



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

## भारतीय नौवहन निगम लिमिटेड

(भारत सरकार का उद्यम)

पंजीकृत कार्यालय: शिपिंग हाउस, 245 मादाम कामा रोड, मुंबई - 400 021.

फोन: 91-22-2202 6666, 2277 2000 फैक्स: 91-22-2202 6905 वेबसाइट: www.shipindia.com

### **The Shipping Corporation Of India Ltd.**

(A GOVERNMENT OF INDIA ENTERPRISE)

Regd. Office: Shipping House, 245, Madame Cama Road, Mumbai-400 021. Ph: 91-22 2202 6666, 2277 2000

Fax: 91-22 22026905 • Website: www.shipindia.com

सीआईएन/CIN-L63030MH1950G01008033

Ref: A10-SEC-BD-808/202/2026

Date: 11.05.2026

To,

Listing Compliance Department <b>BSE Limited</b> , Phiroze Jeejeebhoy Towers, Dalal Street, Mumbai – 400001.	The Manager - Listing Compliance <b>National Stock Exchange of India Limited</b> 'Exchange Plaza' C-1, Block G, Bandra Kurla Complex, Bandra (East), Mumbai – 400051
<b>Scrip Code: 523598</b>	<b>Trading Symbol: SCI</b>

Dear Sir/Madam,

### **Disclosure under Regulation 30 of SEBI (LODR) Regulations 2015 – Investor Presentation**

Pursuant to Regulation 30 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, as amended, please find enclosed herewith copy of presentation proposed to be given at Conference Call scheduled to discuss results of Quarter 4, Financial Year 2025-26 of the Company which has been organised today i.e. Monday, 11th May 2026 at 1600 Hours (IST).

Submitted for your information. Kindly take the same on your records.

Thanking You.

**Yours Faithfully,**  
**For The Shipping Corporation of India Limited**

**Smt. Swapnita Vikas Yadav**  
**Company Secretary and Compliance Officer**

Encl: As mentioned above.



# THE SHIPPING CORPORATION OF INDIA LTD

Transporting Goods. Transforming Lives.



## Financial Results Presentation F.Y. 2025-26



# Disclaimer



Other than references to past events, this presentation contains statements about future plans and expectations. These remarks reflect the current outlook, intentions, and assumptions of SCI's management regarding the Company's activities, strategic initiatives, opportunities, and anticipated outcomes. Because these comments deal with future circumstances, they are subject to a range of uncertainties and risks that could cause actual performance or results to vary significantly. The Company does not accept any obligation to revise or update these statements in response to later events, new information, or changes in circumstances.

## SHAREHOLDING PATTERN AS ON 31<sup>st</sup> MARCH 2026

**Govt.**



• 63.75%

**LIC**



• 1.04%

**Others**



• 35.21%

# FLEET



No. of Vessels  
Owned: **58**

1. Liner vessels: 2
2. Bulk Carriers: 15
3. Tankers: 31
4. Technical & Offshore: 10



Average Age of Owned  
Vessels: **15.50 Yrs**

1. Liner vessels: 17.02
2. Bulk Carriers: 13.41
3. Tankers: 17.27
4. Technical & Offshore: 12.86

Average age of fleet :  
**15.50**



No. of Managed  
Vessels: **40**

1. ILT Companies : 4
2. A&N : 27
3. GSI : 3
4. ONGC : 2
5. ICSL : 4



# FLEET PROFILE



Particulars	No.	G.T.	DWT
Tanker-Crude Oil Carriers	12	8,36,553	15,47,471
Tanker-Product Carriers	11	4,62,339	7,97,073
Tanker-VLCC	5	8,12,551	15,90,809
Gas	3	1,40,622	1,62,563
Bulk Carriers	15	5,75,779	10,22,344
Liner	2	87,358	1,15,598
Offshore Supply	10	24,535	25,238
<b>Total</b>	<b>58</b>	<b>29,39,737</b>	<b>52,61,096</b>

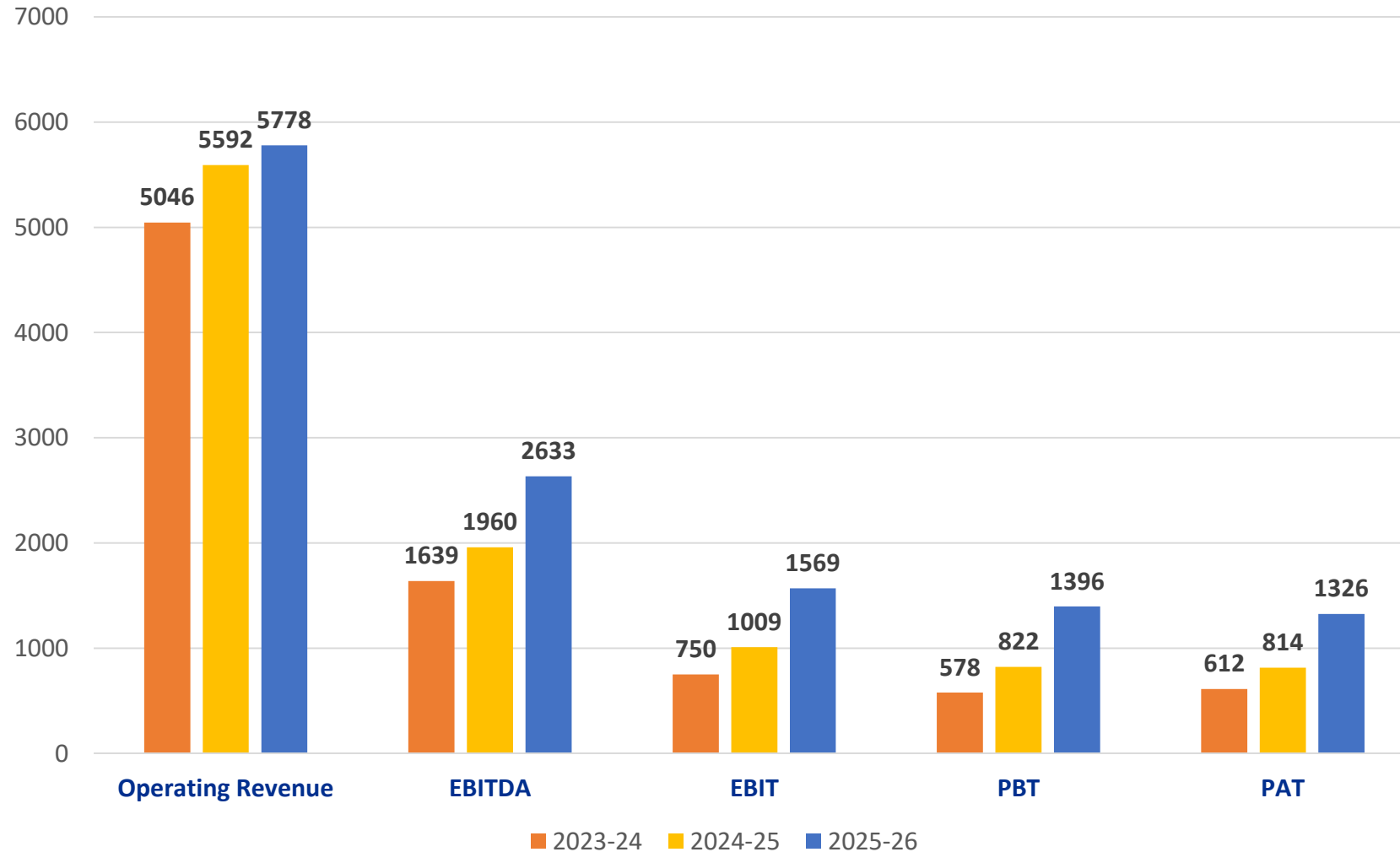


# STANDALONE FINANCIAL HIGHLIGHTS FOR FY 2025-26



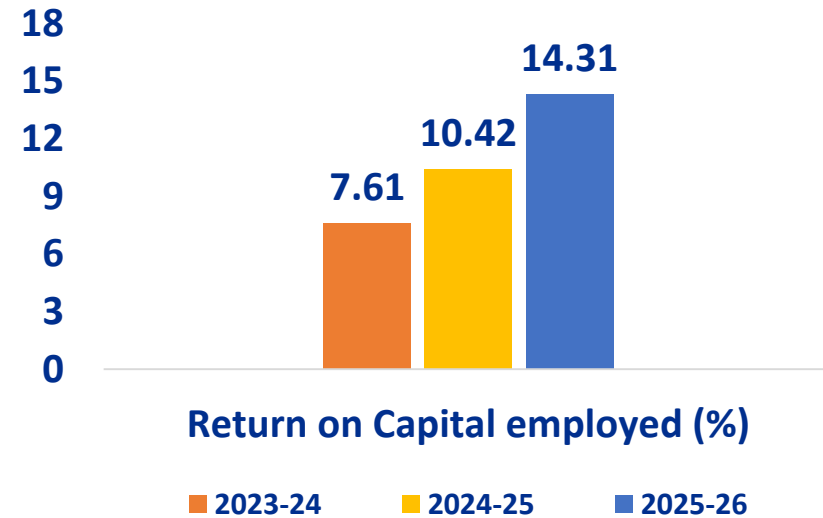
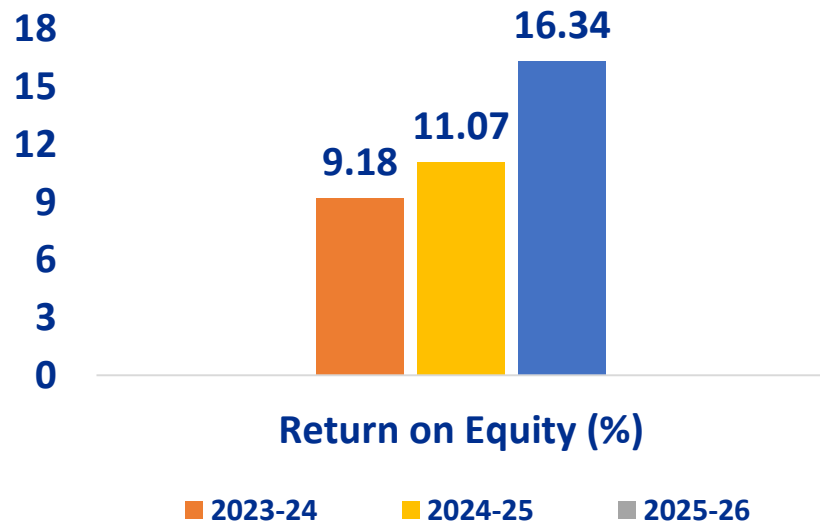
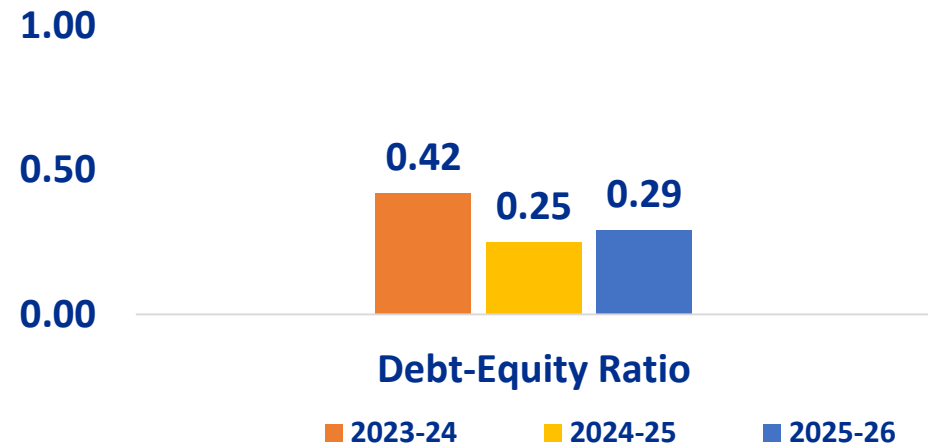
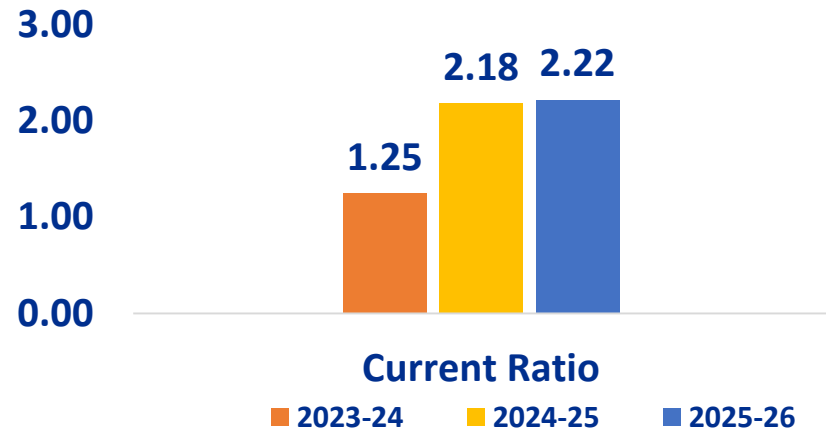
## Revenue and Profitability Performance

(INR in Crores)





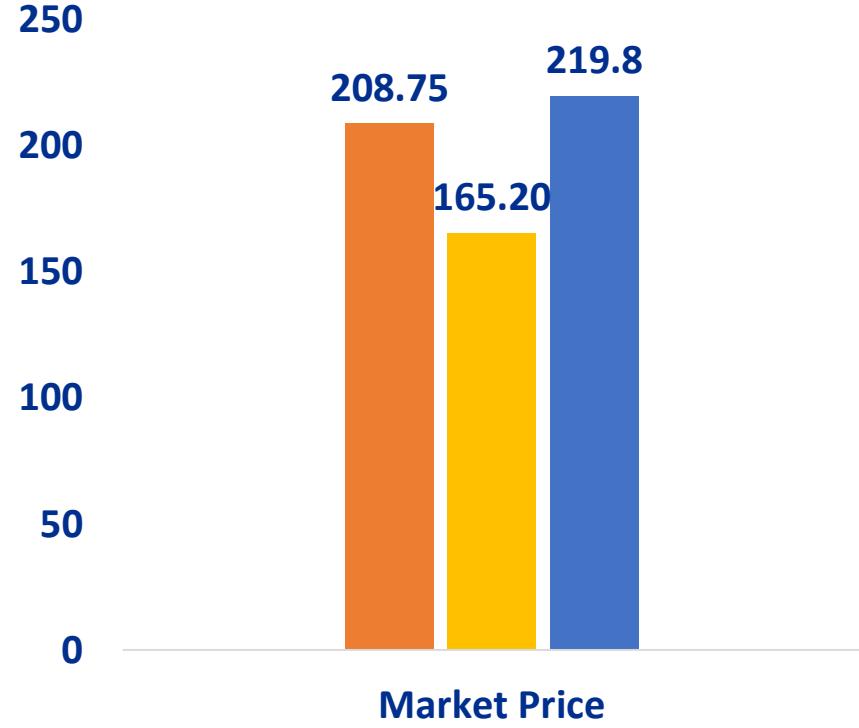
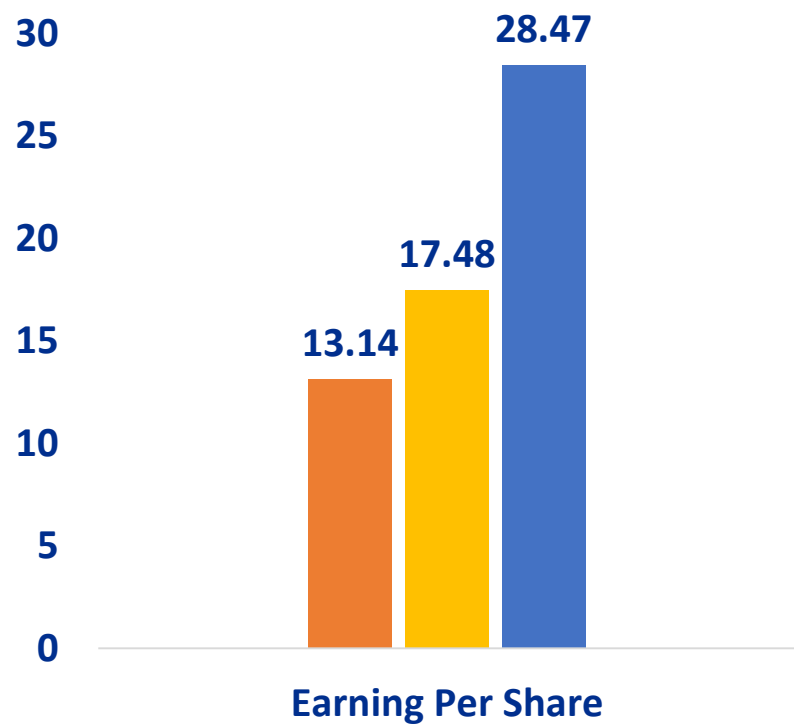
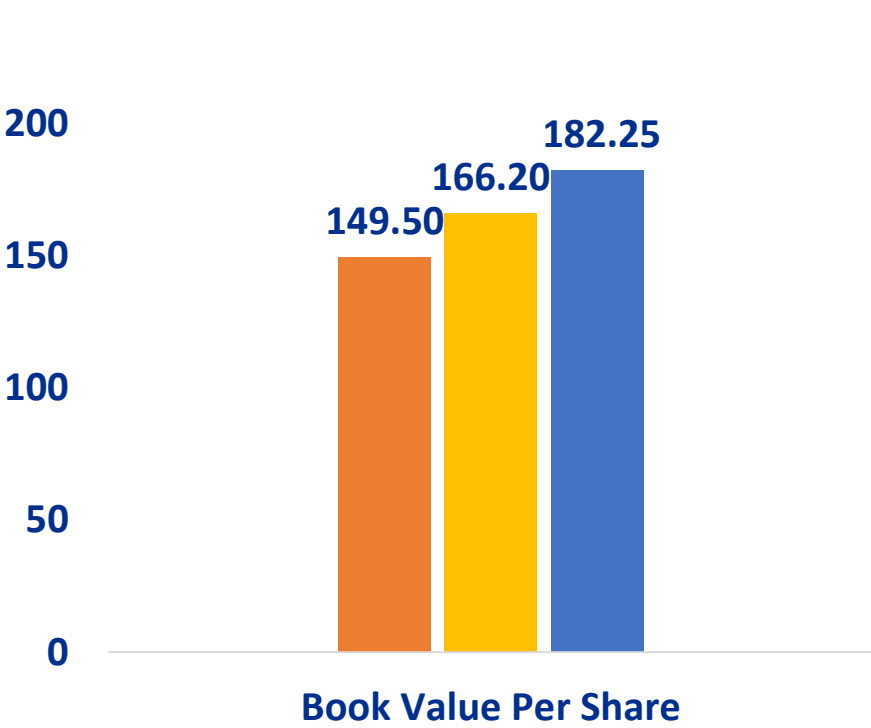
# FINANCIAL ANALYSIS





# FINANCIAL ANALYSIS

(Per Share in INR)



2023-24 2024-25 2025-26

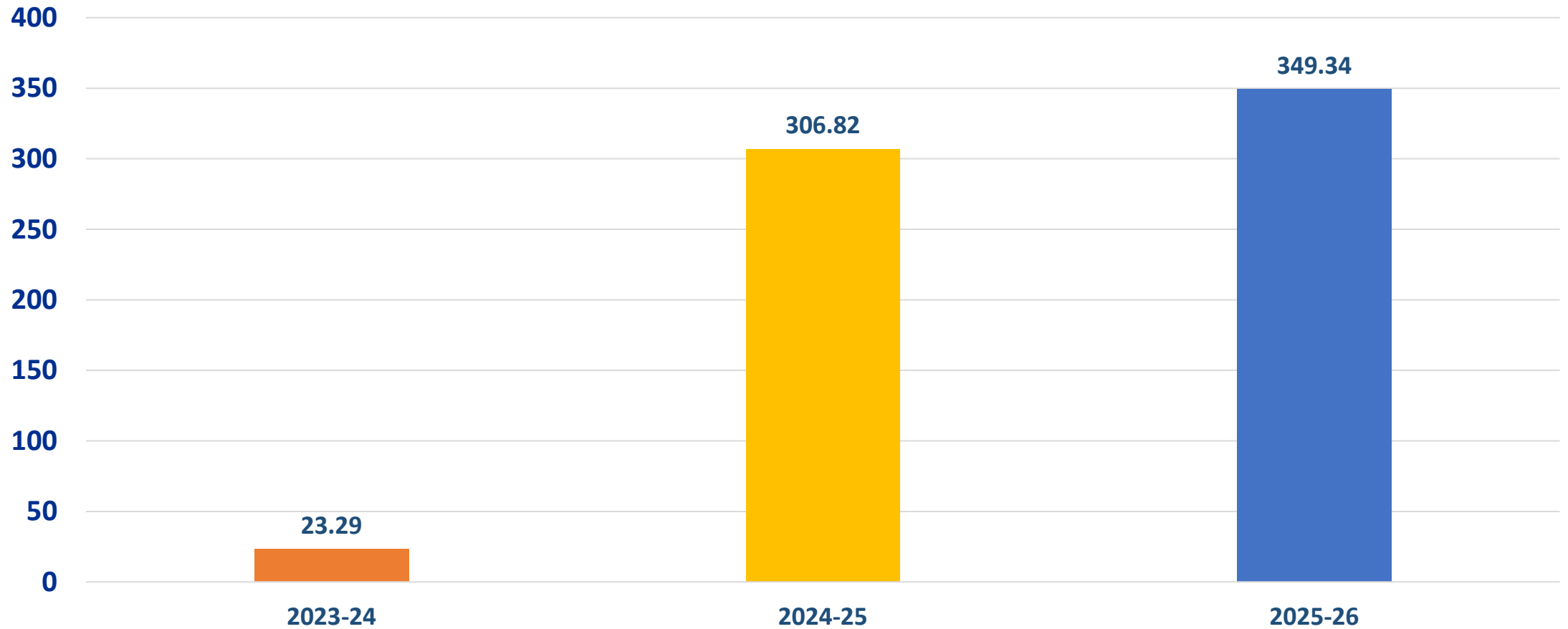
2023-24 2024-25 2025-26

2023-24 2024-25 2025-26



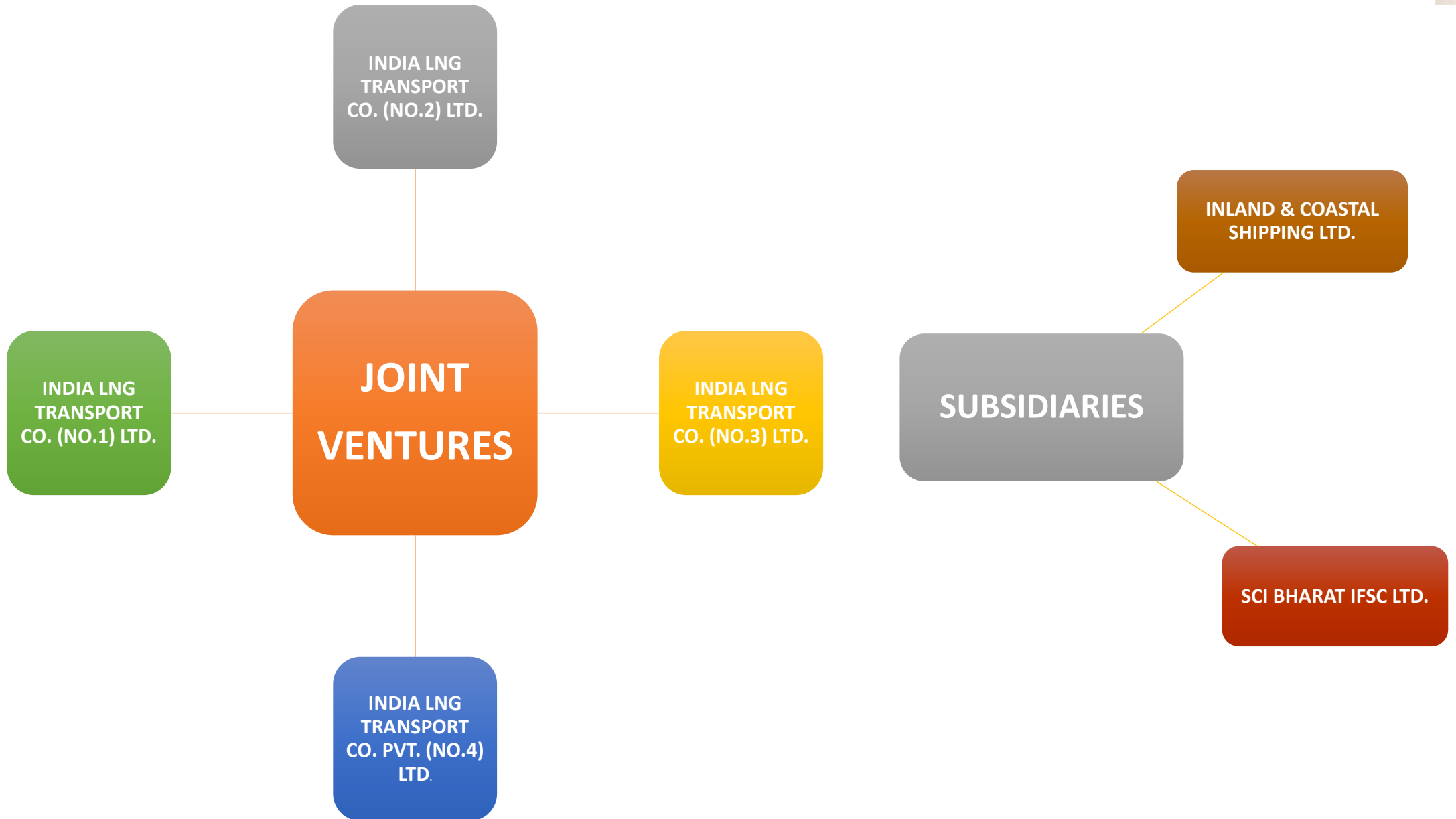
# DIVIDEND HISTORY

(INR in Crores)





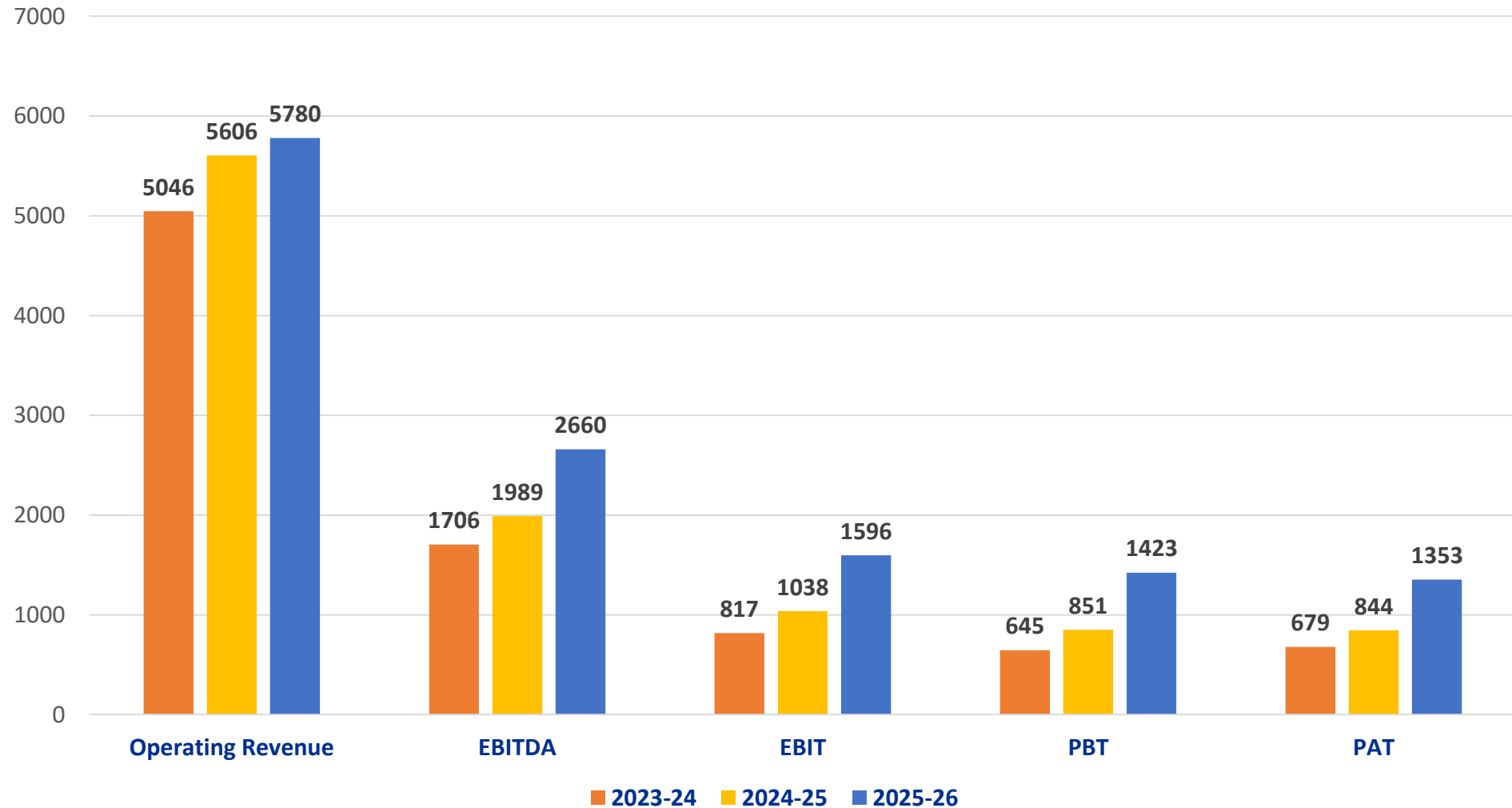
# GROUP ENTITIES OF SCI





# CONSOLIDATED FINANCIAL HIGHLIGHTS FOR FY 2025-26

## Revenue and Profitability Performance - Consolidated (INR in Crores)





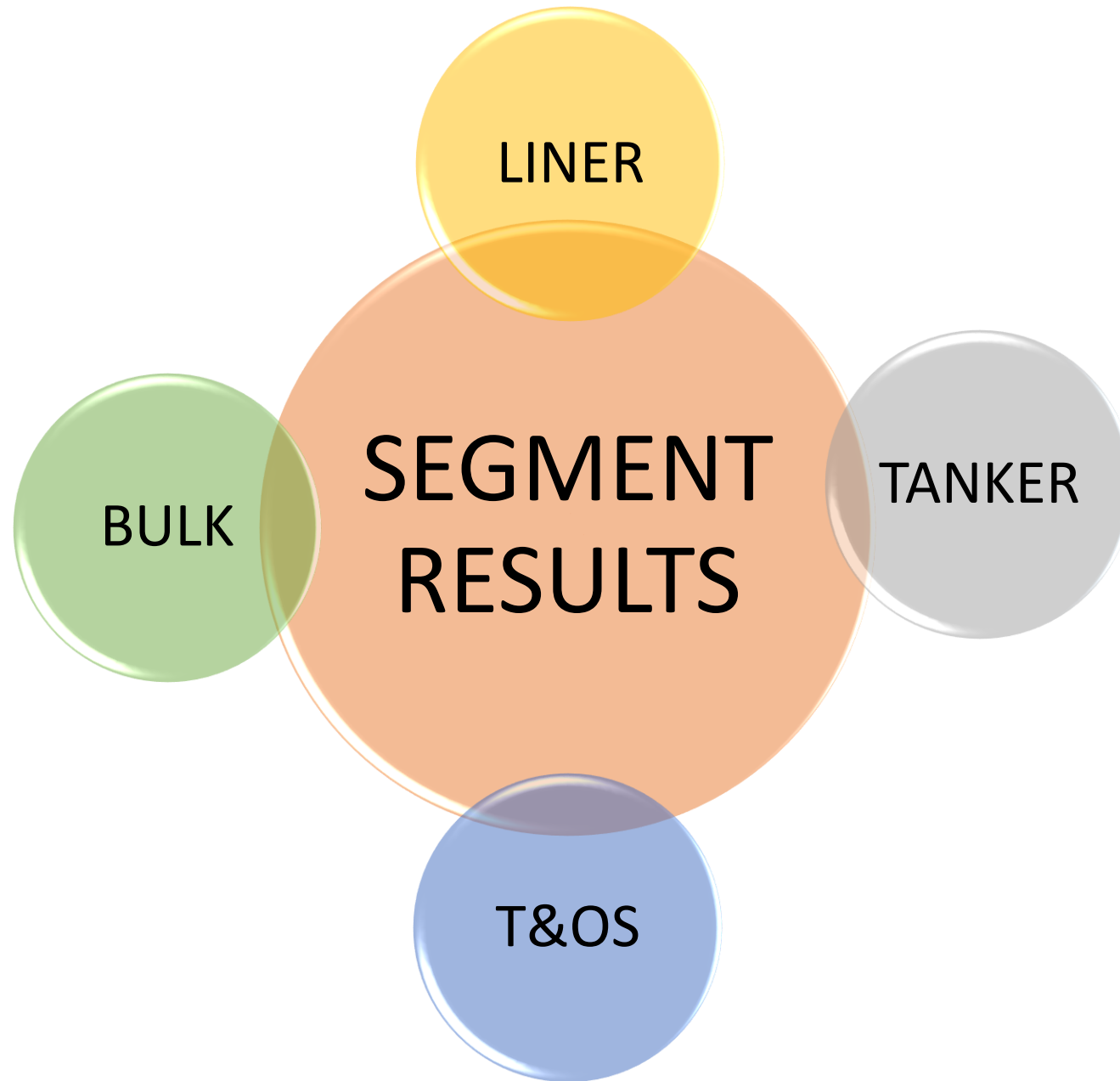
# RESULTS FOR GROUP COMPANIES – FY 2025-26



(INR in Crores)

JOINT VENTURES	PAT	% of Share Holding	SCI SHARE
ILT (NO.1) LTD	33	29.08	10
ILT (NO.2) LTD	23	29.08	6
ILT (NO.3) LTD	23	26	6
ILT (NO.4) PVT. LTD	54	26	14
<b>TOTAL</b>	<b>133</b>		<b>36</b>

SUBSIDIARIES	PAT	% of Share Holding	SCI SHARE
ICSL	(0.96)	100	(0.96)
SCI BHARAT IFSC LTD	0.04	100	0.04
<b>TOTAL</b>	<b>(0.92)</b>		<b>(0.92)</b>

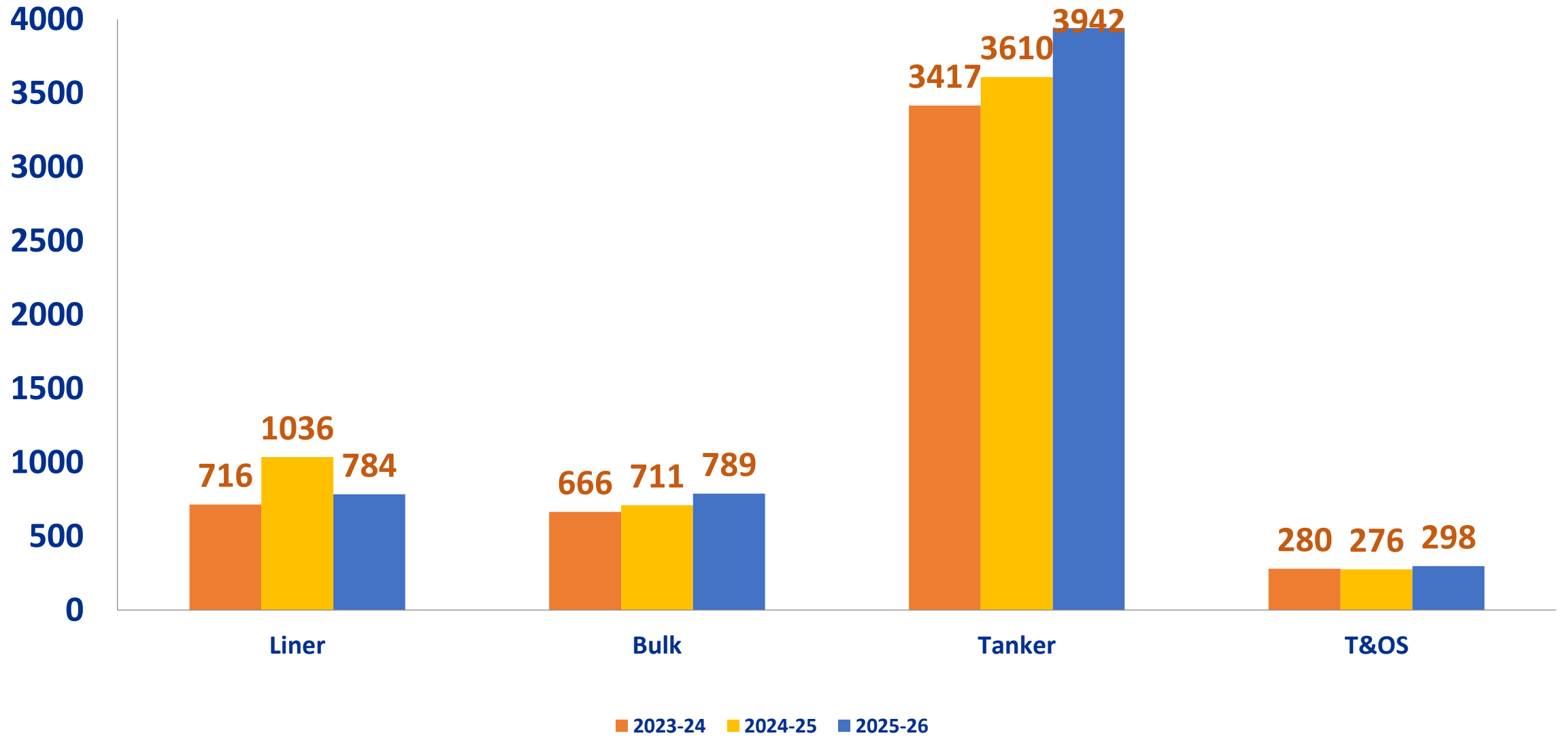




# SEGMENT WISE OPERATING REVENUE F.Y. 2025-26



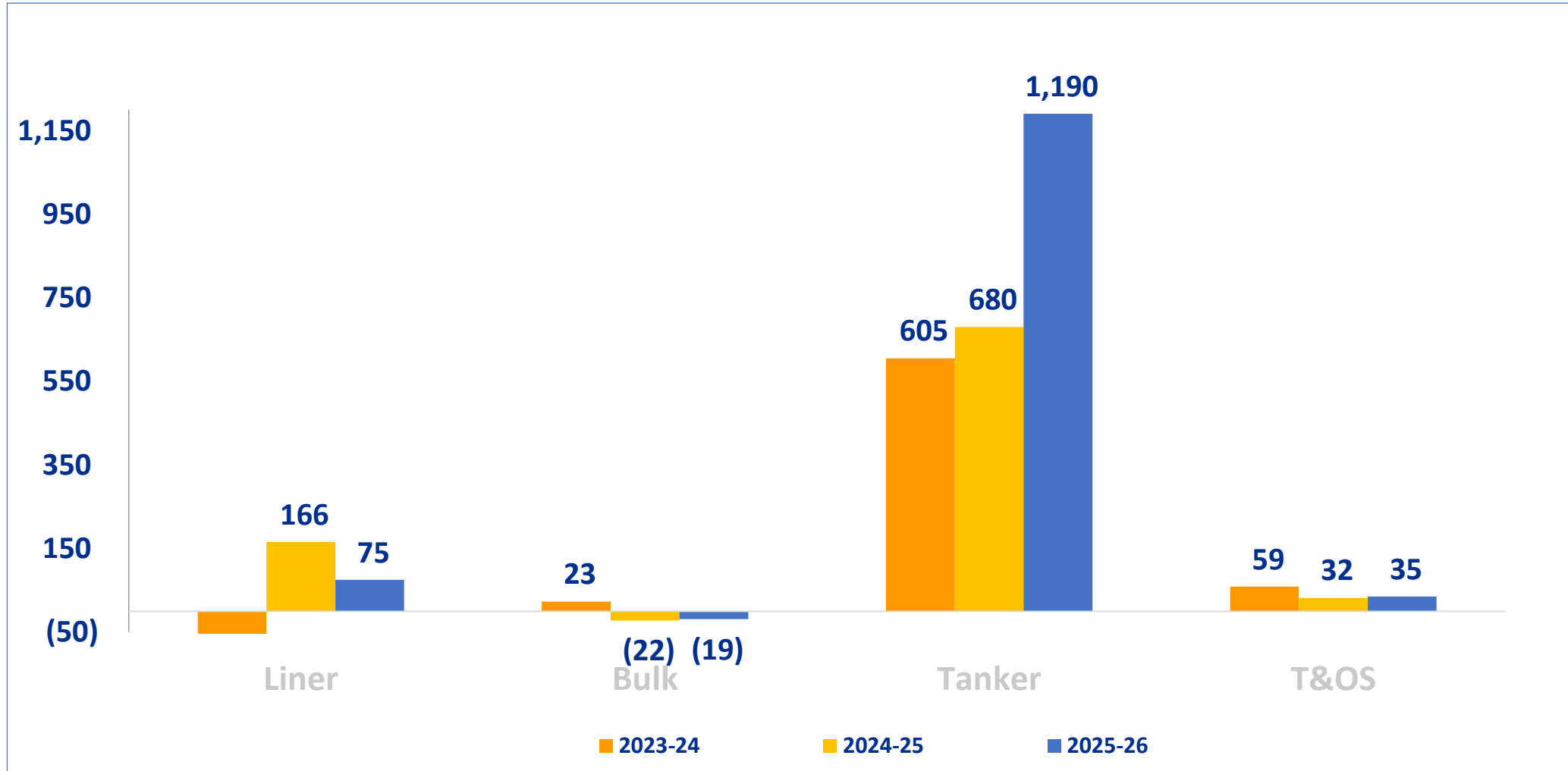
(INR in Crores)





# SEGMENT PROFITS BEFORE INTEREST & TAXES F.Y. 2025-26

(INR in Crores)





# Tanker Market



## Trend of Average Dirty Tanker Indices for the Quarter IV (FY 25-26)

Month	VLCC		VLCC		AFRAMAX:		AFRAMAX:	
	MEG-SNG		MEG-CHINA		KUWAIT-SNG		SE ASIA-EC AUST	
	270,000 MT		270,000 MT		80,000 MT		80,000 MT	
	TD2	TCE	TD3C	TCE	TD8	TCE	TD14	TCE
Jan-26	94	80,517	96	78,792	190	47,641	165	40,667
Feb-26	159	152,076	160	147,693	220	56,477	189	47,876
Mar-26	429	436,083	426	422,676	503	138,623	208	42,221
Qtr-IV	227	222,892	227	216,387	304	80,914	187	43,588

Month	LR II		LR I		MR		MR :	
	MEG-JAPAN (PRODUCT)		MEG-JAPAN (PRODUCT)		SIKKA (WCI)- JAPAN (NAPHTHA) (PRODUCT)		MEG-E.AFRICA (PRODUCT)	
	75,000 MT		55,000 MT		35,000 MT		35,000 MT	
	TC1	TCE	TC5	TCE	TC12	TCE	TC17	TCE
Jan-26	197	47,998	206	34,739	209	21,603	268	28,591
Feb-26	182	41,846	195	30,846	183	16,690	229	21,871
Mar-26	392	96,292	408	69,133	256	19,538	505	55,185
Qtr-IV	257	62,045	270	44,906	216	19,277	334	35,216



# Crude Tanker Market



**Crude Tanker Market** The crude tanker market during FY 25-26 Quarter IV has seen very high volatility due to the conflict in the Middle East Gulf. After the lows of end Dec'25, tanker market rapidly picked up in Jan'26 and Feb'26 and VLCC earnings on key routes such as TD2 (MEG–Singapore) and TD3C (MEG–China) were in the range of about \$ 80,000 to \$150,000 per day. After the beginning of the conflict, the rates rose to very high levels. While there were hardly any westward transits through SOH, a few fixtures at substantially high freight levels from Red Sea ports were reported. Presently, the Strait of Hormuz transits are disrupted for over a month. Since the beginning of the war in MEG, global seaborne crude oil shipments have fallen 16% compared to the same period last year. While the tanker market is elevated, it is seen that many owners are competing for the available cargoes from Gulf of Oman or the Red Sea ports.

**Suezmax market** The Suezmax market followed a firm upward trajectory during the quarter, although it did not experience the same level of extreme volatility as the VLCC segment. Overall the Suezmax segment demonstrated solid growth through the quarter.

**The Aframax market** benefited from the broader bullish sentiment in crude tankers, but the rally was not uniform across all trading areas and more regionally concentrated. In Jan'26, Aframax earnings were relatively modest. Feb'26 saw a gradual strengthening in Aframax rates, with earnings increasing to approximately \$47,000 - \$ 56,000 per day for TD14 and TD8 respectively. In Mar'26, the Aframax segment displayed divergent performance across routes. TD8 experienced a sharp spike, with TCEs rising to around \$138,000 per day. However, other routes such as TD14 remained relatively stable, with earnings around \$42,000 per day.



# Product Tanker Market



**Clean Petroleum Product (CPP)** The disruption to supply chains due to the effective closure of the Strait of Hormuz and ongoing attacks on refineries in the region have created a shortage of refined products.

The LR II segment showed upward trajectory during fourth quarter of FY 2025-2026. In January 2026, LR II earnings were firm as the market was supported by consistent refinery output in the Middle East and steady demand for transportation of clean petroleum products such as naphtha and jet fuel to Asia. However, vessel availability remained adequate, keeping rates at moderate levels. March 2026 saw a sharp spike in LR II earnings as the freight rates surged on tightening of supply due to longer voyage durations and port congestion.

The LR I segment demonstrated steady improvement through quarter with a more balanced growth profile. In Jan'26, LR I rates were stable, supported by intra-Asia and Middle East–Asia product flows. Earnings were moderate, reflecting a well-supplied tonnage list and steady but moderate cargo volumes. The LR I segment also benefited from substitution effects, where charterers opted for LR I in place of larger LR II due to cost considerations or limited availability. By March, LR I rates strengthened further. However, the segment remained relatively more stable, with fewer extreme spikes, indicating a more balanced demand-supply dynamics.

The MR segment displayed a mixed but generally improving trend during the last quarter of FY 2025-2026. Rates on the route of Baltic TC 17 ( MEG – E Africa) shown high momentum compared to TC 12 ( Sikka Japan route) . Overall the MR segment remained the stable among clean tanker classes.



# Bulk Carrier Market



## Trend of Avg. Monthly Values of Panamaxes and Supramaxes Dry Bulk Indices:-

Month	Avg. Value of BDI	Avg. BPI	Avg. Panamax TCY (USD/day)	Avg. BSI	Avg. Supramax TCY (USD/day)
January'2026	1777	1478	13,304	1005	12,704
February'2026	2040	1777	16,001	1195	14,763
March'2026	2047	1870	16,823	1281	16,196

Dry Bulk market for Jan – March period in 2026 defied the seasonal cycle as charter hire levels remained higher than usual for this period.

BDI for Q4 25-26 ( Jan – March 2026) period was 74 % higher than the BDI for the same period in 2025.

The reason for the elevated levels were broadly due to –

- Strong fundamentals, which supported charter rates across all bulk segments .
- The middle east war creating a temporary shortage of supply in fleet, as many ships were stuck in the Strait of Hormuz.
- Increase in tonne-mile for movement of certain cargoes like limestone/ gypsum / fertilizers etc, which were usually sourced in India from PG and now were being alternatively sourced from farther geographical locations like SE Asia.



# Liner/Container Business



Liner Segment operates a container shipping network designed to leverage both international and domestic opportunities. Key service offerings include the India–Europe Service for EXIM trade, a Coastal Service connecting the East and West coasts of India, and a specialized India–Maldives Shipping Service. Further, we enhance our market reach through feeder arrangements with Common Carriers to provide seamless connectivity.

## ➤ Coastal Trade

- 10% YoY increase in coastal freight rates , signaling good market demand and successful pricing power in the domestic segment.
- Achieved near-perfect 99.2% ship availability, ensuring maximum efficiency and service reliability.
- Service utilization achieved 99%, validating our pan-India network and customer adoption.

## ➤ Exim Trade

- Revenue & profitability declined, reflecting the industry-wide soft freight market and the lack of a traditional peak season, compounded by capacity redeployments .
- Despite pressure on international freight rates, service utilization remained at 95% highlighting our service reliability & customer loyalty.



# Container Coastal Trade: The Engine for Future Growth



- **Robust Domestic Demand:** Our coastal trade is experiencing firm demand and stable freight rates, underpinned by strong and steady growth in key domestic sectors like agriculture, construction (cement), and manufacturing (ceramics, soda ash).
- **Optimizing Utilization:** We are successfully catering to a robust coastal business connecting major hubs like Mundra, Kandla, Cochin, Tuticorin and Visakhapatnam, ensuring high utilization of existing vessels.
- **Strategic Fleet & Route Expansion:** Future growth is secured through defined expansion plans:
  - **Fleet Growth:** Planning to induct suitable tonnage to meet the increasing domestic & EXIM trade requirements.
  - **Wider Reach:** Expanding port coverage to new hubs like Goa, Mangalore, and Colombo and actively evaluating service extension up to Kolkata / Haldia.



# Container EXIM Trade



- **Leveraging Geopolitical Shift:** Market volatility, exemplified by global tariff changes, is accelerating the "China Plus One" strategy, positioning India as the stable and preferred sourcing hub of choice.
- **Operational Integrity (India-Europe Service):** We maintain 100% service continuity on the crucial India-Europe trade lane by strategically rerouting via the Cape of Good Hope, effectively isolating operations from the Red Sea risk and ensuring predictable delivery for our customers.



# Liner/Container Business - Outlook



- **Strategic Positioning** : We are strategically positioned to benefit from India's economic growth story by dominating the stable and expanding coastal sector.
- **Risk Mitigation Success**: Our consortium strategy for the India-Europe sector as well as timely chartering of vessels has proven effective and reliable, allowing us to sail through geopolitical turbulent waters.
- While global rate indexes reflect volatility, our prudent, disciplined capacity management ensures the protection of margins and long-term financial health.
- **Positive Outlook**: We are confident in the sustained growth of our coastal business and are actively making capital decisions to expand our tonnage and geographical footprint to secure market leadership for years to come in both Coastal & EXIM sectors.



# Offshore Market



- The overall outlook for the global offshore shipping industry remains positive and strengthening, supported by continued growth in offshore oil and gas activities and emerging opportunities from the offshore renewable energy sector
- In India, the offshore segment continues to gain momentum in line with ONGC's ongoing exploration and field development programs, as well as new entrants like Oil India Ltd. and private operators expanding offshore activities. This domestic demand, coupled with limited Indian-flag tonnage, is expected to keep the market firm in the near to medium term.
- The present requirement of vessels in the industry mandates DP2 notation with optimum fuel efficiency.

# Acquisition of VLGC “Sahyadri” & “Shivalik”

SCI has proudly inducted 2 Very Large Gas Carrier (VLGC) “Sahyadri” and “Shivalik” into its fleet, further strengthening our presence in energy transportation. The vessel will be deployed on Persian Gulf to India trade route.

Attribute	Details of Sahyadri	Details of Shivalik
<b>Built</b>	2009, Hyundai Heavy Industries (South Korea)	2008, Hyundai Heavy Industries (South Korea)
<b>Dimensions (L × B)</b>	225 m (LOA) × ~36–37 m (Beam)	225 m (LOA) × ~36–37 m (Beam)
<b>DWT / GT</b>	~54,526 tonnes / ~47,058	~54,526 tonnes / ~47,058
<b>LPG Capacity</b>	~82,000 m <sup>3</sup>	~82,000 m <sup>3</sup>

**Sarbananda Sonowal** @sarbanandsonwal

A momentous day for Bharat’s maritime sector and our march towards energy self-reliance! 🇮🇳🚢

Congratulations to @shippingcorp on inducting the giant VLGC ‘SHIVALIK’ into its fleet. This milestone strengthens India’s LPG transport capacity and reflects our unwavering resolve under the leadership of Hon’ble PM Shri @narendramodi ji.

With rapid fleet expansion, we are boosting strategic capabilities, ensuring a secure energy supply chain for every household, and advancing #AtmanirbharBharat in the maritime domain.



**Sarbananda Sonowal** @sarbanandsonwal


A big boost to Aatmanirbhar Shipping on the eve of India’s 79th #IndependenceDay! 🇮🇳

Proud to induct VLGC Sahyadri, a 225m giant with the capacity to carry 82,000 cubic metres of LPG into the fleet of the Shipping Corporation of India.

This landmark addition strengthens our maritime muscle, secures vital energy lifelines and drives forward Hon’ble PM Shri @narendramodi ji’s vision of an Aatmanirbhar Bharat in shipping, steering India towards becoming one of the world’s top five maritime nations by 2047.

With SCI’s fleet now at 57 vessels & 5.2M DWT, we are charting a bold course for a Viksit Bharat through a Viksit Maritime Sector.

@shippingcorp @shipmin\_india



PIB India and 4 others

9:36 PM · Aug 14, 2025 · 5,255 Views





# PSV contract with MDL

SCI has executed a Shipbuilding Contract with Mazagon Dock Shipbuilders Ltd (MDL) on 18<sup>th</sup> March 2026 for construction of one (1 no.) 3000 DWT Methanol Dual Fuel Platform Supply Vessel (PSV).

The PSV will be the first vessel in SCI's fleet which is planned to operate on alternate fuel Green Methanol, a step towards the green shipping under the aegis of National Green Hydrogen Mission (NGHM).





## Ongoing Tenders for acquisition of vessels for the Shipping Corporation of India and for the proposed Joint Venture Companies (JVCs).

S.No.	Type of Vessel	Total Vessel Planned for Procurement	Gross Tonnage/DWT
1	New-building MR Tanker	4	30,000 GT / 52,000 DWT
2	New-building 1700 TEU Container Vessels	6	25000 GT/ 25000 DWT
3	New-building Aframax Tankers	4	62000 GT/ 115,000 DWT



# MOU with CPSEs/Ports

The Shipping Corporation of India Ltd. has signed a Memorandum of Understanding on 19<sup>th</sup> September 2025, with Bharat Petroleum Corporation Ltd, Hindustan Petroleum Corporation Ltd./Oil and Natural Gas Corporation Limited ,and Indian Oil Corporation Ltd. The purpose of this collaboration is to build and operate fleet together that will support the vision of Atmanirbhar Bharat, strengthen India's shipping capacity, and improve country's energy security. Under this MoU, companies plans to jointly acquire, own, operate, and manage vessels. These vessels shall be used for international trade as well as coastal transport of petroleum, petroleum products, petrochemicals, and other hydrocarbon cargoes.





# MOU with CPSEs/Ports

As part of the Government of India's initiative through the Ministry of Ports, Shipping and Waterways (MoPSW) and the Ministry of Railways, the Shipping Corporation of India Ltd. (SCI) has signed a Memorandum of Understanding (MoU) on 03<sup>rd</sup> February 2026 with Container Corporation of India Ltd. (CONCOR), Jawahar Lal Nehru Port Authority (JNPA), and V.O. Chidambarnar Port Authority (VOCPA), Chennai Port Authority (CPA) and Sagarmala Finance Corporation Ltd. (SMFCL). The purpose of this collaboration is to acquire, own, lease and operate container vessels, containers and related assets for EXIM and Coastal trade as mutually agreed upon with ultimate objective of providing comprehensive end to end logistics solution to the customers by integrating expertise and experience of all proposed stakeholders with port based services, land and sea based transportation.





**THANK YOU**