

WRITTEN ANSWERS TO STARRED QUESTIONS

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
RAJYA SABHA
STARRED QUESTION NO-* 86
ANSWERED ON - 30/07/2024

SHORTAGE OF CONTAINERS FOR EXPORT

*86. SHRI SANJAY RAUT:

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

- (a) whether Indian exporters are facing difficulties to get container for exports;
- (b) if so, the details thereof and Government's response thereto;
- (c) the immediate measures that are being taken by Government to address the acute shortage of containers at major ports like Nhava Sheva and Mundra;
- (d) whether Government has engaged shipping companies to ensure a more balanced distribution of containers; and
- (e) the long-term strategies which are in place to prevent such shortages in the future, considering global supply chain dependencies and disruptions?

ANSWER

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

- (a) to (e) A statement is laid on the Table of the House.

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF RAYA SABHA
STARRED QUESTION NO. *86 FOR 30.07.2024**

(a) to (e) There is no acute shortage of containers as reported. However, due to the Red Sea crisis that began during the end of 2023 / beginning of 2024, the ships were forced to get diverted over the Cape of Good Hope instead of sailing through the Suez Canal thereby increasing the transit time by 35 to 40 percent. This has resulted in increase in the turnaround time of vessels, in congestion and delays of vessels at major global ports and increase in the charter hire cost by the shipping lines.

Shipping Companies are repositioning empty containers in various countries as per the market requirement. Ministry of Commerce & Industry under its Service Improvement Group framework has undertaken regular interaction with Shipping lines, Port/terminal and Export/Import associations. In the meeting on 5th January 2024 with the stake holders to review the impact of Red Sea Crisis on India's Exim trade, it advised safety convoys for the vessels through the disrupted route. Further, in the Service Improvement Group meeting held on 28th June 2024, congestion of Shipping vessels across global supply chain was discussed and Container Corporation of India was told to address the Inland Container Depot congestion at hinterland and that shipping lines should not divert containers from India to other major ports. Directorate General of Shipping also held a meeting on 26th July 2024 with the stake holders on these issues and it was suggested promoting Indian entities owning and operating containers as a long-term solution. In this line, DG Shipping has worked out step by step approach to build resilience in the supply chain in this sector.

For improving the turnaround time of export containers and thereby increasing their availability, tracking and tracing mechanism has been enabled through development of Unified Logistics Interface Platform (ULIP) and Logistics Data Bank (LDB). ULIP provide digital integration of various logistics stakeholder, LDB tracks and traces Export-Import containerised cargo through Radio-Frequency Identification Readers that are installed at ports, toll plazas, Container Freight Stations, Parking Plazas, Special Economic Zone, Dedicated Freight Corridor stations etc.
