Guidelines for Shipbuilding & Repair Policy of Gujarat 2026

Table of Contents

1. Introduction

a) **Title**: These Guidelines shall be called "**Guidelines for Shipbuilding & Repair Policy of Gujarat 2026**".

b) **Validity**: The Guidelines shall come in effect from 15th June 2026 and remain valid for the operative period of the Policy, unless amended or withdrawn by GoG.

c) **Applicability**: These Guidelines shall apply to all proposals for the establishment of greenfield shipbuilding clusters, standalone shipyards or repair yards, ancillary facilities, expansion of existing shipyards, and for the construction of vessels within shipyards under jurisdiction of GMB, undertaken under the framework of the Shipbuilding & Repair Policy of Gujarat, 2026.

Mandatory Adherence to Central Government Scheme

Notwithstanding any approval or LoI issued by the Government of Gujarat (GoG), all eligible Applicants shall be required to independently comply with procedures, eligibility criteria, timelines, and submission requirements under Shipbuilding Financial Assistance Scheme (SBFAS) / Shipbuilding Development Scheme (SbDS) or any other Central Government scheme under Ministry of Ports, Shipping and Waterways (MoPSW). State-level approvals shall not constitute automatic eligibility or substitute compliance under the Central Government framework.

2. Definitions

i. **"Applicant/ Applicant Shipyard"** means any company, consortium, Special Purpose Vehicle (SPV), startup, or other legally constituted entity under the applicable laws of India, that seeks approval from the Gujarat Maritime Board (GMB)/ National Shipbuilding and Heavy Industries Park (Gujarat) Limited /Government of Gujarat (GoG) for establishing shipbuilding or ship-repair facility and establishing ancillary industries under the Shipbuilding & Repair Policy of Gujarat.

ii. **"Board"** means the Gujarat Maritime Board constituted under section 3 (4) of Gujarat Maritime Board Act, 1981, and as amended from time to time.

iii. **"Capital Assistance"** means the financial assistance provided by the Government of Gujarat under the Shipbuilding & Repair Policy of Gujarat under different heads of incentives as defined in the policy.

iv. **"Contracted Assets"** means the assets listed in the Approved DPR as have been agreed upon by the Licensor and the Licensee for development during the License period and such other assets as will be subsequently approved and included by the Licensor as a part of the Approved DPR as Contracted Assets in accordance with the Agreement signed between GMB and Licensor.

v. **"Developer"** means a person / entity with whom concession / licence agreement is entered into by the State Government or a specified Government agency.

vi. **"Dredging or Maintenance Dredging"** means the removal of sediments and debris from the bottom of lakes, rivers, harbours, and other water bodies. It is a routine necessity in waterways around the world because sedimentation—the natural process of sand and silt washing downstream—gradually fills channels and harbours.

vii. **"Eligible Fixed Capital Investment (eFCI)"** means investment in Contracted Assets as defined under the Model Concession Agreement of GMB, will also include movable assets including plant and machinery (as defined in Gujarat Integrated Logistics and Logistics Parks Policy, 2021).

viii. **“Final Approval”** means the approval provided by the GoG / GMB to applicable projects along with the respective financial sanction and terms of fund release.

ix. **“Gujarat Maritime Board”** or **“GMB”** means the statutory body of GoG enacted under Gujarat Maritime Board Act,1981.

x. **“Gujarat Maritime Board Act”** means the Gujarat Maritime Board Act, 1981 as amended or re-enacted from time to time.

xi. **“In-Principle Approval”** means the initial conditional approval given to the project by GoG/ GMB towards the allotment of land and waterfront to proceed with other preparatory work without any financial commitment.

xii. **“Land”** means the bed of sea or river below high-water mark and things attached to the earth or permanently fastened to anything attached to the earth.

xiii. **“Micro, Small and Medium Enterprise** or **MSME”** means any enterprise that must have obtained acknowledgement/registration from Ministry of MSME or DPIIT.

xiv. **“National Shipbuilding and Heavy Industries Park (Gujarat) Limited or” NSHIPGL”** means the SPV formed between Deendayal Port Authority (DPA) and Gujarat Maritime Board (GMB) under 50:50 joint venture arrangement for development, operation and maintenance of selected site in the State of Gujarat for cluster development.

xv. **“Port”** means any non-major port to which GMB Act applies within such limits as may from time to time be defined by the State Government under the Indian Port Act, 1908, and includes any part of a river or channel which is defined as such under the GMB Act, 1981.

xvi. **“Private Port”** means any port or port terminal developed and operated under the provisions of concession agreement governed by the BOOT principles and amendments thereof**.**

xvii. **“Research & Development Institutions or Laboratories”** means an organized establishment dedicated to systematic investigation, experimentation, innovation, and knowledge creation aimed at advancing science, technology, engineering, or applied industrial practices specifically in shipbuilding and repair industry.

xviii. **“Shipbuilding & Repair Policy of Gujarat or Policy”** means the Shipbuilding & Repair Policy of Gujarat being approved by Government of Gujarat dated 4th May 2026.

xix. **“Shipyard”** means any floating or a land-based facility comprising of all or any amongst the following features, namely, - waterfront, turning basin, berthing and docking facility, slipways and ship lifts, located in India and undertaking construction, assembly, outfitting, servicing or repair of vessels.

xx. **“Skill Development Centres”** means an institution or facility established to provide specialized vocational training, technical skills and employability-oriented education in areas such as ship construction, marine fabrication, welding, outfitting, repair and related maritime trades, with the aim of enhancing individuals’ capabilities for employment and entrepreneurship within the shipbuilding and ancillary industry.

xxi. **“State Government or GoG”** means the Government of Gujarat.

xxii. **“Vessel”** means Barges, boats, tugs, launches or any other mechanized or non-mechanized floating craft and include anything made for the conveyance mainly by water for human being or of goods.

xxiii. **“Waterfront”** means entire length of shore / coastline along the seacoast, creek, estuary, bank of river etc., on which entire Shipyard premises is proposed or located, irrespective of length occupied by marine structures viz. docks, slipways and outfitting jetties etc., provided on shore for Shipyard.

Any additional words and expressions used in these guidelines shall, unless otherwise defined herein, have the meanings respectively assigned to them in Shipbuilding & Repair Policy of Gujarat 2026.

3. Objective of the guidelines

a) To drive capacity expansion and foster a robust ecosystem in India's shipbuilding sector by strengthening the State's shipbuilding capabilities in alignment with the strategic vision outlined in the Gujarat Maritime Board's Vision 2047, while ensuring coherence with the broader national frameworks of Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047.
b) To introduce a transparent policy implementation framework for enhancing shipbuilding capacity and development of ancillary industries in Gujarat.

4. Institutional framework for implementation of Guidelines

a) Gujarat Maritime Board shall be the nodal agency for communicating approval by the Board/ GoG for projects undertaken under the models specified in the Policy and shall be responsible for the disbursement of Capital Assistance under these guidelines.
b) Any ambiguity regarding the interpretation or application of the Shipbuilding & Repair Policy of Gujarat 2026 and these guidelines shall be referred to the GoG. The interpretation of GoG shall be final, binding, and conclusive upon all parties.

Part – I: Selection of Applicant, Process of In-Principle Approval of the project, Process for obtaining construction permission of the project under various development models for Greenfield Shipyard

- This section explains selection process for development of shipyards/repair yards under various development models available in the Policy for greenfield shipyards, associated technical and financial eligibility criteria, and bid parameters as applicable.
- Additionally, this section explains the process of obtaining In-Principle approval for the project and process for obtaining construction permission for commencement of construction under various development model.

5. Selection Process of developers under various greenfield shipyard development models

a) Sites identified by Gujarat Maritime Board

i. Selection of the Applicant, allotment of land and waterfront for development of shipyards/repair yards under this model may be undertaken through a competitive bidding process.
ii. Land related modalities will be as per Section 14(F) of the Policy as applicable.
iii. The preparation of the Detailed Project Report (DPR), obtaining environmental clearances & statutory approvals, and development of infrastructure shall be undertaken by the Applicant.

iv. The Applicant shall comply with the technical and financial criteria as mentioned under Section 5.1

b) Sites identified within Private Ports

i. This model will specifically cater to private port licensee /Applicant, intending to establish shipyard within leased premises.
ii. The Applicant shall submit detailed PFR or DPR along with detailed proposal. GMB will evaluate the proposal and may approve the development of shipyard.
iii. Land related modalities will be as per Section 14(F) of the Policy as applicable.
iv. The preparation of the Detailed Project Report (DPR), obtaining environmental clearances & statutory approvals, and development of infrastructure shall be undertaken by the Applicant.
v. The license period for the Shipyards to be set up within the Private port shall be concurrent with the concession period. The above duration may be renewed on fresh terms and conditions, if so desired by GMB either concurrent with extension of concession period of the Private Ports or period decided by GMB. Grant of extension shall be at the sole discretion of the State Government. Shipyard Company shall not entitle to claim any right whatsoever for such extension.

c) Within Integrated Mega Shipbuilding Parks (IMSP)

i. The site selection for IMSP, statutory clearances and development of common infrastructure will be undertaken by NSHIPGL.
ii. Any Applicant intending to establish shipyard inside the IMSP shall apply to the NSHIPGL.
iii. The selection of Anchor Shipyard(s) and land allotment process will be specified by NSHIPGL as per Government of India (GoI) / GoG policy.

d) Proposals from private player

i. Under this model, Applicant shall submit detailed proposal with PFR or DPR to GMB.
ii. GMB will follow Swiss Challenge Method under section 10 of Gujarat Infrastructure Development (Amendment) Act 2006 for inviting competitive proposals for allotting land and waterfront. The original proponent shall be granted Right of First Refusal (RoFR) to match the best offer, ensuring fair competition.
iii. Land related modalities will be as per Section 14(F) the Policy as applicable.
iv. The preparation of the DPR, obtaining environmental clearances & statutory approvals, and development of infrastructure shall be undertaken by the Applicant
v. The Applicant shall comply with the technical and financial criteria as mentioned under section 5.1

e) Proposals from Public Sector Undertaking (PSU) players

i. This model will specifically cater to Public Sector Undertakings (PSUs), Central or State Government entities, or any other public sector entities planning to establish shipyards in Gujarat. Proposals from such public sector entities may be considered on a nomination basis.
ii. GMB will evaluate the sectoral experience of the public sector entity in the areas of shipbuilding and ship repair, including tie-ups with innovation & high-

end technology & service providers working in the field of shipbuilding and ship repair.

iii. Land related modalities will be as per Section 14(F) the Policy as applicable.

iv. The preparation of the Detailed Project Report (DPR), obtaining environmental clearances & statutory approvals, and development of infrastructure shall be undertaken by the Applicant**.**

5.1 Technical and Financial Criteria for competitive bidding process

Any applicant applying for bids **under section 5(a) and 5(d)** shall have to comply the technical and financial criteria as mentioned below:

A. Technical Criteria

a) Applicant should have construction / development / operation and maintenance experience in Eligible Projects in Maritime & Logistics Sector in **last 5 years** from the date of submission of bid.

Eligible Projects: Projects in Maritime & Logistics Sector such as Shipyards, ports, berths, jetties, wharves, quays, drydocks, onshore and offshore terminals, Container handling systems, bulk / liquid material handling systems, and Port-based terminal facilities.

b) The cumulative project/contract value of all such Eligible Projects shall be **100% of the Estimated Project Cost** as per Techno-Feasibility Report (TFR) or PFR

B. Financial Criteria

a) The Applicant shall have an average Net Worth (the "Financial Capacity") of the last three consecutive financial years more than **25%** of Estimated Project Cost

Note: **GMB reserves the right to modify technical or financial Criteria as laid out in section 5.1 depending on scale / site specific requirements of the project.**

5.2 Bid Criteria

a) In case of 5(a) and 5(d), Minimum Guaranteed Gross Registered Tonnage Per Annum (MGGRTPA) will be considered as bidding parameter. Bidder quoting highest MGGRTPA will be preferred for development of shipyard/ repair yard. The bidder shall have to quote MGGRTPA for 5 years after the commencement of operation.

b) However, in the event, if the preferred bidder fails to achieve the committed MGGRTPA in any fiscal year, charges prescribed as per SoPC of GMB shall be applicable on committed MGGRTPA. The bidder shall submit performance security based on committed MGGRTPA.

c) Under Section 5(a) and 5(d), where only a single bid/ proposal is received, GMB may consider and accept such bid/ proposal as the preferred bid for the completion of the bidding process.

Preferred developers selected through competitive bidding process under section 5(a),5(d) and through nomination process under section 5(b), 5(e) shall follow section 5.3 for In-Principle approval and 5.4 for permission for commencement of construction. In case of selected shipyards under section 5(c), approval will be granted by NSHIPGL

5.3 Process for obtaining In-Principle Approval

a) The project proposal is to be submitted to the Board by the preferred developer. Board may recommend the project proposal to GoG for In-Principle approval.
b) Upon receipt of In-Principle approval from GoG, Board will issue Letter of Award (LOA) / Letter of Intent (LOI) to the Applicant.

5.4 Process for obtaining permission for commencement of construction

a) Upon submission of the DPR by the Applicant, GMB may undertake a detailed evaluation of the DPR and submit the same to the Board. The Board may thereafter approve the DPR.
b) Post approval of the DPR, and upon submission of the requisite environmental and other statutory clearance by the Applicant, the Board may grant permission for commencement of construction under Section 35(1) of the GMB Act.

Applicant after obtaining In-principle approval from GoG and permission for commencement of construction from GMB; and Applicant selected by NSHIPGL under section 5(c), shall thereafter follow Part – III for availing assistance under various incentives head.

Part – II: Process of In-Principle Approval of the project and process for obtaining construction permission of the project for Brownfield Shipyards

6.1 Eligibility Criteria, process of In-Principle Approval, process for obtaining construction permission & financial assistance for expansion of brownfield shipyards

6.1.1 Applicant undertaking brownfield expansion and seeking assistance under the GoI's SbDS guidelines shall be eligible to avail benefits under this Policy subject to approval by GoI and submission of the same to GMB along with the application for the grant as per Section 8. In case of applicant not applying for GoI's scheme, they shall comply with the eligibility criteria mentioned in section 6.1 and apply for incentives as per these Guidelines.

6.1.2 In cases where an Applicant proposes new investment for expansion, modernisation or upgradation, and it affects the waterfront and/or land, it shall first apply to the GMB. The approval process for the DPR and the grant of construction permission shall be governed by Sections 6.3 and 6.4. Only upon obtaining construction permission in such cases the shipyard shall be eligible to apply for financial assistance under the GoI and GoG policies for expansion activities.

6.1.3 In cases where the expansion activity does not involve additional waterfront or land, the Applicant may directly apply for assistance under the Government of India (GoI) scheme. In such instances, the GMB may consider the 'Approved Project Cost' as sanctioned under the GoI's SbDS guidelines to be the Eligible Fixed Capital Investment (eFCI).

6.2 Eligibility Criteria for expansion of brownfield shipyards

a) The Applicant shipyard must be operational for at least three (3) years prior to submission of the application. Such operational period may include operations under previous ownership.

b) The Applicant shall have availability of adequate waterfront and land area for undertaking such expansion.
c) The shipyard shall possess at least two of the following qualifying asset categories prior to submission of the application:
    i. Dry berthing facilities including dry docks, slipways, floating docks, or ship lifts
    ii. Wet berthing facilities including jetties, piers, or wharfs
    iii. Facilities for fabrication, erection, or repair of hull structures
    iv. Material handling facilities, including cranes and related equipment

6.3 Process for obtaining In-Principle Approval

a) The project proposal shall be submitted to the Board by the Applicant. Board may recommend the project proposal to Government of Gujarat for In-Principle approval.
b) Upon receipt of In-Principle approval from GoG, Board will issue Letter of Award (LOA) / Letter of Intent (LOI) to the Applicant.

6.4 Process for obtaining permission for commencement of construction

a) Upon submission of the Detailed Project Report (DPR) by the Applicant, GMB may undertake a detailed evaluation of the DPR. GMB will submit the DPR before the Board for approval.
b) Post approval of the DPR by the board, and upon submission of the requisite environmental and other statutory clearance to GMB by the Applicant, the Board may grant permission for commencement of construction under Section 35(1) of the GMB Act.

Part – III: Process of claiming financial assistance

- This part deals with the registration, approval, application and fund release mechanism to be followed by any Applicant for claiming financial assistance under the Policy.
- All the application, approval and fund release for incentives will be undertaken through the online GMB web portal.

7. Approval authority and disbursing authority of different incentives under the policy

a) Any incentive under the Policy will be approved by the GoG/Board and disbursing of the incentives sanctioned by the GoG/Board under different heads as per the Policy will be under the purview of GMB.
b) Applicant applying or claiming incentives under different heads shall have to use the online GMB portal for uploading required documents including application and claim forms.

8. Capital Assistance for setting up shipyards

a) The procedure specified below shall be followed by the Applicant after obtaining construction permission under Section 5.4(b) or 6.4(b) or after receiving approval for expansion of shipyards from GoI's SbDS guidelines.
b) The approved eFCI may be claimed in phase wise manner, in four instalments based on actual expenditure incurred (excluding land cost) at 25%, 50%, 75% and 100% completion stages. However, 15% of eligible assistance shall be retained from each claim and disbursed only upon completion of the Project.

c) An Inspection Team from GMB or any Independent Project Monitoring Agency (IPMA) appointed by GMB, as specified in Annexure – 1, may undertake field inspections for verifying physical progress, funds utilisation progress and submit inspection reports.
d) Upon scrutiny of the inspection report, GMB may disburse the eligible amount.
e) At the time of release of the final tranche, if the actual eFCI incurred is higher than the approved eFCI, the Applicant shall submit a request for revision of the approved eFCI along with supporting documents and justification to the Board. Approval of the revised eFCI shall be at the discretion of the Board on a case-to-case basis.

9. Special incentives for early bird

a) Applicant under any of the model mentioned in Section 5, developing greenfield shipyard, either standalone or within IMSP or developing marine equipment manufacturing units inside marine equipment cluster as mentioned in Section 16.1 is eligible for special incentives if:
   i. They receive work order / LoA / LoI for development of shipyards/ Marine Equipment Cluster within 12 months from the launch of the Policy and,
   ii. Submits DPR and receives construction permission of shipyards/ Marine Equipment Cluster within 24 months from the launch of the Policy.
   iii. Completes construction of shipyards/ Marine Equipment Cluster within 36 months from the date of commencement of construction.
b) Upon obtaining construction permission under section 5.4(b), Applicant may submit the proposal of early bird assistance along with LOA / LOI to GMB for approval.
c) The early bird incentive against the approved eFCI will be disbursed by GMB along with the final tranche (as per section 8(d)) only if the applicant meets all the conditions specified under section 9(a).

10. One time reimbursement of stamp duty & registration fees

a) Upon obtaining construction permission under section 5.4(b) or 6.4(b), Applicant may submit the proposal for reimbursement with LOA/ LOI to the Board for approval.
b) Applicant shall be eligible for reimbursement of the stamp duty and registration fees paid towards purchase of land required for the project during the operative period of the Policy. Reimbursement shall not be available for land allotted by the Government or land obtained on lease, rental basis or purchased from Government.
c) The Applicant shall acquire 100% of the land as per approved in the DPR and complete a minimum of 10% of the approved infrastructure construction prior to claiming reimbursement.
d) The Applicant shall submit the reimbursement claim through the online GMB portal. Upon scrutiny, GMB may disburse the eligible amount.

11. Interest subvention

a) Upon obtaining construction permission under section 5.4(b) or 6.4(b) or after receiving approval for expansion of shipyards from GoI's SbDS guidelines, Applicant may submit the proposal for interest subvention along with LOA/ LOI to the Board for approval.
b) Under the Policy, interest subvention on long-term loans for the establishment of shipyards, new investments in existing shipyards for expansion, modernisation and upgradation, shall be limited to a maximum of 7%. The Applicant shall, however, bear a minimum interest liability of 5%.

c) Total assistance under interest subvention shall be capped at 1.2% of the eligible fixed capital investment (eFCI) per annum for a period of 10 years.
d) The rate of assistance to be borne by GMB shall be determined after considering assistance available under the Central Government policy as applicable.
e) The benefit shall be available only on the disbursed portion of the sanctioned long-term loan.
f) The Applicant shall also be eligible for interest subsidy during the moratorium period.
g) If Applicant is declared as defaulter by Financial Institution/ Bank as per RBI guidelines, Applicant will not be eligible for Interest Subvention benefit for the default period.
h) In cases where repayment of the principal loan amount remains overdue for 90 days or more, such period shall not qualify for interest subvention, notwithstanding repayment of interest during the same period.
i) The Applicant shall submit annual claims for interest subvention to GMB through the online GMB portal. Upon scrutiny, GMB may disburse the eligible amount.

12. Capital assistance for setting up of Skill Development Centre/ Research & Development Institutions or Laboratories

a) Any Applicant developing, expanding or operating shipyard under any of the model mentioned in section 5, existing shipyards under section 6 or existing shipyards in India willing to set-up Skill Development Centre/ Research & Development Institutions or Laboratories in the State of Gujarat are eligible for applying assistance under the Policy.
b) Any institution/ Industrial Association/ Professional Bodies may apply for setting up Skill Development Centre, provided they are recognised by CSIR/ DSIR, are eligible for applying for assistance under the Policy.
c) Any legal entity such as company, partnership firm including LLP, society, trust, industrial co-operative society, or proprietary concern may apply for assistance for setting up Skill Development Centre under this Policy.
d) Setting up of Skill Development Centre, with specific focus on shipbuilding & repair industry, will be considered as the eligible activity for such assistance.
e) Applicant shall submit detailed application to online GMB portal. GMB will submit the proposal to the Board for approval.
f) The capital assistance shall as per the Policy subject to maximum limit for both Skill Development Centre and Research & Development Institutions/ Laboratories.
g) Assistance shall be claimed in two phase-wise instalments, upon completion of 50% and 100% of approved work against eFCI. However, 15% of eligible assistance shall be retained at each claim and released only after completion of the project.
h) Applicant shall submit the claim through the online GMB portal.
i) Inspection Team from GMB/ or any other Independent Project Monitoring Agency (IPMA) may undertake field inspections for verifying physical progress, funds utilisation progress and submit inspection reports.
j) Upon scrutiny of such field inspection report, GMB may disburse the amount.
k) At the time of release of the final tranche, if the actual eFCI incurred is higher than the approved eFCI, the Applicant shall submit a request for revision of the approved eFCI along with supporting documents and justification to the Board. Approval of the revised eFCI shall be at the discretion of the Board on a case-to-case basis.

13. Assistance for carrying out Research Work

a) Any Research and Development Institutions recognised by CSIR/ DSIR, institutions set-up by GoG/ GoI, AICTE approved institutions/ professional colleges (including autonomous as well as those colleges affiliated to universities) or any other institutes, start-ups based in Gujarat may apply for assistance under the Policy.
b) Any premier institutes such as Indian Institute of Management (IIM), Indian Institute of Technology (IIT), Indian Institute of Science (IISc) etc, located outside the state of Gujarat may also apply for assistance for research work if their research directly benefits the state's shipbuilding sector however, preference may be given to entities located in Gujarat.
c) The guideline shall cover both contracted and sponsored research work related to the shipbuilding and repair industry. Institutions undertaking such research shall submit the relevant agreement, if any, along with details of project cost sharing.
d) The Applicant shall submit a proposal regarding the contract/sponsored research work with probable outcome specifically in shipbuilding and repair industry in Gujarat along with estimated project cost with detailed break-up of cost components, before the commencement of such research work, in designated online GMB portal.
e) GMB shall scrutinise the proposal and submit the same to the Board for approval.
f) The assistance shall be as per the Policy subject to maximum limit and may be reimbursed only after completion, submission of research work showcasing the outcome and value addition to the shipbuilding & repair industry in Gujarat and is verified by Board.

14. Training assistance to employees of shipyards

a) Applicants developing greenfield shipyards or operating existing shipyards within the State may apply for training assistance under the Policy for on-roll employees only. Contractual or temporary employees shall not be eligible.
b) Training programmes shall be conducted through recognised institutions in advanced engineering, design, or related fields relevant to the shipbuilding and repair industry.
c) The Applicant shall submit a detailed training proposal to GMB including details of the training programme, identified employees, course structure, expected value addition to the Board for approval.
d) Upon completion of the training programme, the Applicant shall submit the claim to the online GMB portal. GMB shall scrutinise the claim and disburse the eligible assistance subject to the Policy provision.

15. Dredging support

a) The Policy has provisioned for assistance in maintenance dredging wherein, Applicant can claim 50% of dredging cost or INR 10 Cr whichever is less, within a period of 10 years.
b) Applicants located outside IMSP shall be eligible to apply for assistance for undertaking maintenance dredging on navigation channel, alongside the berth area, pit area, drydock area and alongside the jetty area.
c) In case of IMSP, maintenance dredging on the navigation channel will be carried out by SPV, however, Applicants located inside the IMSP shall be eligible to apply for assistance for undertaking maintenance dredging alongside the berth area, pit area, drydock area and alongside the jetty area.

d) The Applicant shall have to intimate GMB before undertaking maintenance dredging or to NSHIPGL in case of shipyards inside IMSP along with necessary approvals.
e) After completion of the maintenance dredging, the Applicant shall submit online application along with maintenance dredging plan, cost of dredging, quantity of dredging and desired draft achieved/ maintained from such dredging to GMB.
f) GMB will undertake detailed analysis of the application submitted along with dredging plan and will submit the application to the Board for approval.
g) Applicant shall subsequently submit claim for assistance for dredging work to GMB through the online GMB web portal.
h) GMB will scrutinise the claim submitted by the Applicant and may disburse based on the actual dredging cost incurred.

16. Assistance applicable in Integrated Mega Shipbuilding Park:

16.1 Capital assistance for setting up Marine Equipment Clusters

a) Any Applicant developing Shipyard inside IMSP, developing shipyards outside IMSP, existing shipyards or any other legal entity formed under Companies Act 2013 may set up marine equipment manufacturing units inside or in close proximity of IMSP.
b) NSHIPGL shall identify and facilitate development of land in the vicinity of IMSP for marine equipment clusters, including manufacturing units, testing facilities, R&D facilities, and Skill Development Centres supporting the shipbuilding industry.
c) The Applicant shall submit the SPV-approved DPR, statutory clearances to GMB. Following scrutiny, GMB shall submit the proposal to the Board for approval.
d) Upon approval, GMB shall issue an eFCI approval certificate through the online GMB portal. Assistance may thereafter be claimed in four phase-wise instalments at 25%, 50%, 75%, and 100% completion stages based on actual expenditure incurred, excluding land cost. However, 15% of eligible assistance shall be retained from each instalment and released only upon completion of the project.
e) The Applicant shall submit claims through the online GMB portal. Upon scrutiny, GMB may disburse the eligible amount for each instalment.
f) Inspection Team from GMB/or any other Independent Project Monitoring Agency (IPMA) may undertake field inspections for physical progress, funds utilisation progress and shall generate field inspection report.
g) At the time of release of the final tranche, if the actual eFCI incurred is higher than the approved eFCI, the Applicant shall submit a request for revision of the approved eFCI along with supporting documents and justification to the Board. Approval of the revised eFCI shall be at the discretion of the Board on a case-to-case basis.

16.2 Subsidy on Goods and Services procured from MSME

a) Shipyards operating within IMSP shall be eligible for subsidy at the rate of 5% on goods and services procured from MSMEs registered and operating in Gujarat for shipyard development, shipbuilding, and repair activities. Shipyards outside IMSP shall not be eligible.
b) The subsidy may be availed only once during shipyard construction, vessel construction, or repair activities and shall be based on approved eFCI or vessel contract value, as applicable.

c) The Applicant shall submit claims to GMB for reimbursement of subsidies on goods and services procured from MSMEs. GMB may, upon initial scrutiny, forward the claims to the Board for approval.
d) GMB shall scrutinise the submitted documents and may disburse eligible subsidy.

16.3 Subsidy on electricity tariff

a) Shipyards operating within IMSP shall be eligible for electricity tariff subsidy capped at INR 1 per kWh for a period of 5 years after commencement of operations. Shipyards outside IMSP shall not be eligible.
b) The Applicant shall submit annual claims through the online GMB portal.
c) GMB shall scrutinise the claim and may disburse subsidy based on actual electricity consumption and supporting electricity bills.

16.4 Subsidy on Water Tariff

a) Shipyards operating within IMSP shall be eligible for water tariff subsidy capped at 50% for a period of 5 years during construction as well as post commencement of operations. Shipyards outside IMSP shall not be eligible.
b) The Applicant shall submit annual claims through the online GMB portal.
c) GMB shall scrutinise the claim and may disburse subsidy based on actual water consumption.

Part – IV: Process for getting top-up assistance for construction of vessel under Shipbuilding & Repair Policy of Gujarat

17. Application for assistance and submission of documents for vessel related assistance by shipyards

a) Any Applicant who has received approval for assistance for construction of vessels as per the Central Government's "Guidelines for Implementation of Shipbuilding Financial Assistance (SBFAS)", may apply for vessel related incentives under the Shipbuilding & Repair Policy of Gujarat 2026.
b) The applicant shall create an account on the online GMB web portal and shall upload required documents after receiving approval for assistance against construction of vessel under Central's Scheme for generation of Application ID.

18. Approval process for financial assistance on vessels

a) The process of release of funds at any stage shall start once the applicant has received final approval from the Centre for release of funds entitled to the applicant under the Shipbuilding Financial Assistance Scheme (SBFAS) against construction of vessel of that stage/ milestone. In case the Applicant does not get approval for assistance for construction of vessels at the beginning or for any of the stage/ milestones, the Applicant cannot claim assistance for construction of vessels under this Policy. (State assistance shall be disbursed after corresponding approval/release under SBFAS)
b) After successful submission of the documents in online GMB web portal, GMB will carry out review of the documents and may submit the application to the Board for approval.
c) GMB may approve the assistance at each stage as mentioned in section 19.

19. Fund release mechanism

a) GMB will follow a structured milestone-based payment release mechanism in line with the Centre's "Guidelines for Implementation of Shipbuilding Financial Assistance (SBFAS)":
   i. **Keel laying** – 30% of the total assistance as approved by GMB
   ii. **On launching** – 40% of the total assistance as approved by GMB
   iii. **On delivery** – 30% of the total assistance as approved by GMB

b) After receiving approval for each tranche from centre, the Applicant shall submit all the requisite documents in online GMB portal along with the approval letter under GoI's policy.

c) At each stage, the Applicant shall provide security instrument of equal amount which shall be kept with GMB.

d) Any security instruments held by GMB will be released upon final payment by ship owner to applicant and submission of delivery documents within thirty (30) days of delivery.

e) In no case final application for the fund release shall be made exceeding three (3) years from the end of the financial year in which the delivery of the Vessel was made.

Annexure

Annexure – 1: List of Independent Project Monitoring Agency (IPMA)

Sr No	Independent Project Monitoring Agencies
1	IIT Kharagpur – Department of Ocean Engineering and Naval Architecture (OENA)
2	IIT Mumbai – Ocean Engineering, Department of Civil Engineering
3	IIT Madras – Department of Ocean Engineering (DOE)
4	IIT Gandhinagar
6	Any other agency empanelled by the GMB for this purpose.

Notes:

- The above agencies must possess demonstrable domain expertise in project finance, and industrial planning, and shall undertake evaluations on parameters including infrastructure adequacy, cost reasonableness, implementation timelines, compliance with environmental and safety standards, and anticipated economic and operational outcomes.
- The Gujarat Maritime Board may, as deemed necessary, empanel or authorize additional institutions or organizations with equivalent expertise and capability to undertake such evaluations.
- The cost of appointing and operating IPMAs shall be borne by Gujarat Maritime Board (GMB) and no fees in this purpose shall be borne by the Applicant.