | Transfer of the title deeds are in process post demerger |
| 8 | MTI, Powai (Sagar Gyan) | 383.45 | Shipping Corporation of India Limited | No | 2015 | Transfer of the title deeds are in process post demerger |
| 9 | MTI, Powai (Flats) (16 flats) | - | Shipping Corporation of India Limited | No | 1987 | Transfer of the title deeds are in process post demerger |
| 10 | SCI Malad Quarters (27 Flats) | 1.43 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 11 | Varuna Premises CHSL (1 Flat) | 0.60 | Shipping Corporation of India Limited | No | 1975 | Transfer of the title deeds are in process post demerger |
| 12 | Rajhans CHSL (1 Flat) | 0.13 | Shipping Corporation of India Limited | No | 1966 | Transfer of the title deeds are in process post demerger |
| 13 | Paradise Apts CHSL (1 Flat) | 0.32 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 14 | Anita CHSL (1 Flat) | 0.53 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 15 | Nav Darya Mahal CHSL (1 Flat) | 0.46 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 16 | Lands End CHSL (1 Flat) | 0.51 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 17 | Asharya CHSL (4 Flats) | 0.26 | Shipping Corporation of India Limited | No | 1965 | Transfer of the title deeds are in process post demerger |

(All amounts in INR lakhs, unless otherwise stated)

| Sr. No. | Description of item of property | Gross carrying value as on 01 April 2021 (transfer date as per scheme) | Title held in the name of | Whether title deed holder is a promoter, director or relative of promoter/director or employee of promoter/director | Property held since | Reason for assets being held in the name of the company |
|---|---|---|---|---|---|---|
| 18 | Shanaz CHSL (1 Flat) | 0.48 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 19 | Casablanca CHSL (3 Flats) | 0.74 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 20 | Satnam CHSL (16 Flats) | 6.13 | Shipping Corporation of India Limited | No | 1975 | Transfer of the title deeds are in process post demerger |
| 21 | Persipolis CHSL (2 Flats) | 1.13 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 22 | Nestle-1 Apartments (2 Flats) | 23.66 | Shipping Corporation of India Limited | No | 1994 | Transfer of the title deeds are in process post demerger |
| 23 | Twin Tower Premises CHSL (5 Flats) | 4.29 | Shipping Corporation of India Limited | No | 1977 | Transfer of the title deeds are in process post demerger |
| 24 | Asha Mahal Apts CHSL (1 Flat) | 0.50 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 25 | Tyabji Bagh CHSL (1 Flat) | 0.78 | Shipping Corporation of India Limited | No | 1972 | Transfer of the title deeds are in process post demerger |
| 26 | Olympus CHSL (1 Flat) | 0.74 | Shipping Corporation of India Limited | No | 1976 | Transfer of the title deeds are in process post demerger |
| 27 | Chitrakoot CHSL (2 Flats) | 0.71 | Shipping Corporation of India Limited | No | 1969 | Transfer of the title deeds are in process post demerger |
| 28 | Vijay Laxmi CHSL (6 Flats) | 1.04 | Shipping Corporation of India Limited | No | 1968 | Transfer of the title deeds are in process post demerger |
| 29 | New Gulistan CHSL (1 Flat) | 0.53 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 30 | Wood Lands CHSL (1 Flat) | 0.46 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 31 | Lotus Court Apartments (1 Flat) | 0.54 | Shipping Corporation of India Limited | No | 1973 | Transfer of the title deeds are in process post demerger |
| 32 | Ajanta Ideal CHSL (1 Flat) | 0.94 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |

(All amounts in INR lakhs, unless otherwise stated)

| Sr. No. | Description of item of property | Gross carrying value as on 01 April 2021 (transfer date as per scheme) | Title held in the name of | Whether title deed holder is a promoter, director or relative of promoter/director or employee of promoter/director | Property held since | Reason for assets being held in the name of the company |
|---|---|---|---|---|---|---|
| 33 | Colaba Kaveeta CHSL (1 Flat) | 1.05 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 34 | Harshvardhana CHSL (27 Flats) | 27.91 | Shipping Corporation of India Limited | No | 1983 | Transfer of the title deeds are in process post demerger |
| 35 | Sundram III CHSL (17 Flats) | 17.33 | Shipping Corporation of India Limited | No | 1986 | Transfer of the title deeds are in process post demerger |
| 36 | Chankya CHSL (6 Flats) | 6.12 | Shipping Corporation of India Limited | No | 1981 | Transfer of the title deeds are in process post demerger |
| 37 | Feroze Apt CHSL (10 Flats) | 7.52 | Shipping Corporation of India Limited | No | 1985 | Transfer of the title deeds are in process post demerger |
| 38 | Datta Kutir (1 Flat) | 0.11 | Shipping Corporation of India Limited | No | 1968 | Transfer of the title deeds are in process post demerger |
| 39 | Meghdoot Kolkata (13 Flats) | 1.16 | Shipping Corporation of India Limited | No | 1968 | Registration of Kolkata properties has been completed before sub-registrar office on 22.03.2024 by way of transfer deeds in pursuance of demerger scheme. SCILAL has received stamped copy of property acknowledged receipts /IGR on 22.03.2024. |
| 40 | Monalisa Kolkata (2 Flats) | 0.21 | Shipping Corporation of India Limited | No | 1969 | Registration of Kolkata properties has been completed before sub-registrar office on 22.03.2024 by way of transfer deeds in pursuance of demerger scheme. The company has received stamped copy of property acknowledged receipts /IGR on 22.03.2024. |

(All amounts in INR lakhs, unless otherwise stated)

**Note 49: Analytical Ratios**

| SR NO. | Ratio | Numerator | Denominator | UNITS | As at 31 March 2024 Ratio | As at 31 March 2023 Ratio | Variance |
|---|---|---|---|---|---|---|---|
| 1) | **Current Ratio** (Current Assets/Current Liablities) | Current Assets | Current Liablities | Times | 1.25 | 0.96 | 30.21 |
| | Reason For Variance :- Current ratio has improved due to increase in current assets. | | | | | | |
| 2) | **Debt- Equity Ratio** (Total Debt/Shareholder's Equity) | Total Debt | Shareholder's Equity | Times | 0.38 | 0.37 | 2.70 |
| | Reason For Variance:- | | | | | | |
| 3) | **Debt Service Coverage Ratio** (Earnings available for debt service/ Debt Service) | Earnings available for debt service | Debt Service | Times | 2.11 | 1.96 | 7.65 |
| | 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 | 9.40 | 13.52 | (30.47) |
| | Reason For Variance :- Reduction in profit has led to reduction in Return on Equity. | | | | | | |
| 5) | **Inventory Turnover Ratio** (Cost of goods sold or sales/Average Inventory) | Cost of goods sold or sales | Average Inventory | Times | 7.55 | 8.49 | (11.07) |
| | Reason For Variance :- | | | | | | |
| 6) | **Trade receivables turnover ratio** (Net Credit Sales/Avg. Accounts Receivable) | Net Credit Sales | Avg. Accounts Receivable | Times | 4.16 | 7.00 | (40.57) |
| | Reason For Variance :- Trade receivable turnover ratio has reduced due to Increase in Trade receivable | | | | | | |
| 7) | **Trade payables turnover ratio** (Net Credit Purchases/Average Trade Payables) | Net Credit Purchases | Average Trade Payables | Times | 2.17 | 2.65 | (18.11) |
| | Reason For Variance :- | | | | | | |
| 8) | **Net capital turnover ratio** (Net Sales/Working Capital) | Net Sales | Working Capital | Times | 6.89 | (56.93) | (112.10) |
| | Reason For Variance:- Net capital turnover ratio has improved due to improvement in working capital. | | | | | | |
| 9) | **Net profit ratio** (Net Profit/Net Sales) | Net Profit | Net Sales | Percentage | 13.45 | 15.02 | (10.45) |
| | Reason For Variance :- | | | | | | |
| 10) | **Return on capital employed (ROCE)** Earning before interest and taxes/ Capital Employed | Earning before interest and taxes | Capital Employed | Percentage | 7.83 | 10.41 | (24.78) |
| | Reason For Variance:- Return on Capital Employed is reduced due to reduction in EBIT. | | | | | | |

(All amounts in INR lakhs, unless otherwise stated)

| SR NO. | Ratio | Numerator | Denominator | UNITS | As at 31 March 2024 Ratio | As at 31 March 2023 Ratio | 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 | 6.76 | 5.25 | 28.76 |
| | 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 | 14.82 | 31.35 | (52.73) |
| | Reason For Variance :- Return on investment is reduced due to reduction in JV profit | | | | | | |

**Note 50: 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 31.03.24 (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%) |

**Note 51: 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, 2024 | As at 31 March, 2023 |
| 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 2024 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, 2024 | As at 31 March, 2023 | As at 31 March, 2024 | As at 31 March, 2023 |
| 1 | India LNG Transport Co. (No. 1) Ltd. | Malta | LNG Carriers | 29.08% | 29.08% | 22,817 | 22,740 |
| 2 | India LNG Transport Co. (No. 2) Ltd. | Malta | LNG Carriers | 29.08% | 29.08% | 22,613 | 22,021 |
| 3 | India LNG Transport Co. (No. 3) Ltd. | Malta | LNG Carriers | 26.00% | 26.00% | 5,357 | 3,403 |
| 4 | India LNG Transport Co. (No. 4) Pvt Ltd. | Singapore | LNG Carriers | 26.00% | 26.00% | 14,450 | 12,477 |

(All amounts in INR lakhs, unless otherwise stated)

**(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, 2024 | As at 31 March, 2023 | As at 31 March, 2024 | As at 31 March, 2023 | As at 31 March, 2024 | As at 31 March, 2023 | As at 31 March, 2024 | As at 31 March, 2023 |
| Current Assets | | | | | | | | |
| Cash and Cash Equivalents | 23,581 | 27,390 | 20,824 | 20,937 | 22,571 | 19,633 | 16,544 | 13,043 |
| Other Assets | 5,808 | 5,451 | 5,446 | 4,103 | 7,004 | 5,684 | 6,826 | 3,204 |
| **Total Current Assets** | **29,389** | **32,841** | **26,270** | **25,040** | **29,575** | **25,317** | **23,370** | **16,247** |
| **Total Non - Current Assets** | **85,138** | **82,393** | **82,419** | **93,367** | **1,42,612** | **1,45,370** | **1,45,502** | **1,49,188** |
| Current Liabilities | | | | | | | | |
| Financial Liabilities (excl. trade payables) | 14,270 | 7,984 | 8,625 | 8,148 | 85,579 | 86,674 | 6,192 | 5,691 |
| Other Liabilities | 2,137 | 1,626 | 1,503 | 5,520 | 1,030 | 1,342 | 1,472 | 2,510 |
| **Total Current Liabilities** | **16,407** | **9,610** | **10,128** | **13,668** | **86,609** | **88,016** | **7,664** | **8,201** |
| Non- Current Liabilities | | | | | | | | |
| Financial Liabilities (excl. trade payables) | 19,664 | 27,433 | 20,796 | 29,013 | 64,976 | 69,585 | 105,633 | 109,245 |
| Other Liabilities | - | - | - | - | - | - | - | - |
| **Total Non-Current Liabilities** | **19,664** | **27,433** | **20,796** | **29,013** | **64,976** | **69,585** | **1,05,633** | **1,09,245** |
| **Net Assets** | **78,456** | **78,191** | **77,765** | **75,726** | **20,602** | **13,086** | **55,575** | **47,989** |

**(iv) Reconciliation to carrying amounts**

| Particulars | ILT 1 | | ILT 2 | | ILT 3 | | ILT 4 | |
|---|---|---|---|---|---|---|---|---|
| | 31 March, 2024 | 31 March, 2023 | 31 March, 2024 | 31 March, 2023 | 31 March, 2024 | 31 March, 2023 | 31 March, 2024 | 31 March, 2023 |
| Opening Net assets | 78,191 | 60,501 | 75,726 | 62,893 | 13,086 | 6,128 | 47,989 | 37,407 |
| Profit for the year | 6,003 | 11,035 | 6,980 | 6,025 | 3,704 | 2,064 | 7,850 | 6,055 |
| Other Comprehensive Income | (5,738) | 6,655 | (4,941) | 6,808 | 3,812 | 4,894 | (264) | 4,527 |
| Share capital issued during the year | | | | | | | | - |
| Closing Net Assets | **78,456** | **78,191** | **77,765** | **75,726** | **20,602** | **13,086** | **55,575** | **47,989** |
| **Groups share in %** | 29.08% | 29.08% | 29.08% | 29.08% | 26.00% | 26.00% | 26.00% | 26.00% |
| **Groups share in INR** | 22,817 | 22,740 | 22,614 | 22,020 | 5,357 | 3,403 | 14,449 | 12,478 |
| **Carrying Amount** | **22,817** | **22,740** | **22,613** | **22,021** | **5,357** | **3,403** | **14,450** | **12,477** |

(All amounts in INR lakhs, unless otherwise stated)

**(v) Summarised statement of profit and loss**

| Particulars | ILT 1 | | ILT 2 | | ILT 3 | | ILT 4 | |
|---|---|---|---|---|---|---|---|---|
| | 31 March, 2024 | 31 March, 2023 | 31 March, 2024 | 31 March, 2023 | 31 March, 2024 | 31 March, 2023 | 31 March, 2024 | 31 March, 2023 |
| Revenue | 19,932 | 21,764 | 22,941 | 18,708 | 23,783 | 20,812 | 24,558 | 23,474 |
| Other Income | 743 | 250 | 671 | 254 | 2 | 2 | 642 | - |
| Depreciation and Amortisation | 8,266 | 4,336 | 10,851 | 5,721 | 5,576 | 5,945 | - | (2,422) |
| Interest Expense | 1,435 | 1,695 | 1,511 | 1,794 | 8,982 | 7,104 | 6,916 | 7,050 |
| Income tax expense | - | - | - | - | - | - | - | - |
| Other Expense | 4,970 | 4,948 | 4,270 | 5,421 | 5,523 | 5,700 | 10,434 | 12,791 |
| **Profit for the year** | 6,003 | 11,035 | 6,980 | 6,025 | 3,704 | 2,064 | 7,850 | 6,055 |
| Other Comprehensive Income | (5,738) | 6,655 | (4,941) | 6,808 | 3,812 | 4,894 | (264) | 4,527 |
| **Total Comprehensive Income** | **265** | **17,690** | **2,040** | **12,833** | **7,516** | **6,958** | **7,586** | **10,582** |

**Note 52: 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.** | | | | | | | | |
| 31st March 2024 | 91% | 6,88,898 | 90% | 61,215 | -2% | 53 | 93% | 61,268 |
| 31st March 2023 | 90% | 6,29,680 | 92% | 80,012 | 13% | 972 | 86% | 80,984 |
| **Subsidiary** | | | | | | | | |
| **Indian Subsidiary** | | | | | | | | |
| **1. Inland and Coastal Shipping Limited** | | | | | | | | |
| 31st March 2024 | 0% | (184) | 0% | (97) | 0% | - | | (97) |
| 31st March 2023 | 0% | (87) | 0% | (68) | 0% | - | | (68) |
| **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.** | | | | | | | | |
| 31st March 2024 | 3% | 22,817 | 3% | 1,746 | 79% | (1,669) | 0% | 77 |
| 31st March 2023 | 3% | 22,740 | 4% | 3,209 | 26% | 1,935 | 5% | 5,144 |
| **2. India LNG Transport Co. (No. 2) Ltd.** | | | | | | | | |
| 31st March 2024 | 3% | 22,613 | 3% | 2,030 | 67% | (1,437) | 1% | 593 |
| 31st March 2023 | 3% | 22,021 | 2% | 1,752 | 27% | 1,980 | 4% | 3,731 |

(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) |
| **3. India LNG Transport Co. (No. 3) Ltd.** | | | | | | | | |
| 31st March 2024 | 2% | 5,357 | 0% | 963 | -47% | 991 | 3% | 1,954 |
| 31st March 2023 | 1% | 3,403 | 1% | 537 | 17% | 1,272 | 2% | 1,809 |
| **4. India LNG Transport Co. (No. 4) Pvt. Ltd.** | | | | | | | | |
| 31st March 2024 | 2% | 14,450 | 3% | 2,041 | 3% | (69) | 3% | 1,972 |
| 31st March 2023 | 2% | 12,477 | 1% | 1,574 | 16% | 1,177 | 3% | 2,751 |
| **TOTAL** | | | | | | | | |
| 31st March 2024 | 100% | 7,53,950 | 100% | 67,897 | 100% | (2,130) | 100% | 65,767 |
| 31st March 2023 | 100% | 6,90,233 | 100% | 87,016 | 100% | 7,336 | 100% | 94,352 |

**Note 53**

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 53 of Consolidated Financial Statements**

**As per our report of even date attached hereto.**

**For and on behalf of the Board of Directors,**

**For M/s. PSD & Associates.,**
**Chartered Accountants**
**FR. No.004501C**

**CA Priyanka Murarka**
**Partner**
**Membership No. 430629**

**For M/s. D. R. Mohnot & Co.,**
**Chartered Accountants**
**FR. No. 001388C**

**CA Saurabh Mohnot**
**Partner**
**Membership No. 412971**

**Mumbai, Dated the 17th May, 2024**

**Mrs. Swapnita Vikas Yadav**
**Company Secretary**

**Shri Atul Ubale**
**Director (Bulk Carrier & Tanker) and**
**Director (Finance) Additional Charge**
**DIN - 08630613**

**Mumbai, Dated the 17th May, 2024**

**Mr. N Subramanya Prakash**
**Chief Financial Officer**

**Capt. B.K.Tyagi**
**Chairman & Managing Director**
**DIN - 08966904**

**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 charter

**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 1/600$^{th}$ 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",<br>245, Madame Cama Road,<br>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<br>ISO 14001:2015<br>ISO 45001:2018 |
| Scope: | • Owning, Managing & Chartering of Ships for Transportation of Goods and Passengers<br>• Offshore & Marine Advisory Services<br>• 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

# NOTES

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# CSR Activities

## 1 Project for Elimination of Disability from Clubfoot in Children

Clubfoot is a congenital condition where a baby's foot is twisted out of shape or position. Under the National Health Mission in India, SCI in collaboration with Cure International India Trust (CIIT) has initiated a project to treat children affected by clubfoot using the Ponseti method. This treatment facility has been made available to approximately 1,000 children through clinics established in government hospitals across Karnataka, Kerala, and Andhra Pradesh. The project is part of efforts to strengthen the National Health Mission, which aims to improve healthcare outcomes in the country.








## 2 Support for treatment of Congenital Heart Diseases in New Born Project

As part of the project, SCI has supported the establishment of a Pediatric Cardiac Centre at Balak Ram Hospital in collaboration with the Child Heart Foundation. This center has the capacity to attend to 100 children per day. The services provided include pediatric cardiac health checkups, electrocardiography (ECG), diagnostic echocardiography, medications, and counseling for congenital heart disease. This initiative aims to improve access to specialized cardiac care for children with heart conditions.







## 3 Installation of Submersible Pumps

In the Tapan Block of Dakshin Dinajpur district in West Bengal, there is a significant scarcity of drinking water, forcing women to travel long distances to obtain it. To address this issue, SCI in collaboration with the Dakshin Dinajpur Desbandhu Rural Development Society has taken steps to alleviate the problem by supporting the installation of 20 submersible pumps. These pumps provide safe drinking water, helping to reduce the burden on the community and improve access to clean water.





## 4 Project for GiftMilk

In India, Aspirational Districts have been identified based on a range of indicators covering health, nutrition, education, agriculture, water resources, financial inclusion, and skill development, with a focus on inclusive development. Malnutrition is a significant issue among children in these areas. Recognizing that milk is a good source of Vitamin B12, which is often deficient in populations consuming low amounts of animal-based foods, SCI has partnered with the National Dairy Development Board (NDDB) to address this problem. Under the project, SCI is supporting by providing 200 ml of flavored milk (pasteurized/sterilized) to 3,000 children from 1st to 10th standard each working day in Muzaffarpur, an Aspirational District in Bihar, and Gadchiroli, an Aspirational District in Maharashtra. This initiative aims to improve the nutritional status of children in these regions






## 5 Distribution of Assistive Devices to Divyangjans

As an effort to build a better, more inclusive and a fair world for persons with disabilities / divyangjans, SCI has supported for the distribution of SAARTHI – (an assistive mobility device for the visually impaired people that provides "99.7% Obstacle Detection Accuracy in all possible setups including closed rooms (within 2 feet), lobbies (within 4 feet) and streets & open areas) along with Smart Crutches to 750 needy individuals with disabilities (divyangjans) in Mumbai and New Delhi. Additionally, SCI has also supported for distribution of 75 motorized tricycles to the needy divyangjans in Deoria, a district in Uttar Pradesh, in collaboration with ALIMCO (Artificial Limbs Manufacturing Corporation of India) and the district administration. These initiatives aim to improve mobility and accessibility for persons with disabilities, helping them lead more independent and dignified lives.

## 6 Support for Meals

In an effort to reduce classroom hunger and malnutrition among children, as well as to improve school attendance, SCI, in association with International Association of Human Values (IAHV), has supported the provision of Mid-Day Meals for approximately 2,428 tribal students under its CSR program. These meals are nutritious, healthy, tasty, hot, and provided in unlimited quantities every day





Additionally, SCI has partnered with HKM Charitable Foundation (HKM) supporting their Akshaya Chaitanya program to provide approx. 720 nos of meals daily to needy family members of patients at government hospitals in Mumbai during their prolonged stays. This initiative ensures to preserve the health of family members during their stay in the hospital providing care to the hospitalized patient.










भारतीय नौवहन निगम लिमिटेड
(भारत सरकार का उद्यम)

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