KMEW GROUP

Where Business is Passion

KNOWLEDGE MARINE & ENGINEERING WORKS LTD.

Investor Presentation | For the Q3 FY 25

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CEO's Insights & Reflections

268%
Revenue Surged

532%
EBITDA Surged

40.2%
9M EBITDA Margin

Mr. Sujay Kewalramani
CEO

In Q3 FY25, our revenue surged by 268%, with EBITDA growing by 532%, driven by domestic execution and steady international performance in Myanmar and Bahrain. We exceeded our EBITDA margin target, achieving 40.2% on a 9M FY25 basis. Key milestones include full equipment deployment for IWAI, expansion in NW-1 and NW-16, and securing our first 60-ton bollard pull tug contract. Additionally, our operational footprint grew with new **deployments at Paradip and Kolkata ports.**

The Union Budget 2025 reaffirms the government's commitment to maritime infrastructure, providing significant growth opportunities in inland waterway projects, green shipping, and fleet modernization. Increased funding, tax benefits, and financial support will enable us to expand and enhance our fleet, further strengthening our market leadership. Looking ahead, we are gearing up for an upcoming Myanmar contract, reinforcing our international growth strategy.

Shipping Sector Announcements in Union Budget 2025

Maritime Infrastructure Investments

The Indian government has launched a ₹25,000 crore Maritime Development Fund to boost shipbuilding and maritime infrastructure. Increased port expansion and inland waterway development will drive demand for dredging services, benefiting KMEW. The fund also facilitates fleet expansion and modernization, enhancing KMEW's capabilities.

Green Shipping Incentives

The government is promoting sustainability in the sector through subsidy schemes, tax incentives and financial support for adopting eco-friendly vessels & retrofitting existing fleets, which aligns with KMEW's focus on green tugs.

Tax Benefits for Fleet Modernization

The Indian government plans to extend the Tonnage Tax Scheme to inland vessels in Budget 2025, previously limited to merchant ships. This incentivizes vessel operators with a stable tax structure. Tax benefits for new acquisitions and fleet modernization will help KMEW expand, enhancing efficiency and competitiveness.

Lower Capex to Boost Shipbuilding Shipbreaking

The extended exemption of BCD on raw materials, components, and consumables for ship manufacturing reduces capital expenditure, making shipbuilding more cost-effective. A similar exemption for shipbreaking enhances its competitiveness.

Tonnage Tax Scheme: A Game-Changer for KMEW

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Tonnage Tax in India: An Overview

Tonnage Tax is a tax regime introduced by the Government of India to foster the growth of the Indian shipping industry. It provides a simplified, tax-efficient mechanism for the taxation of income derived from the operation of Indian-registered ships. Under this regime, shipping companies are taxed based on the tonnage of their fleet rather than the traditional income-based tax system, which benefits companies by simplifying tax calculations and encouraging fleet expansion.

How Tonnage Tax is Calculated

The Tonnage Tax is based on the gross tonnage of the vessels operated by the company. The tax is calculated using a fixed rate for each tonnage band, with the rate depending on the size of the vessel. The structure is as follows:

Tonnage Bands: Tax rates are set by gross tonnage bands, with larger vessels taxed at higher rates. This tiered system keeps costs lower for smaller vessels, supporting smaller fleet operations.

Annual Tonnage Tax: Applied yearly based on fleet size and tonnage,ensuring stable tax obligations. This approach provides financial predictability, independent of profit fluctuations.

Lower & Predictable Taxation

Provides stability as companies pay a fixed tax irrespective of profit fluctuations

Cash Flow Optimization

Reduced tax burden frees up capital for expansion, fleet enhancement, and R&D

Encourages Industry Growth

Facilitates investment in new vessels & enhances operational efficiency

Attracts Global Investments

Provides stability as companies pay a fixed tax irrespective of profit fluctuations

Tonnage Tax Scheme: A Game-Changer for KMEW

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As a Marine services provider, KMEW is well-positioned to leverage the Tonnage Tax Regime for growth and financial efficiency

Enhanced Profitability & Cash Flow

Lower/marginal tax liability compared to standard corporate taxation

Reduces tax liability by more than 90% which means drastic improvement in the bottom line.

More **funds available for reinvestment** in fleet expansion.

Strengthens **EBITDA margins** & **free cash flow,** directly benefiting financial performance

Competitive Advantage in Bidding for Contracts

Lower cost structure allows KMEW to offer more competitive pricing in project bids

Enables **faster fleet expansion** to cater to growing industry demand

Enhanced Profitability & Cash Flow

Lower/marginal tax liability compared to standard corporate taxation

Reduces tax liability by more than 90% which means drastic improvement in the bottom line.

More **funds available for reinvestment** in fleet expansion.

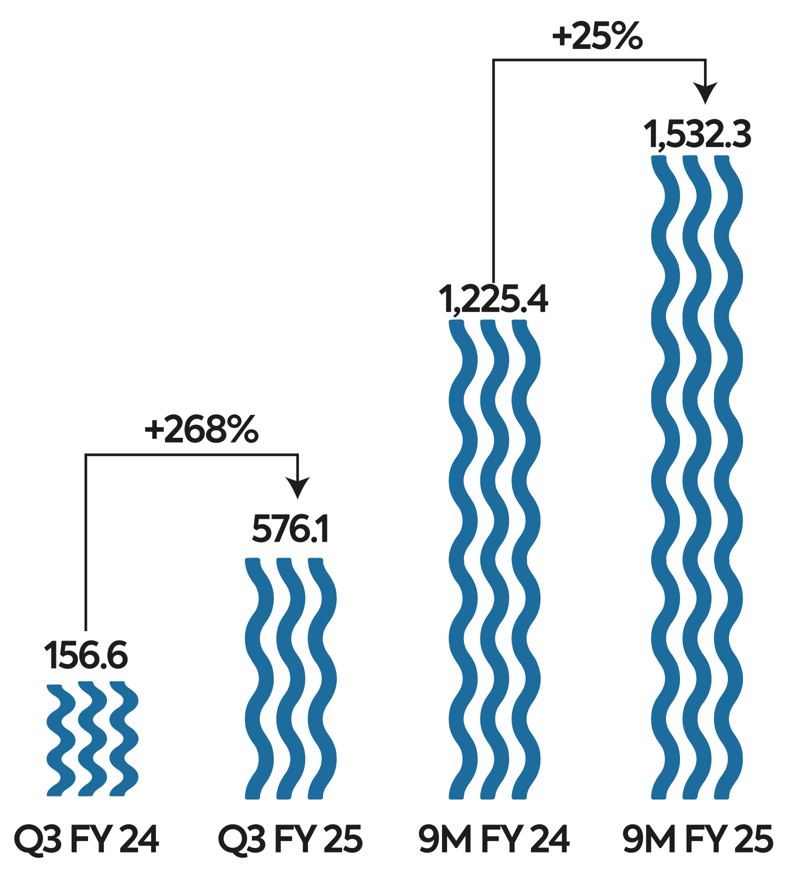
Strengthens **EBITDA margins** & **free cash flow,** directly benefiting financial performance

FINANCIAL PERFORMANCE & ORDER BOOK HIGHLIGHTS

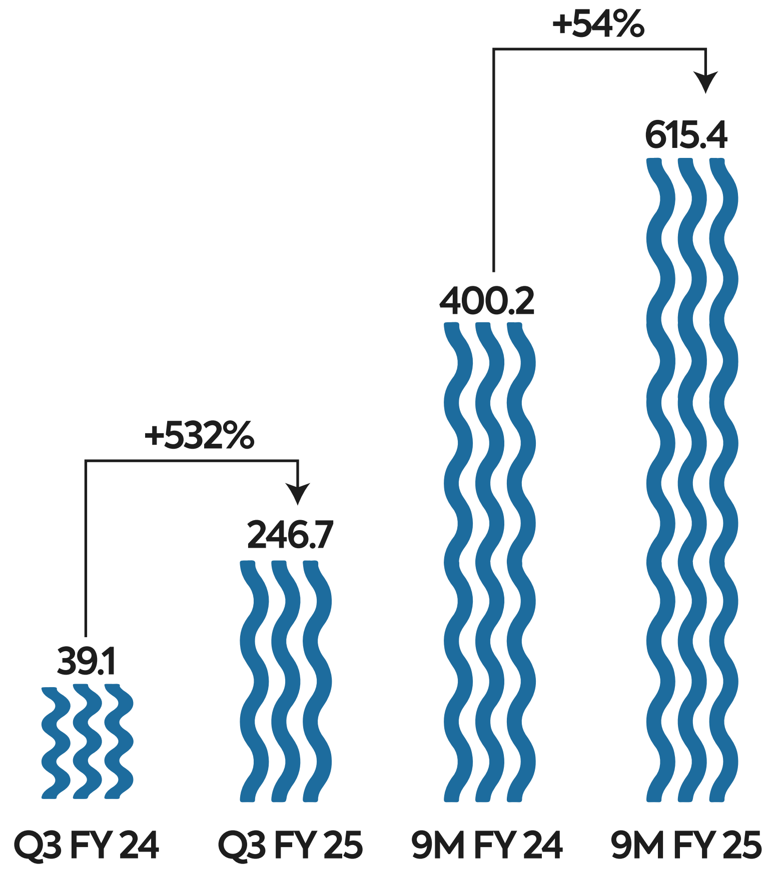
Q3 FY25 Highlights

CONSOLIDATED FINANCIAL HIGHLIGHTS

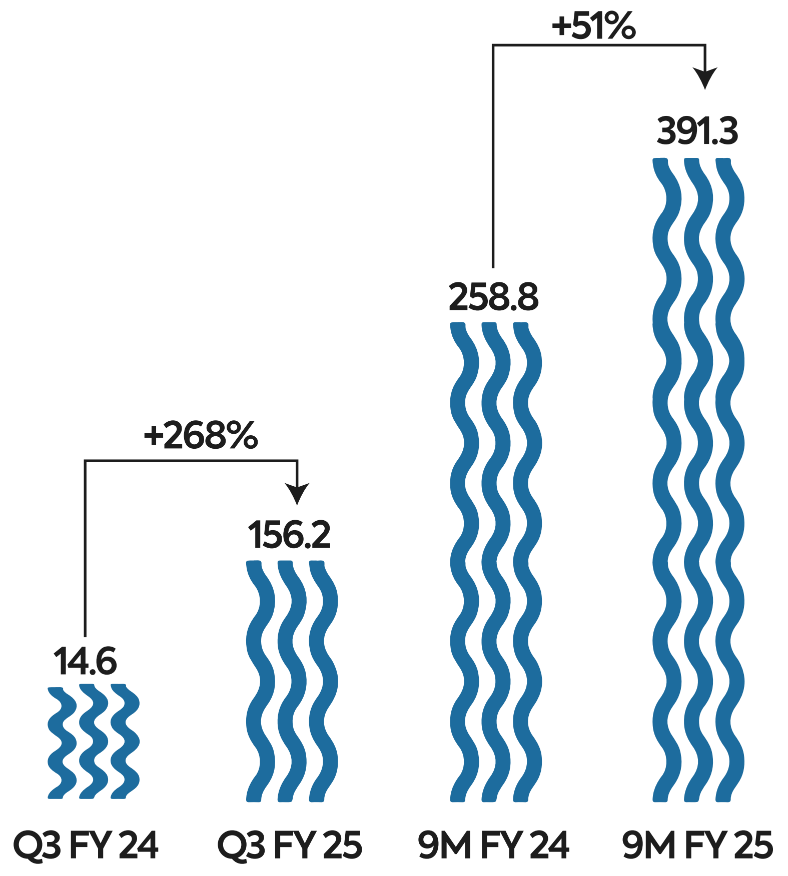
Revenue from Operations (Rs mn)



EBITDA (Rs mn) & EBITDA Margin%



PAT (Rs mn) & PAT Margin %



OPERATIONAL HIGHLIGHTS

Rs. 560 mn
Dredging

97%
Of Revenue

Rs. 16 mn
Other Ancillaries

3%
Of Revenue

100%
Vessel Utilisation

Profit & Loss Statement – Q3 FY25

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PARTICULARS (Rs. Mn)	Q3 FY25	Q3 FY24	Y-o-Y	Q2 FY25	Q-o-Q	9M FY25	9M FY24	Y-o-Y
Revenue from operations	576.1	156.6	268.0%	524.8	9.8%	1,532.3	1,225.4	25.1%
Cost of Material Consumed	284.1	96.0		265.5		765.0	754.8	
Employee Expenses	18.7	10.5		15.3		49.4	31.5	
Other Expenses	26.6	11.0		33.7		102.6	38.9	
EBITDA	246.7	39.1	531.6%	210.4	17.3%	615.4	400.2	53.8%
EBITDA Margin (%)	42.8%	25.0%	-	40.1%		40.2%	32.7%	
Other Income	9.6	3.2		11.4		25.3	12.8	
Depreciation	30.5	14.6		26.4		83.3	42.1	
EBIT	225.9	27.6	717.3%	195.3	15.7%	557.4	370.9	50.3%
EBIT Margin (%)	39.2%	17.7%		37.2%		36.4%	30.3%	
Finance Cost	33.6	6.1		21.9		72.1	22.7	
Exceptional Items	0.0	0.0		0.0		0.0	0.0	
Profit before Tax	192.3	21.5	794.0%	173.3	10.9%	485.4	348.2	39.4%
Profit before Tax (%)	33.4%	13.7%		33.0%		31.7%	28.4%	
Tax	36.0	6.9		43.0		94.0	89.4	
Profit After Tax	156.2	14.6	972.1%	130.3	19.9%	391.3	258.8	51.2%
PAT Margin (%)	27.1%	9.3%		24.8%		25.5%	21.1%	
EPS (As per Profit after Tax)	14.8	1.4		11.6		36.0	23.8	

Order Book Overview as on Date (1/2)

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Customer Name	Asset Deployed	Duration of Contract	Awarded Contract Value (Rs. In Crores)	Balance Contract Value (Rs. In Crores)	Contract Start Date
Dredging Corporation of India	Grab Hopper Dredger	4 months	7.5	5.1	11/11/2024
Vishakhapatnam Port Trust	Speed Patrol Boat	5 Years	3.4	2.5	24/03/2024
Vishakhapatnam Port Trust	Speed Patrol Boat	5 Years	5.0	2.1	05/02/2022
Deendayal Port Trust	Mooring Launches	5 years	9.1	3.6	14/12/2021
Vishakhapatnam Port Trust	Speed Patrol Boat	3 yeas	1.9	0.6	03/01/2023
Deendayal Port Trust	Service Boat	5 years	9.6	6.4	05/05/2023
RKEC Projects Limited	Hopper Barge, Backhoe Dredger, & Grab Dredger	2 Years	39.9	39.9	Expected to start post monsoon i.e. April 2025
Myanma Port Authority	Trailing Suction Hopper Dredger	1 Year	40.7	4.1	01/06/2024
Haji Hasan Group, Bahrain	Trailing Suction Hopper Dredger	5 years	83.0	60.5	01/03/2024
Nass Corporation, Bahrain	Trailing Suction Hopper Dredger	5 years	6.4	56.4	01/03/2024
Eastern Asphalt & Mixed Concrete Co. W.L.L.	Trailing Suction Hopper Dredger	5 years	41.5	41.5	01/03/2024
Other Local Construction Companies, Bahrain	Trailing Suction Hopper Dredger	5 years	259.0	241.5	01/03/2024

10 Dredging Contracts

15 Strategic Dredger assets

11 Port Ancillary Contracts

25 Robust port ancillary assets

Order Book Overview as on Date (2/2)

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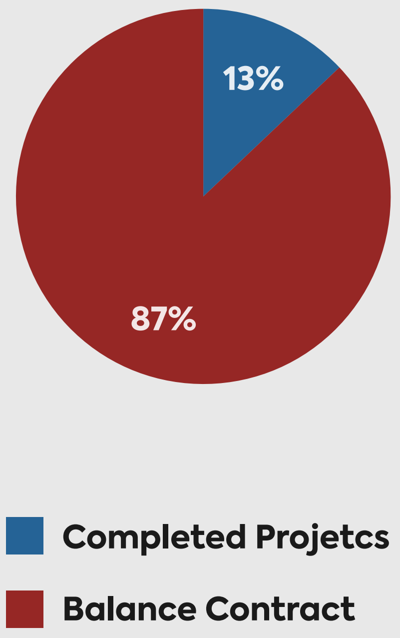
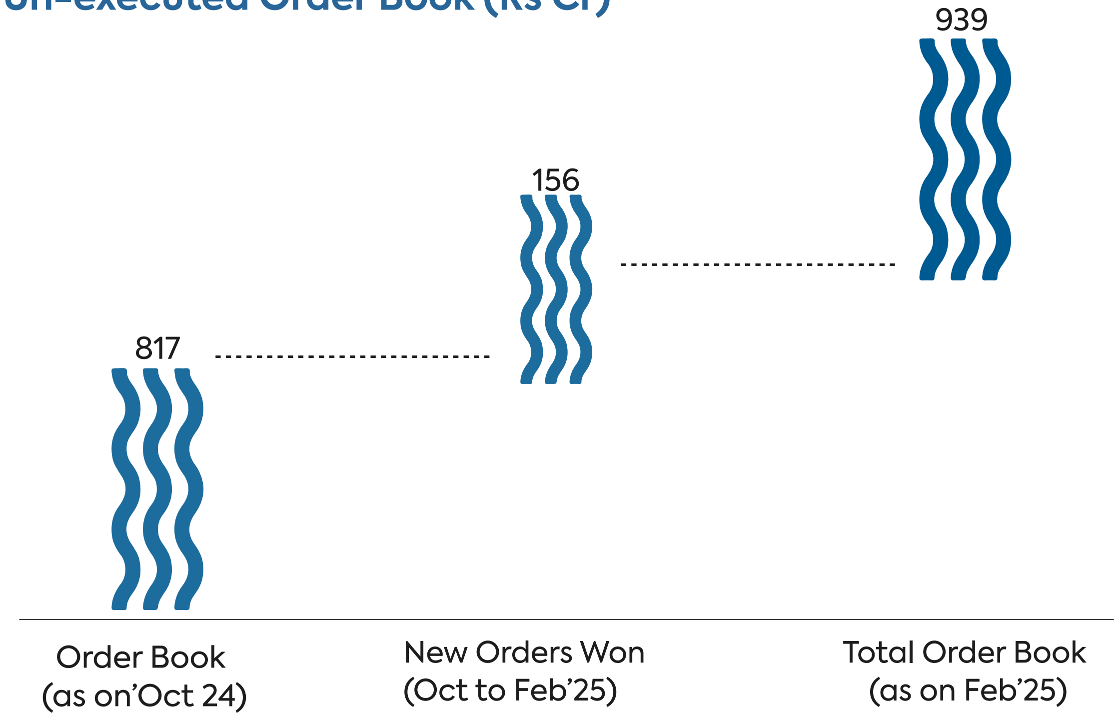
Employer Details	Asset Deployed	Duration of Contract	Awarded Contract Value (Rs. In Crores)	Balance Contract Value (Rs. In Crores)	Contract Start Date
Paradip Port Trust	Speed Patrol Boat	5 Years	5.0	5.0	25/12/2024
Mumbai Port Authority	15 Ton Bollard Pull Tugs	7 Years	34.5	34.5	Expected to start March 2025
Inland Waterways Authority of India	Cutter Suction Dredgers, Work Boats, Survey Boat	3 yeas	83.1	70.3	22/04/2024
Inland Waterways Authority of India	Cutter Suction Dredgers, Work Boats, Survey Boat	3 yeas	62.0	54.4	15/10/2024
Tuticorin Port	Speed Patrol Boat	5 Years	5.0	5.0	Expected to start from April 2025
New Manglore Port Authority	Speed Patrol Boat	5 Years	9.7	9.7	Expected to start from June 2025
Mumbai Port Authority	1 No. Speed Patrol Boat, 1 No. VIP Speed Patrol Boat	7 years	16.3	16.3	Expected to start from May 2025
Dredging Corporation of India	Hopper Barge, Backhoe/ Grab Dredger, Multcat Boat	3 yeas	15.1	14.7	22/10/2024
Inland Waterways Authority of India	3 Nos. Cutter Suction Dredgers, 3 Nos. Work Boats	3 yeas	124.9	112.4	7/12/2024
Dredging Corporation of India	1 No. Cutter Suction Dredger, 1 No. Work Boats	3 yeas	33.5	30.2	Expected to start from March, 2025
V.O. Chidambranar Port	1 No. 60 Ton Bollard Pull Tug	7 Years	81.6	81.6	Expected to start from May, 2026
Dredging Corporation of India	1 No. TSHD	1 Year	41.1	41.1	Expected to start from Feb 2025
TOTAL			**1,078.8**	**939.2**	



Order Book Insights: Repetitive Wins, Inland Waterways & TSHD Deployment

KMEW: Robust Orderbook, Port Growth, and Domestic Expansion

Un-executed Order Book (Rs Cr)



KMEW Capitalizes on Growing TSHD Demand and Strategic Fundraising for Future Expansion

- Secured its fifth contract from DCI, further strengthening its partnership and increasing the total order book to ₹97.11 crore, reinforcing its expertise in the dredging sector
- Demand for TSHDs is growing on India's eastern and western coasts, driven by port expansion, inland waterways, and coastal projects
- After establishing a presence in NW-1, the company has expanded into NW-16 with a ₹40 Cr contract, reinforcing its leadership in inland waterways

Inland Waterway Authority Contract

~Rs. 270+ cr
Total Order Book

KMEW secures major NW-1 stretches, emerging as a top IWAI dredging contractor.

~12%

Deployed its Cutter Suction Dredger, successfully initiating execution and completing ~12% of the project.

144

Backed by a dedicated team of 144 crew members, technicians, and engineers, the project is progressing as planned.

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INDUSTRY DEVELOPMENTS: OPPORTUNITIES FOR KMEW

KMEW Leverages Technical Expertise for DCI Contracts

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Proven Technical Expertise

KMEW's expertise in capital & maintenance dredging ensures efficient project execution & high-quality standards, making us a Long-term for DCI

Partnership with DCI

the order book of Rs.97 crore from DCI reflects our long standing relationship with DCI

Efficient Operations

We leverage technology and streamlined operations to improve efficiency and reduce costs, ensuring timely and quality project delivery for DCI

Adaptability to Evolving Needs

KMEW's flexibility in meeting DCI's changing requirements enables us to stay competitive and exceed expectations in every project

Scalable Operations

Our ability to manage large-scale projects and scale operations efficiently ensures we can meet DCI's growing demands without compromising on margins

Growth in Green Tug Services

Green Tug Overview

The Green Tug Transition Program (GTTP) is a government initiative aimed at replacing diesel-powered harbor tugs with eco-friendly, zero-emission alternatives to reduce the maritime sector's carbon footprint

Phase 1 (2024-2027)

Participation Ports Jawaharlal Nehru Port, Deendayal Port, Paradip Port, V.O. Chidambaranar Port

Estimated Investment INR 1,000 Crores for green tug construction

Long-Term Vision Complete transition to green tugs by 2040, with 12 state-owned ports adopting eco-friendly fleets

Market Growth A key part of India's Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047

KMEW's Focus on Green Tugs

The Green Tug Transition Program (GTTP) is a government initiative aimed at replacing diesel-powered harbor tugs with eco-friendly, zero-emission alternatives to reduce the maritime sector's carbon footprint

Strategic Presence

KMEW is already working in the participating ports of the Green Tug Transition Program (GTTP), giving it a foundation to capitalize on upcoming green tug opportunities

Growth Opportunities

With its established operations, KMEW can expand into the green tug sector, offering maintenance and operational services for eco-friendly fleets

Collaboration Potential

KMEW's existing relationships with ports provide an opportunity to collaborate with shipbuilders and green tech providers, enhancing its service offerings

Alignment with National Goals

By participating in the GTTP, KMEW contributes to India's sustainability efforts and Maritime India Vision 2030.

Opportunities in India’s Expanding Inland Waterways

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Expansive Inland Waterways Network

India has approximately 20,275 km of navigable waterways, moving around 126 MMT of cargo annually through Inland Water Transport (IWT), an eco-friendly mode. Operations are primarily in select stretches like the Ganga, Brahmaputra, Barak, and Kerala backwaters. Additionally, country boats transport a significant volume of cargo and passengers, particularly in the unorganized sector

Opportunity for Dredging in Inland Waterways

The Inland Waterways Authority of India (IWAI) oversees 14,500 km of navigable waterways, moving 133 MMT of cargo annually. Current operations are limited to a few regions, highlighting a significant opportunity for dredging companies to expand these waterways, increase cargo capacity, and support IWT growth. With IWAI’s projects funded by the Ministry of Shipping, there is a clear demand for dredging expertise to unlock the potential of India’s inland waterways

Expansion of National Waterways for Inland Transport

To promote Inland Water Transport (IWT), 111 National Waterways (NWs) have been officially notified in India under the National Waterways Act, 2016, with 106 created in that year. This network spans approximately 20,275 km, with National Waterways-1, National Waterways-2, and National Waterways-3 already operational, supporting both cargo and passenger/cruise vessels.

KMEW Strengthening NW-1 Projects

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National Waterway-1 (NW-1) Overview

The Ganga-Bhagirathi-Hooghly river system, spanning 1,620 km from Haldia (Sagar) to Prayagraj, was designated as National Waterway-1 in 1986. This designation aims to enhance the waterway for commercial navigation and transport

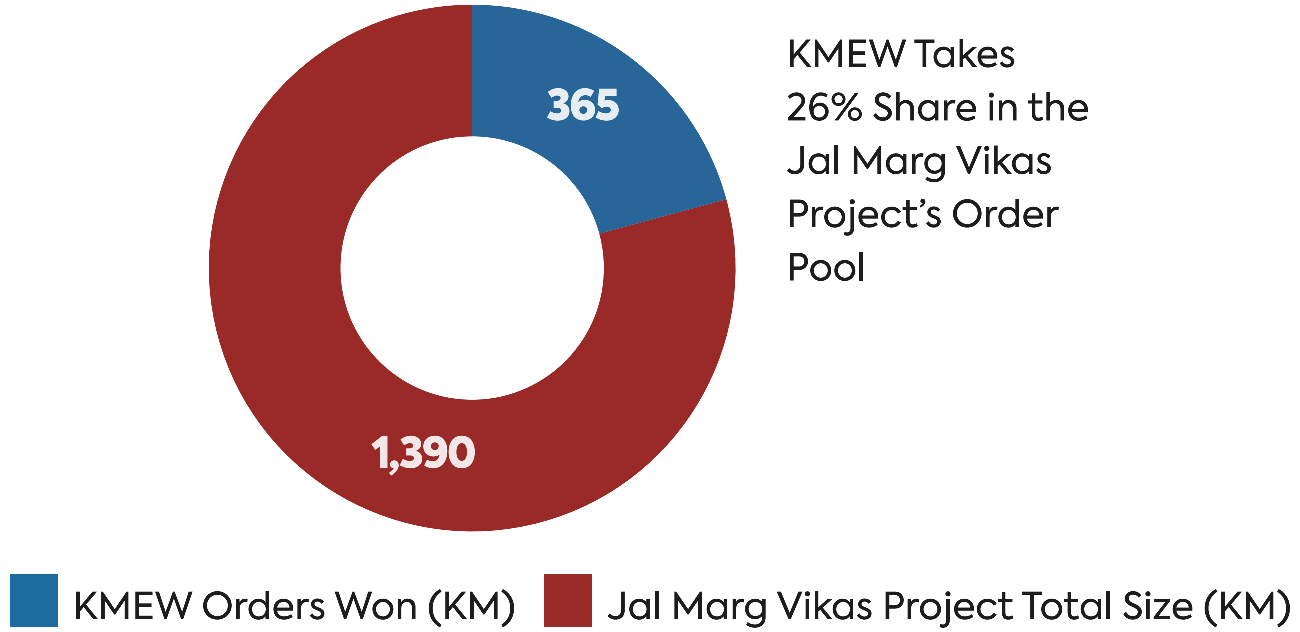
Infrastructure Development by IWAI

The Inland Waterways Authority of India (IWAI) is actively developing NW-1 to improve navigability and has introduced key infrastructure such as navigation aids and terminal facilities

Jal Marg Vikas Project (JMVP)

To boost the capacity of NW-1 along the 1,390 km stretch from Haldia to Varanasi, the Jal Marg Vikas Project (JMVP) is underway, supported by the World Bank for technical and financial assistance

KMEW's Share in the Jal Marg Vikas Project



KMEW Takes 26% Share in the Jal Marg Vikas Project's Order Pool

Rs 270 Cr + Orderbook from Inland Waterways

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OUR ASSETS & SERVICES

Dredging Services

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What is Dredging

- Process of removal of sediments and debris from the bottom of oceans and harbors to create navigable waterways for shipping traffic at ports
- Reclaiming dredged material to create new land
- Environmental dredging is undertaken to remove pollutants from the water bodies
- Underwater excavation used to mine minerals, sand, gravel and gold
- Dredging of dams and rivers to remove sediments from the reservoir

Dredging Process

- Excavation of the material from the sea/riverbed
- Transportation of the loosened material using dredger
- Deposition of dredged material to spoil area

Dredging Types

- Capital Dredging: Removal of sediments which have not been previously dredged.
- Maintenance Dredging: Removal of sediments accumulated in the channel since the previous dredging project

KMEW Projects

- Sittwe Port, Myanmar
- Mangrol Fishing Harbour
- Veraval Fishing Harbour
- Paradip Port

- Kolkata Port
- Haldia Port
- Yangoon Port, Myanmar
- Kandla Port
- Inland Waterways

KMEW's Assets: Strengthening Dredging Capabilities Across Projects

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KMEW's diverse fleet of advanced dredging assets strengthens its capability to tackle a wide range of projects, driving growth and enhancing operational efficiency

Grab Hopper Dredger

Grab Hopper Dredger is used for Dredging and transporting material from the seabed to the surface, especially in confined or shallow areas. It is effective for removing large volumes of material, such as sand, silt, and clay, using a mechanical grab bucket

Trailing Suction Hopper Dredger (TSHD)

TSHD is used for dredging in deeper waters. It sucks material from the seabed using a suction pipe, and the dredged material is stored in a hopper on the vessel for transport to disposal sites

Self Propelled Hopper Barge

Self-Propelled Hopper Barge is used to transport dredged material from the dredging site to disposal areas. Equipped with its own propulsion system, it can move independently and is ideal for transporting large quantities of material over long distances

Backhoe Dredge

Backhoe Dredger is used for excavating and removing material from the seabed or riverbed. It uses a bucket attached to a hydraulic arm to scoop up sediment, making it ideal for precise dredging in shallow waters or areas with limited access

Cutter Suction Dredger

Cutter Suction Dredgers are used for dredging hard or compacted materials from the seabed. They employ a rotating cutter head to loosen the material, which is then sucked up by a suction pipe and transported to a designated disposal site. They are ideal for deepening channels or creating new waterways

KMEW's Asset Portfolio: Supporting Port Efficiency and Safety

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KMEW's diverse fleet of port ancillary assets strengthens operational efficiency, ensuring seamless support for port services, safety, and mobility

Pilot Boat

Pilot boats are small ships that take maritime pilots to vessels that are arriving at the port. Onboard, the pilot, the ship captain and their crew will assess important information such as the vessel's arrival plan, berthing location and other topics, to ensure safe passage throughout the port

Patrol Boat

Patrol boats are primarily used to patrol a country's exclusive economic zone (EEZ), but they may also be used in other roles, such as anti-smuggling, anti-piracy, fishery patrols, immigration law enforcement, or search and rescue

Survey Boat

It is a ship or boat equipped with hydrographic survey tools to determine underwater topography and to produce high-precision charts. The purpose of the survey vessel is to measure the depth of water, to scan the seabed to locate underwater wrecks and other underwater obstacles, and assess the exact location of buoys, etc

Mooring Boat

Mooring is a procedure to anchor the ship to a fixed or floating element and keep it connected during loading or unloading operations. Safe mooring must withstand several forces, such as wind, the current, the tide and waves

Tug Boat

Tug boat eases the manoeuvring operation of vessels by forcing or tugging them towards the port. Mega vessels can never be manoeuvred on their own. Also, with the increased boat size, they need tug boats to carry some of their domains and tow them through narrow water channels

Multi Cat Work Boat

In dredging operations, Work Boats assist by positioning and towing dredgers, transporting crew and equipment, and supporting the maintenance of dredging pipelines. They ensure efficient execution and logistical support throughout the project

ABOUT US

KMEW – A Global Player Today

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Major Customers

Domestic Contracts

- Deendayal Port Authority
- Haldia Port Authority
- Kolkata Port Authority
- Paradip Port Authority
- Vizag Port Authority
- Dredging Corporation of India
- RKEC Projects Ltd
- Mumbai Port Authority
- V.O. Chidambaranar Port
- New Mangalore Port Authority

International Contracts

- Kaladan Multi-Modal Transit Transport Project (KMTTP), Sittwe, Myanmar (by Ministry of External Affairs) -
- Yangon River Dredging Work from Mynmar Port Authority
- Secured Five Contract for Sand Mining in Bahrain

Key Highlights

1. Consistently maintained EBITDA margins above 30% + on a in the last three fiscal
2. Lower capex due to in-house capability of designing and building fleets
3. Revenue and cash flow visibility due to long contract tenures > 2 years
4. Securing substantial contracts from international markets, marking our entry into the global arena
5. Prudent business model with capex investment only post contract wins

Rs. 153.2 cr	336	Rs. 939.20 cr
Total Income (9M FY25)	Employees	Orderbook (as on Feb 25)

Key Services

Dredging

- Capital Dredging
- Maintenance Dredging

Owning, Operating and Chartering of Port Ancillary Crafts

- Pilot Boats
- Fast Speed Patrol Boats
- Mooring Boats
- Service Boats
- Tugboat expansion

Ship Building and Repair of Marine Crafts

- Building Ships, Boats etc.
- Repair, refit services of marine Vessels

Track Record of Execution & Delivery

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2015-16

- Began with ship repair and refit
- Expanded to chartering Anchor Handling Tugs

2016-17

- First government contract from Kolkata Port Trust
- Converted River Pearl 2 to Grab Dredger
- Walkway fabrication contract from Kandla Port

2017-18

River Pearl 1 survey-cum-pilot boat was launched at Kolkata Port, with the flag-off by Shri Mansukh Mandaviya, Minister of State for Shipping

2018-19

The first-ever TSHD technology is being introduced at Kolkata Port for 5 years, alongside the construction of the River Pearl 3 pilot boat and the start of work at Vizag Port

2019-20

The first TSHD procured, and 1 million cubic meters dredged at Kolkata Port by River Pearl 4 celebrate two and a half years of successful deployment of River Pearl 1 and 2

2020-21

- Listed shares on the BSE SME Platform on March 22, 2021
- Awarded the first international dredging contract for Sittwe, Myanmar

2021-22

- Established an overseas branch in Yangon, Myanmarr
- Acquired and modified the 1,700 cubic meter TSHD River Pearl 8
- Successfully deployed River Pearl 8 at Sittwe Port, Myanmar

2022-23

- Acquired the first rock dredging contract from DCI
- Added Hopper Barge River Pearl 11 and Backhoe Dredger River Pearl 12
- Deployed River Pearl 9 at Visakhapatnam Port
- Constructed the first ASD Tug, River Pearl 10

2023-24

- Secured first international contract from Myanmar Port Authority
- Entered Bahrain with a substantial Waste-to-Wealth order book
- Completed dredging at Sittwe, inaugurated by the shipping minister
- Secured first IWAI contract, entering inland waterways

Executive & Board Roles: Promoters' Leadership in Action

SAURABH DASWANI
Managing Director

- Responsible for overall management of the organization with over 12 years of experience
- Area of expertise include procurement, new building, vendor management, budgeting etc. Completed PGDA with specialisation in Finance from Symbiosis

KANAK KEWALRAMANI
Whole Time Director and CFO

- Has over 16 years of experience in the field of compliance, law, finance, and taxation
- Qualified Company Secretary from the Institute of Company Secretaries of India
- Completed LLB and PGDA with specialization in finance from Symbiosis

SUJAY KEWALRAMANI
Chief Executive Officer

- Over 20 years of experience in marine, dredging and shipping industry with an additional experience of ship designing, building and repairing
- Prior experiences include working experience at L&T Shipbuilding, Mercator and Adani Ports and holds degree of M. Sc in Naval Architect & Marine engineering from University of New Orleans
- Awarded "CEO of The Year" by the Indian Achievers' Award for the third consecutive year

DINESH KEWALRAMANI
Chief Operations Officer

- Over 16 years of experience in the field of dredging at various major ports of India
- Track record of executing contracts over Rs. 1,000 crores
- Masters and bachelor's in marine mechanical Engg. from University of New Orleans

PINKESH KEWALRAMANI
Chief Technical Officer

- Over 12 years of experience in the field of ship building, repairing, refitting, testing, docking, and dock-planning of marine craft
- After graduating from T.S. Rajendra, Mumbai in 1978, cleared Competency Examinations on Nautical Sciences from DG (Shipping), India

Leadership & Governance: Executive & Independent Oversight

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Where Business is Passion

JAGAT JIBAN BISWAS
Non–Executive Director

- Hold rich experience of more than 43 years in Marine, dredging and Engineering field and is an Ex HOD of Kolkata Port
- After graduating from T.S. Rajendra, Mumbai in 1978, cleared Competency Examinations on Nautical Sciences from DG (Shipping), India

CAPT. SHAILESH BHAMBHANI
Independent Director

- Seasoned maritime professional with 26+ years, driving digital transformation in shipping and managing offshore assets
- MBA (PgdIB) in International Business, Executive program in Applied Finance from IIM Calcutta, Master (Foreign Going) unlimited, & Development Goals certified professional

ASHISH M MOHANDAS
Independent Director

- Over 12+ years of experience in the department of Marketing & sales of MNCs across various states in India
- Completed Post Graduate Diploma in Marketing from Tolani Institute of Management Studies, Kutch and Bachelor of Science in Mathematics from Mahatma Gandhi University, Kottayam

SNEHA DEVCKAR
Independent Director

- With over 29 years of experience, an accomplished businesswoman specializing in Insurance & Financial Consultancy
- After graduating from T.S. Rajendra, Mumbai in 1978, cleared Competency Examinations on Nautical Sciences from DG (Shipping), India

www.kmew.in

KMEW GROUP

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