



THE SHIPPING CORPORATION OF INDIA

SCI....

- Formed on Oct 2, 1961 with the merger of Eastern & Western Shipping Corporation
- At Inception owned 19 ships of 0.19 m dwt & constituted 14% of Indian tonnage
- Tonnage grew rapidly in the 70s & reached 5 m dwt in just 12 years
- From owning only 3 different types of ships , SCI currently owns 10 different types of ships



SCI Today



- **A Navratna Company**
- **India's largest and most diversified shipping company having about 35% share in Indian tonnage**
- **Owns 74 vessels of 5.01 m dead weight tonne (dwt) & manages 69 vessels on behalf of other agencies**
- **Consistent track record of profitability & dividend**
- **'Excellent' rating under the MOU system consecutively for the last 16 years**
- **Corporate network spanning the 4 metros of India as well as office at London**
- **Supported further by a strong agents network worldwide**

SCI Operations



Tankers



Dry bulk



Liner



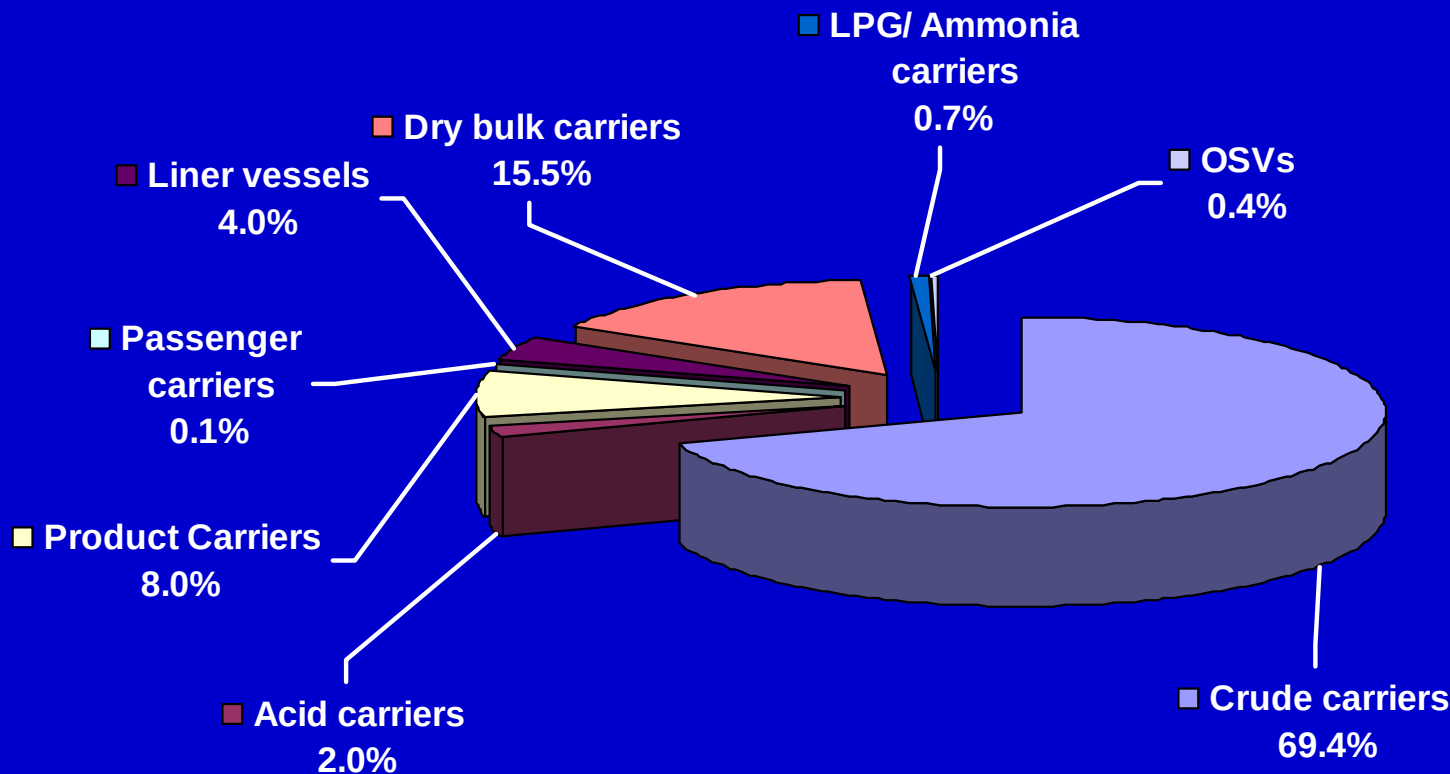
Offshore



Passenger-cum-cargo

Fleet

(AS ON 30.07.2010)



Approx. 35% of Indian fleet

	Liner vessels	Dry bulk carriers	Crude oil tankers	Product tankers	Acid carriers	Gas carriers	Pax vessels	OSV's
Nos.	5	18	25	9	3	2	2	10
DWT	202,413	781,777	3,509,086	405,648	99,174	35,202	5,303	17,904

74 vessels – 5.01 m DWT

Fleet On Order

Fleet on order – 29 ships of 1.72 mil dwt with plans to acquire further fleet as per the 11th Five Year Plan outlay



Fleet on Order

Crude Tankers – 4 nos

Type of vessels	Number	Shipyard	Deliveries
Aframax Tankers (115,000 DWT each)	4	Hyundai Heavy Industries, S.Korea	Oct'10-Mar'11

Fleet on Order

Product Tankers – 7 nos

Type of vessels	Number	Shipyard	Deliveries
LR 1 tankers (73,000 dwt each)	5	STX, S.Korea	Aug'10 – Nov '10
LR II tankers (105,000 DWT each)	2	Hyundai Heavy Industries, S.Korea	Sep'10-Nov'10

Fleet on Order

Bulk carriers – 10 nos

Type of vessels	Number	Shipyard	Deliveries
Handymax Bulk carrier (57000 DWT each)	6	STX , Dalian	Aug '11- Mar '12
Panamax Bulk carriers (80,655 DWT each)	4	STX , Dalian	Jul '12-Oct'12

Fleet on Order

Offshore Vessels –8 nos

Type of vessels	Number	Shipyard	Deliveries
AHTS vessel (80 ton bollard pull)	4	Bharati Shipyard, India	Sep '10 – Apr '11
AHTS vessel (120 ton bollard pull)	2	Cochin Shipyard, India	Apr '11 - Jun'11
Platform Supply Vessel	2	Cochin Shipyard, India	Sep'11 - Dec'11

Joint Ventures & Alliances

- Joint Ventures –
 - India LNG Transportation Company - 3 joint ventures with Mitsui OSK Lines, NYK, K Line of Japan, Qatar Shipping Company (Q Ship), Qatar Gas Transport Company (QGTC) & Petronet for operating three LNG vessels carrying LNG from Ras Laffan, Qatar to Dahej Terminal of Petronet LNG
 - SCI Forbes – with Forbes Gokak Company and Sterling Investment Corporation Pvt. Ltd. for acquisition and operation of chemical tankers and other specialised vessels. Four chemical tankers have been acquired and are being operated

Joint Ventures & Alliances

- Joint Ventures –
 - IranoHind Shipping Company - established in March 1975 with IRISIL, Iran and presently owns and operates a fleet of 7 vessels (including subsidiaries) aggregating 0.483 mil DWT
 - SAIL SCI Shipping Private Limited –with SAIL to carry coal imports for SAIL. The Joint venture is under the process of acquiring bulk carriers

Joint Ventures & Alliances

- Alliances in the Container Sector –
 - With MSC in the ISES Service ie from India to Europe
 - With K Line, PIL, Wanhai in the Indfex1 Service ie from West Coast of India to Far East
 - With K Line, PIL, Hanjin in the Indfex 2 Service ie from East Coast of India to Far East

SCI - FINANCIALS

Financials - a Snapshot as on 31.3.2010

	Rs. crore
Authorised Capital	450.00
Subscribed & Paid Up Capital	423.45
Reserves & Surplus	5913.55
Gross Block	8,893.22
Net Profit	376.91
EPS (Face Value - Rs.10)	8.90
Debt Equity	0.43

Shareholding structure -	
Government of India	80.12%
Mutual Funds/ Banks/ Fis/ Insurance Cos.	13.04%
FII's/ Foreign Cos./ NRIs/ Overseas Corp. Bodies	2.28%
Private <i>Corporate Bodies</i>	1.41%
Indian Public	3.15%



Detailed Financials



Rs.lakhs

Particulars	Apr – Mar 2010	Apr –Jun 2009	Apr – Jun 2010
Operating Income	346312	88279	90652
Other Income	31705	9343	8571
Sale of Ships	12252	2428	1549
Total Income	390269	100050	100772
Total expenditure (excl depreciation)	299408	75256	68361
Profit before Depreciation & Interest & Tax	90861	24794	32411
Depreciation	38011	8647	10131
Interest Expense	5253	1455	1231
Profit from ordinary activities before Tax	47597	14692	21049
Provision for Taxation	9906	2700	1900
Net profit after Tax	37691	11992	19149 ¹⁶

Segment Wise Results

Rs.lakhs

Particulars	Apr – Mar 2009	Apr – Jun 2009	Apr- Jun 2010
Liner	-18723	-10796	2621
Bulk (Bulk Carrier & Tanker)	98011	18348	12517
Others (T&OS & Managed Vessels)	5369	2378	2914
Profit Before Interest & Tax	84657	9930	18052
Add: Interest income	27271	6261	4261
Less: Other Unallocable Expenses (net of income)	2	44	33
Less: Interest Expenses	6467	1455	1231
Profit before Tax	105459	14692	21049
Taxation	11392	2700	1900
Profit after Tax	94067	11992	19149

Operational Highlights

- Delivery of ships –
 - 1 VLCC New Building in June 2009
 - 1 MR Product Tanker New Building in October 2009
 - 1 MR Product Tanker New Building in January 2010
 - 1 MR Product Tanker Resale in January 2010
 - 1 LR 1 Product Tanker New Building in July 2010
- Scrapping of ships –
 - 8 vessels scrapped in 2009-10
 - 3 vessels scrapped during Apr-July 2010

Operational Highlights

Bulk Carrier & Tanker Operations –

- 2009-10 was a trying year for the bulkers & tankers
- With its judicious mix of time charters, spot charters and COA, SCI managed to ride the uncertain market conditions successfully

Operational Highlights

Liner Operations –

- SCI is committed to carry the Indian flag in the International Container Shipping Segment
- The Container segment has effected a turnaround during April – Jun 2010 after a very difficult 2009-10



SCI – The Future

India Shipping Scenario

- From a share of about 40% in the late '80s, Indian shipping lines' share of the Indian overseas seaborne trade has fallen to around 9.5% (2007-08), which essentially indicates the tremendous scope for growth of Indian shipping.
- One of the primary reasons for the declining trend in its share has been the inadequate growth of the Indian fleet, which is not commensurate with the growth of the total Indian seaborne trade.

Thus huge opportunities is available for the growth of Indian shipping and SCI intends to actively partake in the same.

Business Strategy

SCI's objective is to continue its dominance in the Indian shipping industry with a focus on segments expected to witness high growth. The Company plans to implement these objectives through the following business strategy:

Focus on energy transportation

Improving and optimising the fleet mix

Growth through formation of alliances

Future Acquisition Plans

Year	Type of vessel	Size	Nos.
2010-11	Supramax Bulk carriers	57,000 dwt	4
	Panamax Bulk carriers	80,000 dwt	4
	MR Product tankers	47,000 dwt	3
	VLCCs	300,000 dwt	2
	Container Vessels	6500 TEU	3
	AHTSVs	80 T BP	6
	PSVs	30,000 dwt	2
2011-12	VLCCs	300,000 dwt	2
	Panamax Bulk Carriers	80,000 dwt	4
	Supramax Bulk Carriers	57,000 dwt	4
	Capesize Bulk Carriers	170,000 dwt	2
	Suezmax Tankers	160,000 dwt	2
	AHTSVs	80 T BP	3

SCI ----In Conclusion

**Pre- eminent position
in the Indian
Shipping Industry**

- Strong Brand-Equity
- 35% of Indian shipping tonnage
- Largest tanker fleet customised for Indian requirements
- Strong presence in all shipping segments

**Skilled Human
Resource**

- Management has a deep understanding of the shipping sector
- Operating pool is well equipped in all segments of the shipping industry
- World class in-house training facility for developing skills

SCI ----In Conclusion

Strategic Alliances

- Consortia in container segment leveraging limited resources for maximisation of coverage and utilisation of fleet
- Joint Ventures in LNG to tap the emerging potential

Strong Financials

- Consistent track record of profitability and debt servicing
- Low gearing facilitating debt financing for future growth

THANK YOU