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## Congestion at JNPT adversely affecting country's trade, say stakeholders

Exim News Service

NAVI MUMBAI, Nov. 19

**L**AST month, NSICT experienced work stoppages over a wage contract dispute, disrupting operations for more than two weeks and creating a huge ex-im backlog. Now there is an ongoing dispute between Gateway Terminals India (GTI) and its third-party contractors, which unexpectedly continues for the 24th day with devastating effect on the shipping fraternity.

Due to the continuing slowdown by GTI vehicle drivers, the terminal completely stopped taking in export boxes. With shippers left in the cold, NSICT started taking *ad hoc* calls of vessels to take in the boxes meant for export. This resulted in a huge queue of vehicles, often up to 17 km, taking nearly 22 to 24 hours for the vehicle to gate in. The queue meant poor productivity and record low turnaround of vehicles. The current huge inventory at both JNPT and NSICT is a direct proof of this.

To manage the situation, the terminals have started resorting to sudden closure of export gates, which has added to the congestion on the roads. Everybody in the logistics chain has been caught in the vicious cycle of

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28-29-30 November, 2013,  
World Trade Centre, MUMBAI



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# Congestion at JNPT adversely affecting country's trade, say stakeholders

From page 3

congestion and consequent high inventory inside the terminals.

This has also resulted in disruption in the long-term sailing schedules, with vessels sailing without carrying the intended export boxes.

Congestion leads to lack of availability of transport equipment as the truck turnaround time gets severely affected, causing a shortage of trucks.

## Rlys carries 6.77 pc more freight in April-Oct.

Exim News Service

NEW DELHI, Nov. 19

THE Railways carried 593.25 million tonnes (mt) of revenue earning freight traffic during April to October 2013, showing a rise of 6.77 per cent or 27.98 mt over the 565.27 mt it carried during the corresponding period last year, official sources said.

The national transporter hauled 82.25 mt of revenue earning freight traffic in October 2013, they added.

Even though the strike at NSICT has been called off, GTI continues to experience 'go slow' and the situation has become worse because of inventory and rollover. JNPT has the country's busiest terminals and any disruption severely impacts the export and import trade.

It is also learnt that the Port and some terminals are advancing cut-off times without any prior intimation to the trade and putting restrictions on move count on boxes for shipping lines, resulting in shut-outs, rollovers and congestion.

The precarious road condition *en route* further slows down and adds to congestion. In spite of several reminders to CIDCO and JNPT, road repairs have not yet been initiated by the nodal agencies. Also, there is no proper surveillance by the authorities of illegal parking of truck trailers on either side of the road, further aggravating

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the situation. Because of these disruptions, export containers are required to be unloaded at buffer yards on chargeable basis, but shippers are not using the yards because it increases their transaction cost.

While efforts are being taken by all

stakeholders to keep the business going, the severe pressure on the infrastructure is taking its toll. This critical situation is adversely affecting trade within Maharashtra and, therefore, needs to be addressed urgently. Entities such as JNPT, which is the landlord of the Port, and the Ministry of Shipping need to take up these challenges as top priority and initiate immediate measures to resolve them.

Any further delay in taking cognisance of this problem will result in Maharashtra losing its productivity in trade operations and, therefore, losing business to neighbouring regions, highlighted trade sources.



## BRIHANMUMBAI CUSTOM HOUSE AGENTS ASSOCIATION

To All Members of The Association:

### TRADE CIRCULAR

19-11-2013

### Sub.: Situation in Nhava Sheva

This is for the information of the trade that since Mid-October the situation at the JN Port Terminals, Nhava Sheva is very bad. Complete trade is disrupted at Nhava Sheva.

In October there was strike at NSICT terminal due to which movement of containers was totally disrupted and resulted in severe backlog at the other terminals. This is now followed by a go slow movement at the GTI terminals by the vendors and the staff.

In view of the current situation, the following challenges are being faced which are beyond the control of the Custom Brokers.

- 1) Pre-ponement and abrupt gate closures
- 2) Serpentine queues at the gates and the Custodians are hesitant to move the trailers due to gate closure
- 3) Congestion at the CFS creating space constraints to allow carting and drivers coming from hinterlands are stranded at the gates with the cargo.
- 4) Not being able to gate in container for targeted vessel
- 5) Having to offload export containers in buffer yards
- 6) Not being able to evacuate container from terminals
- 7) Missing targeted vessel.
- 8) These problems have also created shortage of truck / truck drivers at the terminals.

The Association is addressing this issue with the JN Port Terminals, Custom Authorities and respected Ministries. Due to the existing situation, the cost for the EXPORT - IMPORT Trade is going up.

Sd/-

**PARESH C SHAH** - Managing Committee Member