

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
LOK SABHA
UNSTARRED QUESTION NO. 2191
ANSWERED ON 10/12/2021

SHORTAGE OF CONTAINERS AT PORTS

2191. SHRI JAYADEV GALLA:
SHRI RAJIV PRATAP RUDY:
SHRI BHARTRUHARI MAHTAB:
SHRIMATI SARMISTHA SETHI:
SHRI DUSHYANT SINGH:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:
पत्तन, पोत परिवहन और जलमार्ग मंत्री

- (a) the details of containers available and required for shipping of cargo at ports in the country, port and classification-wise;
- (b) whether the shortage of containers for exports at Indian and international ports and disruption/delay in supply chain and shipping of cargo has been reported in the country, if so, the details thereof along with its adverse impact on International trade/economy of the country and revenue loss to exporters and exchequer due to it;
- (c) the measures taken/being taken to address the shortage of containers at ports;
- (d) whether there exists a mandatory policy for returning the container to the exporting country from the country of import, if so, the details thereof along with the number of containers returned, country-wise; and
- (e) if not, whether the Government proposes to introduce such a policy, if so, the details and the timeline of implementation thereof and if not, the reasons therefor?

ANSWER

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

- (a) Since, the containers availability is ever changing in view of cargo exports and imports and also it takes unprecedented turnaround time in other countries due to congestion at Ports, maintenance of record for the availability of containers is not feasible. However, the data on containers handled (loading/unloading) at Major Ports from April 2021 to October, 2021 is enclosed at **Annexure**.

(b) Yes. The main reason for the current global shipping crisis is the raging pandemic resulting in the congestion at the ports. The unbalanced recovery of the economy between importing and exporting countries, post COVID-19, also played a role in the crisis. The crisis began in late 2020 due to a sharp mismatch in import and export volumes, leading to shortage of containers available for exports, at ports across India. The situation worsened as economies in the region and beyond began opening up at the same time after lockdowns. By April 2021, the container crisis subdued a bit, but by July 2021 the shortage was back at a time when export volumes were more than ever before as industry was clearing inventory and growth of global demand.

However, the growth in export volumes in 2021 has been quite robust as compared to the year 2019 and even more so when compared with the year 2020.

(c) Major Ports are encouraging lines to arrange a direct call of mother vessels for transshipment services to avoid additional time and cost incurred due to congestion at foreign ports. Major Ports also extended incentives in port charges for additional transshipment volume.

Fiscal incentives have been provided by Port Authorities i.e. volume link discounts on port charges, increasing free storage period and concessional storage charges.

Due to regular interactions with all the stakeholders by the Port Chairmen, more number of empty containers (TEUs) have been imported as compared to export resulting in availability of additional TEUs for EXIM trade at 12 major Ports.

(d) & (e) There is no mandate under Customs Law and regulations for returning the container to the exporting country from the country of import.

ANNEXURE

PORTS	PERIOD	CONTAINER TRAFFIC (in TEUs) (2021)						
		APR	MAY	JUNE	JULY	AUG	SEP	OCT
SMP, Kolkata (KDS)	Unloaded	25142	23940	25352	24798	24485	25048	24012
	Loaded	24241	22392	23696	24773	23052	22757	19305
	Total	49383	46332	49048	49571	47537	47805	43317
Haldia	Unloaded	6725	7782	9114	5089	5922	5292	5215
	Loaded	7958	6737	9619	8683	10118	7789	6594
	Total	14683	14519	18733	13772	16040	13081	11809
Paradip	Unloaded	572	270	366	441	344	355	2
	Loaded	678	333	442	721	462	353	321
	Total	1250	603	808	1162	806	708	323
Visakha patnam	Unloaded	18884	25405	21526	24102	20044	19430	22124
	Loaded	18420	19458	21037	23787	22312	22082	20887
	Total	37304	44863	42563	47889	42356	41512	43011
Kamaraj ar	Unloaded	17246	18025	19405	17423	19336	19971	20616
	Loaded	18674	20332	19835	19820	22439	20125	19519
	Total	35920	38357	39240	37243	41775	40096	40135
Chennai	Unloaded	72102	69767	71950	59596	66578	69108	84807
	Loaded	64645	62500	66873	60063	63802	60266	69141
	Total	136747	132267	138823	119659	130380	129374	153948
V.O. Chidamb aranar	Unloaded	38195	31984	34219	29042	34605	30584	31124
	Loaded	38170	30724	28870	37454	32981	35565	29653
	Total	76365	62708	63089	66496	67586	66149	60777
Cochin	Unloaded	27551	27800	24524	29612	34956	34119	32377
	Loaded	28166	26181	24897	31523	33885	34264	34526
	Total	55717	53981	49421	61135	68841	68383	66903
New Mangalo re	Unloaded	6743	6937	9537	5752	4661	7054	4309
	Loaded	7628	5664	7721	7701	5131	7651	5018

	Total	14371	12601	17258	13453	9792	14705	9327
Mormugao	Unloaded	1784	936	1504	591	326	92	395
	Loaded	1388	1162	1457	981	224	388	358
	Total	3172	2098	2961	1572	550	480	753
Mumbai	Unloaded	1598	2062	1116	1877	52	2504	2459
	Loaded	16	45	34	48	2073	0	20
	Total	1614	2107	1150	1925	2125	2504	2479
J.N.P.T.	Unloaded	243181	232043	216857	209279	221446	233256	242993
	Loaded	224834	222342	225127	224254	231659	218852	233323
	Total	468015	454385	441984	433533	453105	452108	476316
Deendayal	Unloaded	25015	22596	16810	18156	21626	20827	17232
	Loaded	23331	21171	19511	20579	21634	15367	18016
	Total	48346	43767	36321	38735	43260	36194	35248
TOTAL:	Unloaded	484738	469547	452280	425758	454381	467640	487665
	Loaded	458149	439041	449119	460387	469772	445459	456681
	Total	942887	908588	901399	886145	924153	913099	944346
