

## CHAPTER 22

### SHIPPING

India has 13 major ports and 176 non-major ones. The major ports carry about 3/4<sup>th</sup> of the total traffic. Despite adequate capacity and handling facilities the average turnaround time of major Indian ports is less than 4 days which is very high compared to the average turnaround time of about 10 hrs in Hong Kong. This undermines the competitiveness of Indian ports. Since the ports are not adequately linked to the Hinterland, the evacuation of CARGO is slow leading to congestion. To this end, all ports trust have set up groups with representatives from the National Highway Authority of India(NHAI), Railways and State Governments to prepare comprehensive plans aimed at improving road-rail connectivity of ports. The NHAI has taken up port connectivity as major component of the National Highways Development Project (NHDP).

Traditionally, most ports in the world are owned by the Public Sectors. In the recent years privatization of ports facilities and services are gaining momentum. In India an enabling policy framework has been put in place by the Government as a step towards this direction. Depending on the nature of the facilities/service, private operators can enter into the service contract, the management contract a concession agreement to operate port services. Areas that have been opened up to the private sectors on BOT basis include construction of CARGO handling berths and dry docks, container terminals and warehousing facilities and ship repair facilities.

The shipping services in India are patterned similar to the global shipping services, namely, tramps and liners. The types of ships engaged in India's overseas trade include dry cargo liners, cellular container ships, dry cargo bulk carriers, ore/oil/bulk carriers, oil tankers (product carriers), passenger cum-cargo vessels, acid carriers, timer carriers, LPG carriers, etc. The shipping industry also caters to the requirements of coastal trade and offshore supply vessels (OSVs) for ONGC and GAIL.

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.

The source for the statistics of cargo movements in the foreign trade and coastal trade are from the Central 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.

## Highlights

- As on 31st December, 2009, India had a fleet strength of 974 vessels with gross registered tonnage (GRT) of 9.48 million compared with 912 vessels with 9.31 million GRT at the end of December, 2008. This reflects a net addition of 62 vessels and 0.17 million GRT respectively.
- Out of the vessels registered as on 31st December, 2009, 662 vessels (68%) with 0.98 million GRT (10%) were engaged in coastal trade and the remaining 312 vessels with 8.50 million GRT were deployed for overseas trade. Thus the tonnage deployed for overseas trade was 90% of total tonnage, in contrast to only 10% of the tonnage deployed was for coastal trade.
- The coastal trade of 7.3 lakh GRT. in 2001 has increased to 9.8 lakh GRT in 2009, whereas overseas trade of 62.4 GRT in 2001 has increased to 85.0 lakh GRT during the same period..
- In India total overseas traffic has increased from 275.8 million tones in 2001-02 to 692.00 million tones in 2009-10, registering an increase of 151 %. The percentage of cargo carried by Indian flag vessels decreased from 16.7 in 2000-01 to 8.1% in 2009-10.
- Dry cargo Liner type of vessels accounts for the largest percentage in the total number of vessels over the year. In 2009 Dry cargo Liner type of vessels accounted for 47% of the total number of vessels.
- The Central inland Water Transport Corporation carried 1.89 lakh tones of traffic and earned ` 4.34 Crores during 2009-10. While the amount of traffic carried in 2009-10 was more than double of that of 2008-09, the earning increased only marginally by 6.1% over the period. In 2010-11, the Central inland Water Transport Corporation carried much lower traffic of 0.43 lakh tones of traffic and earned 1.51 crores during 2010-11
- Commodity wise Crude & petro product and iron ore constitute the largest bulk of cargo traffic handled at major ports. In 2009-10 this group alone accounted for around 50% of the total cargo handled at major ports. This has come down to 46.9% in 2010-11. Even in the case of non major ports also this group shares more than 60% of the cargo handled



