

**GOVERNMENT OF INDIA
SHIPPING
LOK SABHA**

UNSTARRED QUESTION NO:2998
ANSWERED ON:13.08.2003
CONGESTION AT JAWAHARLAL NEHRU PORT
BRAHMANAND MANDAL;PRABHA RAU;VILAS BABURAO MUTTEMWAR

Will the Minister of SHIPPING be pleased to state:

- (a) whether the Jawaharlal Nehru Port at Nava Sheva is reeling under tremendous congestion and as a result India's exports are being adversely affected;
- (b) if so, whether the clearance at the port is being affected as a result of the lack of coordination between the port authorities and the transporters; and
- (c) the manner in which the Government propose to ensure that the clearance at the port is done quickly so as to avoid any disruption in the country's exports to other countries?

Answer

MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI)

(a): There are, at present, two container terminals at Jawaharlal Nehru Port, Navi Mumbai. One container terminal is managed and operated by the Jawaharlal Nehru Port Trust (JNPT) itself and the other one is managed and operated by a private company, namely, Nhava Sheva International Container Terminal Private Limited (NSICT) controlled by P&O Australia Ports Pty Limited on Build Operate and Transfer (BOT) basis under a License Agreement with the JNPT.

There is 16% increase in container traffic in JNPT during the current financial year from April to July, 2003 as compared to the corresponding period of the previous year. The sharp rise in container traffic, intense rain during the monsoon period and consequential fall in productivity have contributed some congestion at JNPT.

(b): The clearance of containerized import/export cargo is not affected at Jawaharlal Nehru Port Container Terminal (JNPCT). However, it has been partially affected at Nhava Sheva International Container Terminal (NSICT) in respect of both import and export.

(c): In order to meet the expectation of importers and exporters and improve the service levels, JNPT has taken a series of measures to facilitate speedy evacuation of containerized cargo from J.N. Port. The significant steps taken include:-

- (i) The situation is being monitored on day to day basis.
- (ii) Eleven trains per day on an average are being handled against an average of nine trains per day during the preceding year.
- (iii) Operation on Rail Line No.6 in JNPT was discontinued since March 2003 as it required repairs. However, special permission was granted for handling of Inland Container Depot (ICD) containers from 12th June 2003 to 12th July 2003 on Rail Line No.6.
- (iv) Exclusive facility given for back loading of NSICT's import ICD containers on Rail Lines 6 & 8 operated by JNPT, for a period of two weeks from 12th June to 26th June, 2003.
- (v) Facility for back loading of NSICT's import ICD containers was again extended on Rail Line No.8 for a period of one week, i.e., from 1st July to 8th July, 2003.
- (vi) Augmentation of container handling equipment at JNPCT by induction of additional reach stackers.
- (vii) Augmentation of 46 Nos. tractor-trailers for transportation of containers within JNPT premises at different intervals.
- (viii) Augmentation of tractor-trailers by NSICT for ICD operations.

(ix) Allocation of shallow draught berth (SB-03) and Port Craft Berth (SB-02) for handling feeder container vessels and geared container vessels under non-window category, for relieving congestion on main container berths.

(x) Allocation of bulk berth Nos.2 &3 for handling of geared container vessels as and when requested by the shipping lines.

(xi) Diversion of all traffic related to movement of road vehicles, carrying cars and buses meant for export, through JNPT, from container road to bulk road for entry through bulk gate complex to facilitate relieving congestion at the container gate complex.