

CHAPTER 22

SHIPPING

India's involvement in trade and commerce since time immemorial is the fundamental governing fact under Indian maritime history. Indian maritime history comprises the extensive dealings with foreign places. South India was along the trade routes for the export of spices like cinnamon and cassia which originated from China and South East Asia. During the Sultante period, everyday usable articles as well as luxury articles were exported to Syria, Arabia and Persia from Bengal and Cambay. East Africa, Malaya, China and the fareast were other places where things were exported. Most Indian Ocean states have continued to export raw materials and import manufactured goods produced elsewhere.

Over the years Shipping in Indian Ocean has changed from dhows, dry-cargo carriers to containers. The importance of shipping, over the period, has also increased due to the technological developments in transport, especially in terms of containerization culminating in multimodal transportation on door-to-door basis, since majority of the containers move by this mode of transport.

The shipping services in India are also 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.

The method of registration can be briefly summarized as follows:

In the case of a vessel arriving from (i) several foreign ports (ii) several Indian ports and (iii) Indian and foreign ports. She is shown as having entered from the first foreign port in the first case and from the last Indian port in the other two cases. In the case of a vessel clearing to (i) several foreign ports (ii) several Indian ports and (iii) foreign and Indian ports, she is shown as having cleared to the last Indian port in the first case and the first Indian port in the other two

cases. Vessels clearing from Bombay via coastal ports to Colombo and hence coming direct to Calcutta are treated at Calcutta port as having entered from a foreign port.

The arrivals of vessels at a port in India for the purpose of discharging cargo and their departure from a port in India after loading cargo are recorded as arrivals and departures with cargo. The arrivals of vessels at ports at which no cargo is discharged and departure of vessels from ports at which no cargo is loaded are recorded as arrivals and departure in ballast.

The publication "Indian Shipping Statistics" brought out by Transport research Wing of the Ministry of Road Transport and Highways presents the information on the current status of Indian Shipping Sector in terms of tonnage by different dimensions like age, size, type etc.

The statistics of cargo movements in the sea-borne foreign trade relate to gross weight in metric tones and values (f.o.b. /c.i.f.) of commodities classified under the Group as specified in the Revised Indian Trade Classification together with shares of individual countries. The data are recorded separately for exports including re-exports and for imports and they are exhibited separately for each sea port.

Highlights

- As on 31st December, 2008, India had a fleet strength of 912 vessels with gross registered tonnage (GRT) of 9.31 million compared with 850 vessels with 9.03 million GRT at the end of December, 2007. This reflects a net addition of 62 vessels and 0.28 million GRT respectively.
- Out of the vessels registered as on 31st December, 2008, 616 vessels (68%) with 0.96 million GRT (10%) were engaged in coastal trade and the remaining 296 vessels with 8.35 million GRT were deployed for overseas trade. Thus the tonnage deployed for overseas trade is 90% of Indian GRT in contrast to only 10% of the tonnage deployed for coastal trade.
- In India total overseas traffic has increased from 275.8 million tones in 2000-01 to 596.2 million tones in 2007-08, registering an increase of 116.2 %. The coastal trade of 7.3 lakh GRT. in 2000-01 has increased to 9.6 lakh GRT in 2008, whereas overseas trade of 62.4 lakh GRT in 2000-01 has increased to 83.4 lakh GRT. Number of vessels in coastal trade has increased much higher (from 329 in 2001 to 616 in 2008) than number of vessels in overseas trade (from 228 to 296).
- Over the period, the movement of traffic in terms of export and import cargoes has witnessed a remarkable growth. Accordingly the capacity of Indian shipping has also shown growth, from 6.9 million GT in 2000-01 to 9.3 million GT in 2009. But the dependence on the foreign flag ships for the carriage of overseas trade is becoming higher and higher. Currently, the share of national shipping in the carriage of country's overseas trade has come down from 16.7 percent in 2000-01 to merely 9 percent in 2007-08.

- Number of vessels entered (steamers and sailing vessels) with cargo for foreign trade has increased from 5365 in 2000-01 to 6417 in 2007-08 while the cargo for foreign trade has increased from 55466 thousand NRT (Net Registered Tonnage) in 2000-01 to 86000 thousand (Net Registered Tonnage) in 2007-08.
- Number of vessels entered (steamers and sailing vessels) with cargo for coastal trade has increased from 3329 in 2000-01 to 45099 in 2007-08 and the cargo for coastal trade has increased from 23995 thousand NRT (Net Registered Tonnage) in 2000-01 to 45099 thousand (Net Registered Tonnage) in 2007-08.
- During 2007-08, the largest number of vessels entered and cleared at Indian Ports are also from India, followed by China and then Norway whereas in 2000-01, number of vessels entered at Indian ports are from India followed by Dutch, China, Norway, France and number of vessels cleared at Indian ports are from India followed by Japan, America and Norway.
- Maximum number of Steamers and Sailing vessels in 2000-01 were from Madras Fort St. George, followed by Ahmedabad and then Mumbai whereas in 2007-08 the scenario has been changed and now maximum number of Steamers and Sailing vessels are from Mumbai, followed by Madras Fort St. George. Over this period, in Mumbai the number of Steamers and Sailing vessels has increased by 114%.
- Gross weight of cargo of Import and Export handled at Kolkata, Paradeep and Marmugao is showing an increasing trend since 2000-01. Maximum import in 2000-01 was handled at Kandla port followed by Chennai and the Kolkata. In 2006-07, maximum import was handled at Kandla, followed by Chennai and then Kolkatta. In case of Export, maximum cargo in 2000-01 was handled at Visakhapatnam followed by Marmugao and then Paradeep whereas in 2006-07 maximum export is being handled at Marmugao followed by Visakhapatnam and then Channai.

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Table 22.1 - Strength of Indian Merchant Shipping Fleet

Table 22.2- Share of Indian Foreign\Flag Vessels in the Overseas Cargo

Table 22.3- Vessels Entered and Cleared By Steamers and Sailing Vessels

Table 22.4-Number and Tonnage of Vessels Which Entered and Cleared At Indian Ports By Nationalities

Table 22.5-Tonnage of Vessels Which Entered and Cleared At Indian Ports In Coastal Trade by Nationalities

Table 22.6- Total Shipping in the Foreign and Coastal Trade at Major Ports

Table 22.7-Gross Weight of Cargo Handled At Major Ports