

CHAPTER 22

SHIPPING

22.1 The Maritime Sector in India comprises Ports, Shipping, Shipbuilding and Ship repair and Inland Water Transport Systems and the Ministry of Shipping is the nodal central agency administering the issues related to them.

22.2 Compilation of Index of Port Services : In view of the requirement for short term indicators, Government had decided to compile Service Sector Indices. Ports services were one of the sectors for which indices were proposed to be developed. To measure the dynamics of production and cost of services, it was desirable to have **Index of Service Production (ISP)** whereas change in the price of services for consumer can be measured by **Consumer Service Prices Index (CSPI)** and change in cost of producing the service by major ports can be measured by **Producers Price Index (PPI)**.

22.3 Parameters and Indicators for Inter-Port Comparison: Following parameters are usually considered while making inter port comparisons ;

Physical Parameters/Indicators

- (ii) Average Pre-Berthing Waiting Time
- (ii) Average Ship Berth-Day Output
- (iii) Average Turn Round Time excluding Navigation Time
- (iv) Percentage of Non-Working time to Stay at Working Berth. Etc.

Financial indicators

- (i) Return on Capital Employed
 - a. Operating Surplus to Net Operating Assets
 - b. Net Income to Total Capital Employed
- (ii) Current Ratio
- (iii) Asset Turnover Ratio
- (iv) Management & General Administration Expenditure to Operating Expenditure
- (v) Percentage of Salaries and Wages to total Operating Expenditure. Etc

22.4 Concepts & Definitions :

- **Turn Round Time (TRT) :** TRT is the total time spent by a vessel at the port from its arrival at reporting station till its departure from the reporting station. It thus includes preberthing waiting time, navigation time (inward movement and outward movement time), stay at working and non-working berths and shifting time. However, the detention/idle time due to litigation, fire, repair/dry docking, delay in the decision regarding dismantling, etc. is not included.
- **Pre-Berthing Waiting Time:** This is the time taken by a ship from its arrival at the anchorage and reporting to the reporting station till it arrives at the operational berth excluding time taken for inward movement.
- **Dwell Time:** Dwell Time of cargo/ container is the time for which cargo / container remains in a terminal's in-transit storage area while awaiting shipment to vessels in case of export or evacuation by rail/road in case of import. Dwell time for import cargo is time

between time and date of discharge of last tonnage of vessel till last tonnage of cargo is loaded from the port. For Export cargo, it is time and date of first arrival of cargo till the first tonne of loading on the vessel.

- **Dead Weight Tonnage (DWT)** – It is the number of tons of stores, fuel and cargo that a ship can transport. This presents the actual carrying capacity of a ship. One ton is equal to 2240 pounds.
- **Gross Registered Tonnage (GRT)** – It applies to the vessel and not to cargo. It is the weight of the volume occupied by the closed in space of a ship taking 100 cubic feet of such closed-in spaces as equivalent to one vessel ton. It thus refers to the cubic capacity of the vessels.
- **Cargo Handled-** Cargo is the goods or produce transported generally for commercial gain by ship or any other mode of transport. Cargo handled at the port is the key data of the port as it reflects nature of port activity. As the port has to provide different facilities according to the type of the cargo being handled, the cargo handled by the port may be categorised as :

- (a) **Break Bulk Cargo:** The cargo is handled in units, packages, crates, bags and the like.
- (b) **Dry Bulk Cargo:** Homogeneous dry cargo (solid or pulverised) that is unpacked or undivided into parts and handled in mass. Liquid Bulk and Gas.
- (c) **Liquid Bulk Cargo:** Homogeneous Liquid cargo (including gas) that is unpacked or undivided into parts and handled in mass.
- (d) **Containerised Cargo :** Cargo packed in containers for easy handling and transporting of the same as a unit.

The cargo handled by ports is classified by type of trade. Main types are:

- (a) **Overseas traffic** i.e. the traffic between ports in two different countries, with the inward movement of goods termed ‘Imports’ and outward movements termed ‘exports’, both movements comprising the country’s foreign trade.
- (b) **Coastal Traffic** i.e. the traffic between different ports in the same country.
- (c) **Transit Traffic** i.e. the traffic physically passing through a port in one country (without entering into that country’s foreign trade) having originated in a second foreign country, and being consigned to a third country. The transit traffic may leave the country by sea or any other mode of transport (rail, canal, road, pipeline or air).

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4	22.4	Traffic And Freight Earnings Of Centre Inland Water Transport Corporation (CIWTC)
5	22.5	Commodities Wise Cargo Traffic Handled At Major Ports
6	22.6	Commodity Wise Cargo Traffic Handled At Non-Major Ports

Data Source :

- **Transport Research Wing (TRW), Ministry of Shipping**, is the nodal agency inter-alia for collection, compilation and publication of data on Indian Ports. The data is disseminated

through the annual publication titled 'Basic Port Statistics (BPS)'. The publication contains port-wise data on commodity-wise cargo traffic, container traffic, performance indicators, port capacity and utilization, passenger traffic, employment, financial performance, plan expenditure for Major Ports, etc. Besides the BPS, the TRW also brings out bi-annual update on Indian Port Sector, which provides data/information on the latest developments in the Indian Port Sector.

- **Indian Ports Association (IPA)** disseminates Major Port-wise data on cargo traffic and performance indicators on a monthly basis. IPA also publishes data on cargo traffic, vessel traffic, physical and financial performance indicators in their annual publication namely 'Major Ports of India - A Profile'.

- Major Port's statistics are being published by Major Ports in their Administrative Reports. These reports, as per statutory requirement, are placed in the Parliament.

- The source for the statistics of cargo movements in the foreign trade and coastal trade are from the Central Customs and Excise authorities at the Indian Sea ports. For the purpose of registration of shipping in foreign trade, the Indian sea ports were grouped originally into five Custom Zones namely West Bengal, Madras, Cochin, Bombay and Baroda. The registration of movements in shipping in the foreign trade relates to entrances and clearance with cargo i.e. vessels which arrive at ports in India for the purpose of discharging cargo from abroad or which depart from a port in India after loading cargo for discharge at a destination abroad. Vessels bringing cargo from more than one foreign port are recorded as entering from the most distant port at which cargo for India was embarked. Vessels with cargo departing from India for more than one foreign port are recorded as clearing for the most distant port at which cargo from India was disembarked. The Shipping Statistics in foreign trade relate to number and tonnage of vessels which entered and cleared with cargoes classified by custom zones, nationalities and port of call.

References:

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- Indian Shipping Statistics 2015, Ministry of Shipping
- Report of Working Group for Strengthening of Major Port Statistics, Ministry of Shipping.
- Website of Ministry of Shipping.
- Basic Port Statistics of India 2014-15, Ministry of Shipping.