

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2075
ANSWERED ON 18/03/2025

IMPACT OF LONGER SHIPPING ROUTES ON INDIAN EXPORTS

2075. SHRI K.R. SURESH REDDY:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

- (a) whether Government has assessed the impact of longer shipping routes, such as through the Cape of Good Hope, on Indian exports and global trade;
- (b) the steps being taken to mitigate delays in goods reaching international markets due to these longer routes;
- (c) the current status of container manufacturing in India, including the number of containers produced and delivered since 2021; and
- (d) the measures being implemented to enhance domestic container manufacturing capacity and reduce dependency on imports?

ANSWER

MINISTER OF PORTS, SHIPPING AND WATERWAYS
(SHRI SARBANANDA SONOWAL)

(a) to (d) The impact on Indian exporters and global trade is not entirely attributable to the longer shipping routes through the Cape of Good Hope.

Container Corporation of India Limited (CONCOR), which is one of the major container operators in India, is sourcing the containers from Indian manufacturers. Total orders placed by CONCOR since 2021 are 21,120 containers. However, total orders delivered as on 07.03.2025 are 16,613 containers.

There is limited demand of containers manufactured in India and accordingly limited manufacturing capacity for containers in India. The container manufacturing industry is dominated by economies of scale that favor established manufacturers from other countries, who benefit from lower production costs, advanced technologies, and immediate cargo loading opportunities.
