



**Mazagon Dock Shipbuilders Limited**  
(Formerly known as: Mazagon Dock Limited)  
CIN : U35100MH1934GOI002079  
(Ministry of Defence, A Govt. of India Undertaking)  
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## “Mazagon Dock Shipbuilders Limited Investor Update Conference Call”

**June 29, 2021**



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**ICICI Securities**



**MANAGEMENT: VICE ADMIRAL NARAYAN PRASAD – CHAIRMAN &  
MANAGING DIRECTOR, MAZAGON DOCK  
SHIPBUILDERS LIMITED  
MR. SANJEEV SINGHAL – DIRECTOR FINANCE,  
MAZAGON DOCK SHIPBUILDERS LIMITED**

**MODERATOR: MR. ABHIJIT MITRA – ICICI SECURITIES LIMITED**



**Moderator:** Ladies and gentlemen, good day and welcome to Mazagon Dock Shipbuilders Limited investor update conference call hosted by ICICI Securities Limited. As a reminder, all participant lines will be in the listen only mode, and there will be an opportunity for you to ask questions after the presentation concludes. Should you need assistance during the conference call, please signal an operator by pressing ‘\*’ then ‘0’ on your touch tone phone, please note that this conference is being recorded. I would now like to hand the conference over to Mr. Abhijit Mitra from ICICI Securities Limited, thank you and over to you sir.

**Abhijit Mitra:** Thanks operator, and good afternoon to all the participants. Thanks for joining in. We have today with us from Mazagon Dock Shipbuilders Limited – CMD, Vice Admiral Narayan Prasad, and Director Finance – Mr. Sanjeev Singhal, to discuss about the latest business updates and to take any incremental questions that participants may have on the business.

Without further ado, I hand it over to Mr. Narayan Prasad for his brief opening remarks, and then we can open it up for the Q &A, thank you.

**Narayan Prasad:** A very vibrant good afternoon to all of you. It is indeed a matter of great honor, pride and privilege for me as Chairman and Managing Director of Mazagon Dock Shipbuilders Limited to welcome you all to present the credentials of Mazagon Dock Shipbuilders Limited and particularly about the current developments which are there.

As we all are aware in a historical perspective, Mazagon Dock Shipbuilders Limited is the oldest shipyard in India with inception in 1774, incorporated in 1934, and taken over by the Government of India in 1960. MDL is the only shipyard in India to have built destroyers and two different types of submarines for the Indian Navy and is also one of the unique shipyards in the world with such diverse range of products. As you all are aware, from the time it was taken over by the government of India in 1960, MDL has built 796 vessels, including 25 captive warships and 5 conventional submarines. The first warship by MDL was commissioned into the Indian Navy in 72, and the first submarine way back in 1992, which demonstrates our resolve towards Atmanirbhar Bharat and Make in India initiative since that time.

In commercial sector, MDL has a built about 631 vessels, comprising cargo ships, supply vessels, water tankers, tugs, dredgers, fishing trawlers, barges, etc. Besides all these, we have also built 63 offshore platforms, three process platforms, and two jack-up rigs out of the 631 vessels that I mentioned just now, 243 vessels were exported to Mexico, France, UK, Iran, Yemen, Mozambique, etc. MDL has completed modernization and up gradation of its facility to contemporary world standards with virtual reality lab, product data management, product life cycle management, modular integrated construction, which enables MDL the capability and capacity to construct at any point of time 10 warships and 11 conventional submarines simultaneously.

As you all are aware, and which we are going to discuss a little more in detail, MDL presently has a robust order book of over Rs. 49,744 crores, which comprises of 4 in number project 15



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Bravo destroyers, 4 in number projects 17 alpha stealth frigates and 6 in number scorpene submarines, and in addition we are also undertaking medium refit and life certification of a conventional submarine which we have built.

We have a very strong future outlook as for the maritime capability perspective plan of Indian Navy and the coast guard, which essentially comprises of some bids which we have already submitted to the Indian Navy and the coast guard. It is valued at about 2,800 crores, and it essentially comprises of construction of 3 numbers of cadet training ships, 8 nos. fast patrol vessels, and 20 nos. air cushion vessels. Besides that, in a medium horizon, we also are expecting and going to submit our bids for 7 in number next generation offshore patrol vessels, which itself will be about 6,000 crores, 7 in number next generation corvettes, some high-speed landing craft, a polar research vessel, and a survey training vessel, and also an acoustic research ship for NPOL, Cochin. These all will be another about 15,000-20,000 crores. In a short horizon, we expect something for about 2,800 crores, in medium horizon it is roughly about 15,000 crores.

I also just want to sensitize you that on the export front, we also have bids which we have submitted to two different authorities that is Argentina Coast Guard and the Suez Canal Authorities, which are almost pegged at about 1,800 crores. Now coming to big ticket items which are being talked about every day in the media, is a very large value project, which is construction of 6 in number conventional submarines which is called P 75I, in which MDL and also M/s. L&T are designated as strategic partner. This is valued right now at about 43,000 crores and we have got 5 technology OEM partners, from 5 different countries.

Having looked at the performance of Mazagon Dock Shipbuilders Limited, and all these while, the conventional submarines for the country has only been built by Mazagon Dock Shipbuilders Limited. We are a very-very confident that we will be able to get this particular order in favor of MDL. Another big-ticket item in the long-term horizon, is about another 50,000 crores, which is the construction of five in number new generation destroyers, and as you are aware, the destroyers for the Indian Navy has only been built till now by Mazagon Dock Shipbuilders Limited. It is proud for me to state and conclude my statement, that the major captive warships, the cutting-edge of the Indian Navy, which are based in both Eastern fleet at Vishakhapatnam and the Western fleet at Mumbai, are straddled with all the orbits and the products which have been produced Mazagon Dock Shipbuilders Limited, which essentially comprises of 3 number stealth frigates which has Shivalik class, and another 6 destroyers which we have produced, which are Delhi Class, and also project 15 Alpha. Besides the 3 submarines under the current scorpene program and 2 submarines from the previous SGW programs of 1992 are still being operated by the Indian Navy. Now I will be in a position after the introductory phase to take all your individual questions. Thank you very much.

**Moderator:**

We will now begin the question-and-answer session. The first question is from the line of Bhagyesh Kagalkar from HDFC Mutual Fund.



**Bhagyesh Kagalkar:** Thanks for the brief on expected order pipeline from the Indian Navy. Just one more query on this Sir. We have built a conventional submarines in the past, German one, as well as the framework which you are doing here. Now Navy has started talking of investments in nuclear submarines, with the DRDO being the nodal agency. What role can our shipyard play in that project Sir?

**Narayan Prasad:** A very apt question, I must tell you that before I left Navy and I've taken over as the Chairman Managing Director of Mazagon Dock Shipbuilders Limited, in the rank of Vice Admiral, I have also steered the strategic program of the Indian Navy as one of the Project Director and was closely associated with the construction of the first nuclear submarine which is Arihant. In terms of the role which possibly could be played by Mazagon Dock Shipbuilders Limited, in a limited public domain, it is known that the first land version of the nuclear submarine which is at PTC Kalpakam, a very large portion of that has been built by Mazagon Dock Shipbuilders Limited. As far as the conventional submarine is concerned, we have built end-to-end, this means right from the point of contract conclusion till delivery, including all the trials, all transfer of technology, all indigenization of the equipment, we have perfected ourselves in 2 different programs. But MDL has not been engaged in the strategic program because we were quite overburdened with our own current programs, which are running right now. But we have already taken up the case with the Government of India. Now that there are a large number of opportunities which are coming for FFN, you must have heard that there is a likely construction of 6 number FFN, these are strategic submarines with a nuclear propulsion, but without carrying the nuclear warheads. The whole program is pegged at about 60,000 crores, and once the government gives a nod, we have requested the government that we have all the apt infrastructure and facilities in conjunction with the DRDO, we can also fully engage ourselves like what M/s. L&T does right now to construct this particular submarine as well.

**Moderator:** The next question is from the line of from Siddharth Gupta, from Voyager Capital.

**Siddharth Gupta:** I have two questions. You mentioned the P 75 I project was 50,000 crores, five new gen destroyers project, which have been built only by MDL till now. My first question is with regard to, over what time period is this order flow going to come in and how, what is our expected profit margin on this? And the second question is with regard to the company's dividend policy, if I'm not wrong about a year and a half ago, the DIPAM came out with a policy which mandated PSUs to pay out dividends every quarter. Would that be something that the company shall be following subsequently, or would it be following the pattern it has been doing till now like an interim dividend and a final dividend?

**Narayan Prasad:** First we take the question in reverse order. I will request my director finance, to take your question on the dividend policy, which MDL is conforming right now, based on the government policy which are there.

**Sanjeev Singhal:** With respect to our dividend policy, we continue to be governed by the Government guidelines in this regard. What was just stated by you with respect to quarterly dividend payment, we are



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also aware this discussion was there last year. Although nothing has come in black and white till date, however, whatever DIPAM requirements are there and any directives, if they are there with respect to quarterly dividend payout, we will be making quarterly dividend payout, till date nothing, no developments are there on this front. We presume that there could be an interim dividend in between and a final dividend. However, if any changes are there, we will follow that.

**Narayan Prasad:**

Coming to your rest of the set of questions which were there particularly with respect to the conventional submarine under program project, P 75I, and the new generation destroyers. Now, the first one which has been talked about is project P 75I submarines which is pegged at about 43,000-50,000 crores. We expect the RFP to come out in the first week of July and they are going to give about four months' time for the bid submission. What you are interested in, when will these contracts get concluded. The initial estimate is basically based on, it is a very complex program in which there is a field evaluation trial of a new technology called Air Independent Propulsion system as well. As you are aware, all the 5 technology partners or the OEMs are located in five different countries. This will certainly take certain amount of time. My estimate is that from now, from the date the first week of July, the RFP is out. You can safely presume these contracts are likely to be concluded within horizon of about 2.5-3 years, where there is a very, deliberate and very detailed procedure before these contracts are concluded, there is going to be a session of benchmarking, there is going to be a session of a very large amount of this 5 OEMs evaluation it goes to the different bodies at the government level and all. If you add from first week of July three years, that is where this looking at the contract conclusion awarded and the timelines, which are there for the first vessel to roll out is about eight years, the first vessel. And every 12-15 months is going to be for the subsequent vessel. That is the program for all the 6 submarines.

Regarding the other program that we talked new generation destroyer. The new generation destroyer is at a conceptual stage, but it is a part of the maritime capability perspective plan, it is again a mega program costing at about 50,000 crores. If you look from now, another about 3-4.5 years, that is a time when they're going to take out the, I would say RFP and another about 1-1.5 years from thereon, is the likely contract conclusion. These are the timeframes, but I can only tell you for sure that while the timeframe for these projects look to be very prolonged, the current order book of Mazagon Dock Shipbuilders Limited, which is pegged at about 49,700 crores is going to take us to that particular level fully occupied and no point of time there is going to be a dearth of an order, and in between in case we win smaller order books which I just now mentioned, it is going to be another big challenge for all of us to execute. This means our order book always going to be over full. We are also trying to migrate into certain other verticals, for example, all this refit and maintenance of the submarines and the ships, which have been built by Mazagon Dock Shipbuilders Limited. As you are aware, we are already doing MRLC, mid-refit and life certification of a submarine that we have built, that is pegged at about 1,300 crores. We are expecting another submarine somewhere next year to come for us, come with us for a refit and a large number of ships for the refit. That is going to be another vertical, we are only handling right now, the refit of a couple of coast guard ships. This all-revenue generation is going to be an add-on income as far as we are concerned.



- Moderator:** The next question is from the line of from Deepesh Agarwal from UTI EMC.
- Deepesh Agarwal:** My first question is historically in most of the competitive bid projects, maybe since the project between L1 and L2 player, L1 taking 4 ships, L2 taking 2 ships, at the L1 price. In P 751, do you think this is possible or this kind of a mechanism is not possible as both you and L&T would be tying up with different technology partners globally?
- Narayan Prasad:** It is a very pertinent question, and it is doing rounds in the media because, the concept of the strategic partner, has not been clearly understood. I will just put the entire thing in the right perspective. There is an RFP for which a defense acquisition council has given some approval. We are not sensitized completely to this particularly DAC, but what we understand from some of the sources, what Navy, and the ministry of defense is conceiving right now that this entire contract for construction of only 6 submarines would be given to 1 strategic partner that is between Mazagon Dock Shipbuilders Limited and M/s L&T, we are both very potent partners, it could be given to any of these 2 partners. As I have talked about, the timeline for delivery is from the time of contract conclusion, the first vessel comes only 15 months later, and subsequent vessels at 12 months. In the current geopolitical scenario, in case the Government wants that the threat perception in the Indian ocean and the south China sea is so pronounced, they need some parallel production of these vessels in a shorter horizon period. Such concepts could also be conceived, I can't rule it out. But, whatever the case may be, if the government decides we are fully geared up to go along with that particular program and will even accordingly align ourselves. It possibly could be a possibility.
- Deepesh Agarwal:** Given the high cost, it always makes sense to give it to 1 player because you're learning curve will not come into picture if you give it to 2 players.
- Narayan Prasad:** There are different compelling reasons which the company has got right now, that the nation has got right now. It is presumed that Mazagon Dock Shipbuilders Limited certainly has been building this conventional submarines, but M/s L&T also has played a very pivotal role in another class of submarines, and there is also a very strong contender. At any point of time when the Government decides that we can join, there could be a cross transfer of technology to quickly build the submarines. We can examine those possibilities, and that is a huge potential. We will not be able to rule it out completely. If the Government decides there could be a transfer of technology, besides from the outside partner also from MDL, we can look at those kinds of opportunities with a very-very open-mind.
- Deepesh Agarwal:** This contract would be entirely fixed priced contract as historically there has been a lot of cost escalation in such projects, so how you will bill for such cost escalation?
- Narayan Prasad:** Could you please repeat your question once again?



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**Deepesh Agarwal:** Historically, we have seen these contracts the cost is increasing or the cost escalation happening because you don't know what will be the final specs. So, this would again be a fixed price or there will be an element of some cost escalation?

**Narayan Prasad:** As you are aware, it is a high value project, and it is on a competitive bidding. It is no more on nomination basis where all those elements come into play that there is a variable cost and there is a fixed cost. These are coming on a nomination projects, projects which are executed when MOD nominates a particular shipyard, so they determine what is going to be the pricing policy and what is the profit policy. They have brought in those elements under the ambit of 8% of profit that is on a nomination business. But in a competitive bidding, all the competent shipyards have to compete and create their own margin of profit. At this point of time, we can only tell you that P 75I is a competitive bidding. What kind of a profit we will embed, would also as we move ahead, it will be very-very crystal clear. It is suffice to say that it has got a potential to give you a profit margins, which are certainly better than what is in nomination cases.

**Deepesh Agarwal:** My last question is, recently some of the private players actually tested the fuel cell based, air independent propulsion systems for submarines, would Mazagon have a similar offering, or how this impacts Mazagon position?

**Narayan Prasad:** In the background of project P75 India, the one which we are talking about right now, there are 2 mandatory technologies which are being talked about. One, that it should have air independent propulsion system. The second one instead of the lead acid conventional battery, it should have the lithium-ion batteries. Now both these two aspects have been developed in bits and pieces only by few limited countries. One such limited country, I would say, is certainly, one of the technology partner, which is DSME South Korea. The other one, to a certain extent, is TKMS Germany, but in bits and pieces, all the other three players, out of the total 5, they are also claiming that given an additional time frame, all these three companies like NG France, Rosoboronexport Rubin, Russia, and the third one, which is Nevantia, Spain, they would also be able to develop and offer this product to the Indian Navy. But this is all based on the time, what they are going to take. What navy expects in a very-very limited time they want that these products are already fitted on a seagoing platform. That is what I understand from the RFP, which is going to come out right now. It should be already fitted on a platform and by and large, their respective navies should have been operating that platform. That brings the entire thing to a very-very close windows. Very few guys who qualify for these ones in terms of developing these technologies in India, like a lot of guys in private sector, coming with the lithium-ion battery, but the submarine batteries are of a higher capacity, smaller players are there. We are also getting in touch with these companies to try and develop this particular thing within India. Similarly, as you are aware, when it comes to air independent propulsion system, our DRDO laboratory under the Ministry of Defense, under-secretary DRDO, one of the labs has already done a land version trial of indigenous air independent propulsion system and they are also in due course of time, very confident that they will be able to roll out Apes package, which is purely indigenous, but they have their own timelines and those timelines may not meet for the ongoing program.



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There is another program that the scorpene submarines which we are building right now, they have to be subsequently converted into an Apes pitted submarine. They would be replaced subsequently by Mazagon Dock Shipbuilders Limited, by taking this particular thing from productionized agencies indicated by the Government of India for indigenous Apes package developed by our own laboratory. That is another program but transferring of technology of Apes may not happen, but lithium ion battery is a very much possibility.

**Moderator:**

The next question is from the line of Viraj Mithani from Jupiter Finance.

**Viraj Mithani:**

My question is regarding your retrofit about submarine, which is possible right now, about say 1,300 crores which you have got order. Can you expand the future of this business and what level it can be in next 4 or 5 years, some vision on that?

**Narayan Prasad:**

I can only share with you that we built 2 number SGW submarines way back in 1992 onwards. These submarines are very much in operation right now by the Indian navy and the one which we are doing it right now, this MRLC what you call Medium re-fit and life certification of one of the submarines is from the similar cadre. Now we already have more of submarines and as and when they fall due for this so called MRLC, which comes at a periodic interval, they will all come to Mazagon, by and large they will come to Mazagon Dock Shipbuilders Limited. That is one of the very strong revenue generation system. And roughly they are going to be priced at the same range, which is about 1,500 crores each submarine, for this MRLC. The duration it takes would be about 1.5-2 years. Now, even the submarines which are presently being built by Mazagon Dock Shipbuilders Limited, as you are aware, scorpene out of 6, 3 have already been delivered. The first was delivered is already about 2 years old so, at due course of time for the periodic maintenance and support, they will also come to Mazagon Dock Shipbuilders Limited only for different kinds of a refit. Each of these, submarines when they come for a refit, they all will be on a similar order values. This was the submarine portion.

Now as regarding ships are concerned, as you are aware Indian Navy has got dock yards and the repair yards across all different Eastern and the Western coast. So very large number of short refits and medium refits are being undertaken by the Indian Navy, by their own resources, but each of their resources presently getting over with the number of assets which are going to be undertaken outside the realm, a very large portion of that will come to Mazagon Dock Shipbuilders Limited. And even for the coast guard, we are already handling refit of 3 coast guard ships, 1 already being undertaken and 2, we have already become L1, and the contract is awarded.

**Viraj Mithani:**

My next question is what would be the margins on just refit, would be higher than the production with the shipbuilding and the submarine building margins?

**Narayan Prasad:**

Everybody wants to migrate into maintenance and refit because the margin levels are far higher there. In case we are looking at nomination basis ship repairs, in the overall spectrum, the



Government gives you 8%, but at the end of the year, it comes to about 4.8%-5%, after all the deductions and everything, in repairs these margins would be in the order of about 12%-18%.

**Viraj Mithani:** You're talking about the operating margins, right?

**Narayan Prasad:** Correct, yes.

**Viraj Mithani:** EBITDA margins would be, PAT margins around 7%-8%, it is fair to assume that.

**Sanjeev Singhal:** Yeah, but would like to clarify this would always depend upon the competitive scenario at any given point of time, like, even if the tender is issued on a competitive basis, but a good number of players are not there, that definitely leaves the room for a better margin. If the competition is very significant, then, in with a view to bag the order, the margins need to be compromised. These issues will always be there depending upon, what kind of a repair or refit is being discussed about, what kind of vessel it is, how many competent bidders are there for that. So, there cannot be a fixed benchmark with respect to the margins.

**Viraj Mithani:** It would be fair to assume that submarines are concerned, we are the only player India, as of now, as we speak for repair and refit?

**Narayan Prasad:** When it comes to building brand new conventional submarines, Mazagon Dock Shipbuilders Limited is the only shipyard currently, but it comes to repairs and refit, what Navy has done, in a very holistic manner, all these Russian origin submarines, what we call them 877 EKM class, and we have about 12-13 of these, now these submarines are largely, undertaken for MRLC single kind of a program, in another shipyard where complete infrastructure facility has been generated, and that is at HSL Vishakhapatnam. All Russian origin submarines would go there for MRLC, and all non-Russian this means the German and the French origin what we have built ourselves, that will be coming all to MDL. There is no other player in this.

**Viraj Mithani:** My last question is that, is it fair to assume that whatever products we manufacture in future, there's a fair chance that we will get a service business from that product? We will get a second revenue stream will be service after the delivery of the product, say, submarine or something.

**Narayan Prasad:** Yeah, there is a fair good possibilities of such things to happen. In fact, there is some sought of a policy also are under discussion at different levels in the ministry that such opportunities should be given to the shipyard who has built these platforms.

**Sanjeev Singhal:** And definitely it has a competitive advantage also, even if at some point of time, these are offered on a competitive basis, the yard which has rolled it out as a competitive advantage in terms of technology, in terms of spares, in terms of database being available. So, those issues will also be there, which go favorably towards the yard, which has actually rolled it out.



- Viraj Mithani:** My last question is that do we have the capacity to do retrofit and repair, given our large order book size, can we manage both, and is it possible? Like suppose we get one more submarine for another MRLC, can it be managed by Mazagon Dock?
- Narayan Prasad:** I told right in the beginning of my talk that presently after the upgrade of the infrastructure and facilities Mazagon Dock Shipbuilders Limited currently has a capacity to build or repair or to maintain 11 submarines and 10 ships simultaneously. Presently, we are building eight ships, so you have an additional capacity for 2 captive warships, and we are got 11 submarines capacity and presently in our hand is only 3 numbers submarines, and one MRLC. So, you have got so much capacity already available with MDL.
- Sanjeev Singhal:** And in addition, as far as the refit and repairs are concerned, they are considerably shorter duration. As such the facilities are not occupied that long what is taken by the new builds.
- Moderator:** The next question from the line of Abhijit Mitra.
- Abhijit Mitra:** The incremental development that has happened since last call has been this postponement or, putting on hold of this, Greenfield CAPEX of 2,000 crores. I think if you can address that, and also what is the plan with that 37 acres of land, which MDL holds, adjacent to Nhava Sheva. Any thoughts on that and, what would be the revised CAPEX guidance over the next couple of years.
- Narayan Prasad:** As we are aware, this Nhava land, which is about 50 nautical miles across the channel with a deep-water frontage, is a beautiful facility and is with Mazagon Dock Shipbuilders Limited. It is planned to develop a Greenfield shipyard in that particular theme. But, as what has been maintained, we have a very large amount of capacity, which is already there in the main land of Mazagon Dock Shipbuilders Limited, the above notwithstanding as we progress with the visibility of the order books as for the maritime capability perspective plans of the Indian Navy, the moment we come closer to that, and we know for sure that if some facility has to be like, we need a deep graving dock or a ship lift facility. Right now, we are trying to surmount order constraints with their existing facility which is there. But should there be a very clear-cut visibility of the order book we will straight away launch ourselves to inject funds onto those program and build up the Greenfield shipyard with a host of workshops and storage facility and it will come into play. When we say a 2,000 crores investment has been temporarily shelved, it is just being kept out there for short period of time, because in the recent time, what has happened in this COVID scenario, the Government is also facing a huge financial crunch and their defense outlay is also facing a little amount of issues and the current thought process or the thought process which is going on in the ministry of defense is whenever there is a greater visibility of their capital investment, they're also getting into some mode of a lease building ships and submarines through a lease mode, is another opportunity which has been created for them under various scheme of ship building and submarine building. The funds availability with the Navy and there coming with the RFP and the indications coming to us, would dictate that what are the programs which are coming, for which, I have to certainly create those facilities. As I have told



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you, the new generation destroyers, which is about 50,000 crores, but it has got a distant visibility. If that is what is going to come in the way, earnestly we would start pumping money there, because we have the funds to try and develop that into, to meet all the requirements. But I would also at the same breath share with you that we are also trying to look for, can be meet these requirements by alternate source of like we have got a floating dry dock which comes at a far shorter or smaller of infusion of funds and some more technology. We are examining entire thing, which is there, the land is a class 1, in which complete ownership is with the MDL. In case we don't develop it immediately into a Greenfield shipyard, we are thinking in terms of utilizing this land for some more business purposes. As it is, as you we talking now, there is already one commercial vessel which is already tied alongside and undergoing some maintenance for which we are generating revenues.

**Moderator:**

The last question is from the line of Parimal Mithani, Credential Investments.

**Parimal Mithani:**

This is regarding a nuclear submarine which you mentioned in your opening remarks, that you were part of that team. Is it safe to assume that project 75 alpha that is currently being run under the construction period by Navy shipbuilding center, you are going to be instrumental in that program as well Sir, is it safe to assume that?

**Narayan Prasad:**

Could you just rephrase your question once again?

**Parimal Mithani:**

You mentioned about the nuclear submarine that you are going to be a part in it. In terms of construction of the nuclear submarine, is it safe to say that the current program that is being run by the Government of India, by the Navy shipbuilding center, you will be a part of it also?

**Narayan Prasad:**

In case the Government wants us to get engaged into this and we have staked a claim, that we have the infrastructure and facilities of a similar type, what M/s. L&T has got. If you have some idea about the strategy vessels construction program, which is not brought into a general public domain, but suffice it is to say that right now, M/s. L&T is ingrained into this one and make certain, hull which is put it onto a barge from Hazira in Gujarat, and it is towed SBC center at Vishakhapatnam, and further it is brought into a different kind of a shape and there are 100 more agencies which are involved into a construction phase, including Bhabha Atomic Research Center and things like that. The kind of programs in which L&T is involved, if the Government at any point of time wants our support, our involvement, capacity, and capability wise, we both have adequate capacity and capability to meet the nation's requirement.

**Moderator:**

Thank you, ladies and gentlemen, that was the last question for today. I would now like to hand the conference back to the management for closing comments.

**Narayan Prasad:**

I just conclude by saying it has been an excellent interactive session. Mazagon Dock Shipbuilders Limited is poised at a very good pedestal and has all the capability and the capacity to deliver platforms for the Indian Navy and the coast guard, or any other agencies. Having seen the buoyancy in the defense market in terms of the current requirements of conventional



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CIN : U35100MH1934GOI002079

(Ministry of Defence, A Govt. of India Undertaking)

**SHIP BUILDER TO THE NATION**

*Mazagon Dock Shipbuilders Limited  
June 29, 2021*

submarines and certain destroyers and all and having known that Mazagon Dock Shipbuilders Limited has been the lead player in this particular field, we are very confident that we would give all the support facilities to the Government of India. Whatever opportunities come our way; we would be able to honor all of them. Every target of Indian Navy, Indian coast guard will be fully met in terms of our delivery. Thank you very much.

**Moderator:**

Thank you. On behalf of ICICI Securities Limited, we conclude today's conference. Thank you all for joining. You may now disconnect your lines.