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Global Ship Propulsion Control System Supply, Demand and Key Producers, 2026-2032

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Abstracts

The global Ship Propulsion Control System market size is expected to reach $ 245 million by 2032, rising at a market growth of 7.4% CAGR during the forecast period (2026-2032).
Ship propulsion control systems integrate bridge control handles, electronic throttle modules, CPP/gearbox control valve groups, propulsion motor inverters, and various sensors into a centralized control logic. This enables coordinated control of main engine power, shaft speed, propeller pitch angle, and thrust output, allowing ships to maintain predictable thrust response and optimal fuel economy under different operating conditions. Furthermore, redundant control channels and multi-level interlocks (such as over-speed, low oil pressure, and emergency stop) enhance safety, making it one of the key systems for meeting IMO maneuverability, energy efficiency, and emission regulations. In 2025, the number of new Ship Propulsion Control Systems installed in global new shipbuilding and major conversion projects was approximately 8,840 units. Based on the number of propulsion control systems per ship, the average price per system was approximately USD 16,400, with a gross profit margin of approximately 24%?32%. A typical system structure includes a bridge propulsion control console (including single/dual control handles, mode selection and emergency stop buttons), an engine room propulsion control unit (including PLC or dedicated controller, redundant power supply, I/O modules), actuator modules connected to the main engine/gearbox/CPP or electric propulsion inverter, propulsion system sensors (speed, torque, oil pressure, oil temperature, pitch feedback), communication networks (CAN, redundant Ethernet, serial bus), and alarm/event logging software. In terms of parameters, a typical system supports 1?4 main propulsion units (main engine + gearbox + propeller or motor + gearbox + propeller). Control modes include in-port/offshore/DP/towing/emergency modes. Communication interfaces support MODBUS, CAN, NMEA 2000, redundant Ethernet, etc. The system is designed for an

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ambient temperature of -15 to +55 ?, and its vibration resistance meets the requirements of classification societies. Power supplies are mostly 24 V DC + 230/400 V AC with redundancy. In terms of typical usage, a small offshore workboat/tugboat is usually equipped with one single-engine propulsion control system; a PSV/OSV with twin engines, twin propellers, and bow thrusters is usually equipped with one integrated propulsion control system + DP interface; medium and large bulk carriers, tankers, and container ships are mostly equipped with one main propulsion control system + shut-off box/emergency control device; and offshore engineering vessels, ferries, and high-end yachts often have their original mechanical or hybrid control systems converted to fully electronic propulsion control systems during retrofitting/upgrading.

Market growth is driven by multiple factors: On the one hand, the demand for new offshore vessels and workboats driven by global oil and gas and offshore wind power development, as well as the retrofitting of propulsion and automation systems on older vessels to meet IMO energy efficiency indices (EEXI, CII) and emission regulations, directly promotes the upgrading and addition of propulsion control systems. On the other hand, the increasing precision and safety requirements for tugboats, harbor work vessels, and near-shore multipurpose vessels in port handling, towing, and berthing operations have prompted shipowners to upgrade from traditional mechanical or simple electronic propulsion control to comprehensive propulsion control systems with multi-mode, redundancy, and interfaces with DP systems. Simultaneously, the global shipbuilding center is shifting towards China, South Korea, and some Southeast Asian countries, enabling regional suppliers and leading international companies to participate in more project bidding through joint ventures and localized production. On the cost side, fluctuations in industrial control hardware, copper prices, electronic components, and engineering labor prices, especially in the supply shortages and upward price pressures on industrial control chips and communication modules in some years, contribute to this growth. Overall, the marine propulsion control system market exhibits a pattern of 'parallel growth driven by new shipbuilding and retrofitting + greater demand elasticity for offshore engineering and workboats + competition between international brands and regional manufacturers + incremental value brought by intelligent and electric propulsion.' It is expected to maintain stable to moderate growth in the next few years, while maintaining high technical thresholds and integration barriers in high-end projects.

This report studies the global Ship Propulsion Control System production, demand, key manufacturers, and key regions.

This report is a detailed and comprehensive analysis of the world market for Ship Propulsion Control System and provides market size (US$ million) and Year-over-Year (YoY) Growth, considering 2025 as the base year. This report explores demand trends and competition, as well as details the characteristics of Ship Propulsion Control

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System that contribute to its increasing demand across many markets.

Highlights and key features of the study

Global Ship Propulsion Control System total production and demand, 2021-2032, (Units)

Global Ship Propulsion Control System total production value, 2021-2032, (USD Million)

Global Ship Propulsion Control System production by region & country, production, value, CAGR, 2021-2032, (USD Million) & (Units), (based on production site)

Global Ship Propulsion Control System consumption by region & country, CAGR, 2021-2032 & (Units)

U.S. VS China: Ship Propulsion Control System domestic production, consumption, key domestic manufacturers and share

Global Ship Propulsion Control System production by manufacturer, production, price, value and market share 2021-2026, (USD Million) & (Units)

Global Ship Propulsion Control System production by Type, production, value, CAGR, 2021-2032, (USD Million) & (Units)

Global Ship Propulsion Control System production by Application, production, value, CAGR, 2021-2032, (USD Million) & (Units)

This report profiles key players in the global Ship Propulsion Control System market based on the following parameters - company overview, production, value, price, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include Wartsila, Kongsberg, Everllence, Berg Propulsion, Noris Group, SCHOTTEL, Sturdy Corporation, RH Marine, Praxis Automation Technology, ABB, etc.

This report also provides key insights about market drivers, restraints, opportunities, new product launches or approvals.

Stakeholders would have ease in decision-making through various strategy matrices used in analyzing the World Ship Propulsion Control System market

Detailed Segmentation:

Each section contains quantitative market data including market by value (US$ Millions), volume (production, consumption) & (Units) and average price (K US$/Unit) by manufacturer, by Type, and by Application. Data is given for the years 2021-2032 by year with 2025 as the base year, 2026 as the estimate year, and 2027-2032 as the forecast year.

Global Ship Propulsion Control System Market, By Region:

United States

China

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Europe

Japan

South Korea

ASEAN

India

Rest of World

Global Ship Propulsion Control System Market, Segmentation by Type:

2.5?

5.7?

8?

Others

Global Ship Propulsion Control System Market, Segmentation by Main Engine Power:

10 MW

Global Ship Propulsion Control System Market, Segmentation by Thrust Response Time:

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