"A COMPARATIVE STUDY ON OVERSEAS CARGO CARRIED BY INDIAN FLAG VESSELS AND FOREIGN FLAG VESSELS"

Submitted for partial fulfilment of the requirement for the degree of

MASTER OF BUSINESS ADMINISTRATION
(International Transport and Logistics Management)

By

ASHWINI G
Reg No: 2003305008

Under the guidance of

Dr. M Sekar

SCHOOL OF MARITIME MANAGEMENT
INDIAN MARITIME UNIVERSITY
East Coast Road, Uthandi
Chennai-600119
Website: https://www.imu.edu.in/

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CERTIFICATE

School of Maritime Management

Indian Maritime University, Chennai.

This is to certify that the project report entitled "**A COMPARATIVE STUDY ON OVERSEAS CARGO CARRIED BY INDIAN FLAG VESSELS AND FOREIGN FLAG VESSELS**", submitted to the School of Maritime Management, Indian Maritime University, Chennai Campus., in partial fulfilment for the award of the degree of Master of Business Administration in Port & Shipping Management/ International Transportation and Logistics Management, is a record of work carried out entirely by **ASHWINI G**, Reg No: **2003305008.**

Dr. M. SEKAR

Project Guide
School Maritime Management
Indian Maritime University
Chennai campus

External Examiner:

Place: Chennai

Date: 25th May 2022

DECLARATION

I, **ASHWINI.G**, Registration No:2003305008, hereby declare that this project report titled **"A COMPARATIVE STUDY ON OVERSEAS CARGO CARRIED BY INDIAN FLAG VESSELS AND FOREIGN FLAG VESSELS"** is a bonafide record of work carried out by me under the supervision of **Dr. M Sekar Assistant Professor** School of Maritime Management, Indian Maritime University, submitted in partial fulfilment of the requirements for the award of the degree of **MASTER OF BUSINESS ADMINISTRATION IN (International Transport and Logistics Management)**. The information submitted is true to the best of my knowledge.

Date:

Place: Ashwini G

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- Ashwini G

EXECUTIVE SUMMARY

The project mainly focuses on cargo carried by Indian flag vessel and foreign flag vessel overseas. Analysis and interpretation of Data for past 10 year has been collected and analysed for better understanding the growth and the cargo carried by both the flag vessel (Indian and foreign). The advantage of overseas cargo and about the cargo carried (break bulk, container, dry bulk, liquid cargo), to study about the merchant vessel, general port profile of Indian, it also focuses on the registrations of vessel under Indian and foreign flag and its benefits. Table and graphical representation on the total Percentage of Indian line and foreign line in respect to the type of cargo they carry for each year has also been analysed. it also makes attempt to study and understand the reason the growth and decline of the cargo carried overseas by Indian flag and foreign flag vessel. This is much helpful to understand, what are the problems they face, and how to rectify it. As a result, both the Indian flag vessel and foreign flag vessel will have a positive impact due to this project. I initially explain my personal observation on overseas cargo, then compare it with the secondary data obtained and finally arrive at a conclusion with proper suggestion.

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CHAPTER 1

INTRODUCTION

INTRODUCTION

1.1 Meaning:

The development of overseas shipping has been a great advantage for exporters and importers all over the world. This development has been filled to a great extent by sea cargo delivering almost 90% of worldwide exchange is driven through sea transport today. In todays world oversea cargo gives a safe and economical method for moving all kind of goods. This has brought about almost 200 million containers being delivered oversea consistently.

Oversea cargo is a method of shipping goods through sea. For shipping these cargos, the goods are put into containers and shipped oversea by using different sea routes. It is one of the common routes used by the importers and exporters to transport cargo.

Fig.1

overseas cargo freight offers few important advantages in international trade:

- one of the important advantages is to deal with the bulk or heavy cargo such as vehicles, furniture, equipment, etc. and the containers to transport the cargo will depend upon the size (i.e. 20ft., 40ft., etc) of the product and shipment.

- Oversea cargo transportation offers more economical as compared to other mode of transport like air.

- Oversea shipping isn't only the advantage for transporting heavy cargo. Yet in addition to small cargo shipments, as various such more modest shipments can be combined to fill a container. This offers significant expenses benefit for these shipments also.

- safety in maritime as improved. The accident rates have decreased over the year. The vessels utilized in delivering the cargo overseas are progressively intended to deal with hazardous or dangerous materials also, whereas air freight has limitations on the transportation of such shipment.

- Finally, oversea cargo shipping is eco-friendly –- CO2 emission, or the strategy's 'carbon footprint' Is much lower than other modes of transport.

Process of oversea cargo:

Step 1 – first the agreement is made between the buyer and seller from two different countries, were they choose to manage a trade transaction under the agreed incoterm. This will decide the ownership and the risk and in particular, who is liable for the shipping process and cost of transportation. For example, in the Ex works (EXW) transaction, the buyer or importer have to pay the whole transaction cost, starting from the supplier's factory or Distribution centre.

Step 2 – The goods are labelled and packed according to the shipping standard and guidelines.

Step 3 – third step is booking a cargo for which the services of freight forwarder is required, as it isn't workable for an exporter to complete this progression themselves. Freight forwarder are answerable for booking a container (FCL or LCL) as far as you might be concerned, as per what is the most appropriate for your shipment.

Step 4 – The goods must be moved from the supplier's place to the port of the supplier's country (this should likewise be possible with the assistance of a cargo forwarder).

Ste 5 – Having marine insurance is one of the important steps before the shipment procedure take place.

Step 6 – Goods are stacked in FCL OR LCL container relying upon the volume and necessity of the trade transaction (the choice is either made by the managing parties or the freight forwarding agent) and after that load on to the vessel.

Step 7 – A bill of lading is issued after the goods loaded into the vessel.it is the important document in the whole shipping process as a contract between shipper and the carrier which holds the title of the goods and other important details about the transaction.

Step 8 – Once the goods are loaded into the shipment it passes through customs at the beginning port.

Step 9 – The goods are then handled for Delivery

Step 10 – once the goods arrives the destination port, the import customs clearance must be finished alongside paying tariff duty related with the imported cargo (if duty is applicable).

Step 11 - finally, the transportation of goods from the port to the buyer's place must be organized (which should again be possible with the help of freight forwarder).

Incoterms used in ocean shipping

There are certain incoterms used in international trade in oversea shipping to guarantee that the shipping bill is well co-ordinated between the buyer and seller as far as who is responsible for conducting the process and bearing the expenses of shipping. The commonly used incoterms while transporting goods via sea are as per the following:

FOB value:

Here, the responsibility of delivering cargo till the origin or exporter's country's port are carried by the seller, and the duties from there on rest with the buyer. This implies that the buyer bears the expense of oversea cargo.

FAS value:

The responsibilities of the parties are same as that under FOB. The only different between FAS and FOB is that in FAS the buyer is responsible for the cargo loaded in the vessel port.

CFR Value:

In this CFR Value the liability of the sellers extends only till the destination port, and that intend that here the seller is liable for bearing the expenses of sea cargo but not for obtaining insurance.

CIF value:

CIF obligations are similar to CFR responsibility in that the seller is responsible for the cost of ocean freight. And the main difference is that under CIF, he is also responsible for obtaining insurances.

The above-mentioned incoterms are limited to the sea/ocean transport. However, for inland waterway we can use the incoterms EXW, FCA, CIP, CPT, DAT, DDP and DAP.

TYPES OF CARGO CARRIED OVERSEAS

The following are the most common types of cargo carried used for shipping business:

BREAKBULK:

break bulk cargo shipping is a frequent way of transporting goods or cargo which can't fit in the standard size containers. Instead the cargo is rolled, lifted, or pushed the cargo into the ship or barge in bags, boxes, drums, barrels, and other handling equipment.

CONTAINER:

Container ships are referred as a Standard ISO container. With the average height of 20/40 feet, and its deadweight is between 8,000 and 20,000 tonnes. They have vertical beam which allow for long loads of products to be loaded. A container ship's procedure is fast than that of any other general-purpose carrier.

DRY BULK CARGO:

A dry bulk commodity is a raw material transported in a huge, unpacked packages, dry bulk is made up of unprocessed material that will be used in worldwide manufacturing and industry. The cargos, which can be grain, metal, and energy materials, are moved long distances in bulk via sea by the companies which is good at dry bulk delivery.

LIQUID BULK CARGO

Liquid bulk cargo is usually transported by ship which is usually referred as tankers which is specially made to carry liquid bulk cargos like gasoline, wine, and other beverages. These tanker ships come in many different size and shape which is largest measuring about a quarter mile in length.

1.2 objective of the study:

- To Study about the overseas cargo carried by Merchant Vessel
- To study about the cargo carried by Indian flag vessel overseas
- To study about the cargo carried by foreign flag vessel overseas
- To Suggest findings from the above study

1.3 Scope of the study:

This study has been made to analyse cargo carried by Indian flag vessel and foreign flag vessel overseas. It also includes the data of the total cargo carried. A comparative study on total cargo carried by Indian flag vessel and foreign flag vessel overseas is made with the ten years data collection.

1.4 Research methodology:

Research is the systematic investigation into existing or new knowledge. It is used to establish or confirm facts, reaffirm the results of previous work, solve new or existing problems, support theorems, or develop new theories. A research project may also be an expansion on past work in the field. In order to test the validity of instruments, procedures, or experiments, research may replicate elements of prior projects, or the project as a whole.

1.4.1 Research design

A research design is the arrangement of conditions for collection and analysis of data in a manner that aims to combine relevance to the research purpose with economy in procedure. It is the conceptual procedure with in which research is conducted. The main objective of this project is to gain a better understanding of the scale of rates.

1.4.2 Descriptive research

Descriptive research includes surveys and fact findings enquiries of different kinds. Major purpose of descriptive study is description of state of affairs as it exists at present. The main characteristics of this method is that the researcher has no control over the variables, only what has happened or what is happening can be reported. proper research design provides firm foundation and allows smooth and efficient sailing of project yielding maximum information a reliability of results, helps organizing ones ideas gives chance to foresee flows on inadequacies learning from other critical comments and evaluations.

1.5 LIMITATIONS OF THE STUDY

- Time limitation for the completion of project.
- Absence of previous research studies on this subject.
- Inadequate access to data.
- Time constraints.
- Inadequate sample size for statistical measurements.

CHAPTER 2

LITERATURE SURVEY

LITERATURE SURVEY

2.1 LITERATURE REVIEW

Fig.2

GERALD WANZALA WERIKHE (2015)

Dry ports are crucial to any country's or region's growth.

Any management model's success is dependent on the right policy efforts, effective execution, resource commitment, and proper coordination among sector participants.

It's also critical to have a proactive strategy to dry port development, rather than a reactive approach that just responds to a circumstance, as in the case of East Africa.

Government oversight of the sector is critical since private dry port developers and operators can occasionally exploit the public and third-party service provider

Governments must invest more resources in modern railways to connect nodes where private enterprises control and run dry ports, such as in East Africa, because private companies do not invest or do not have means to do so.

GEORGE K. VAGGELAS (2019)

The study proposes a framework for measuring port users' perceptions of port performance, such as shipping corporations.
This can be used for any reason in a port which involves reviewing a choice, a process, an infrastructure, or a service, and it is an important part of the decision-making process.
In terms of port policy implications, the evaluation of port users' perceptions of port performance can be part of a European ports observatory through a set of indicators that clearly reflect port users' satisfaction by engaging their perspective on port performance issues, rather than relying almost entirely on data generated by port authorities.
The construction of a European ports observatory could be the first step toward creating a fair playing field in the European port industry, at least in terms of developing a common platform for measuring port performance.
The study contributes to the conversation about port performance by going beyond the traditional efficiency method and including port users' perspectives on port performance, therefore analysing the issue from an effectiveness standpoint.
"More EU funding for transport, the best investment strategy for Europe," says the tagline, indicating a pressing need for quality improvements despite a paucity of financial resources.

TETTEH Evans Ago, YANG Hualong, GOMINA MAMA Fousséni (2016)

DEA is commonly used to determine the effectiveness of container terminals and ports.
Because cross-sectional data is vulnerable to seasonal variations in efficiency, panel data was utilised instead of cross-sectional data to avoid misleading inferences regarding the efficiencies of the ports under consideration.

Because very large ships take up too much berth space and take longer to work, the two largest ports in the world, Shanghai and Hong Kong, are experiencing considerable congestion.

The port of Tema in Ghana is regarded as the most efficient in West Africa, followed by Abidjan and Dakar.
This is due to the continuous waste of productivity throughout the years.
This implies that larger ports are not always the most efficient.

MARY R. BROOKS and ATHANASIOS A. PALLIS (2008)

The main goal of this article was to promote the creation of a conceptual framework that integrates many significant port performance components in a way that can be utilised to evaluate and alter existing governance models.

A number of distinct port governance setups have been identified as a result of the recent focus on port governance.

A number of distinct port governance setups have been identified as a result of the recent focus on port governance.

These changes have been implemented by governments and appropriate (in some cases, newly devolved) port authorities, and a significant transition phase has already occurred; now governments must guarantee that ports perform successfully and meet the goals that have been established for them.

While not discounting the first, it advocates for incorporating effectiveness into performance measurement in a more significant degree than has previously been the case.

Further research is needed to determine how ports with various configurations could go about doing such an evaluation (indicators, methodology), and then to determine what should be done in terms of governance realignment after such a performance evaluation.

Users' viewpoints and satisfaction levels are among the most overlooked concerns.

Flagging of merchant ships in India (2021)

Indian government has taken many steps to promote shipping in our country.

In order to develop the growth of shipping sector our Indian government has taken another key of action by approving a scheme to promote commercial ship flagging in India by the union cabinet.

Prior to pushing forward, will begin with the fundamentals of India’s shipping industry: As I have mentioned above India is the 16st largest maritime country in the world and the shipping industry is with highly competitive corporate environment that is significantly more liberalised as compared to other industries.

Each and every vessel should be qualified to fly the flag of the country to which that vessel belongs to and this flagging of ship is the important part in the maritime industry.

It is critical to realise that a freight/shipping quote provided an estimate of the overall shipping cost.

It is additionally being guaranteed that the flexibility in the allotment of fund for consumption over time one year to another and inside the different ministries/ department of the scheme.

2.2 LITERATURE GAP

The researcher has gone through the several literature relating to the above topic and found that most of the literature speaks on operational performances of the port, port governances, turnaround time of the vessel, analysis of container throughput, efficiency of container terminal operations, measurement of port performance and so on. Since my study is unique in nature and I have not come across the above referred study in any of the literature which I browsed, hence the study gains important. The researcher is keen to know whether the overseas cargo is carried through Indian flag vessel and foreign flag vessel.

When the cargo is carried to Indian flag abusively the Indian corporate will gain at the same time the overseas cargo is carried by the foreign flag the foreign shipping company will gain at the same when the rates are very competitive in the foreign vessel the shipper will gain due to low pricing since vessel operation and EXIMP trade is complex in nature the researcher made an attempt to find out the percentage of overseas cargo carried by Indian flag and foreign flag. The research seems to be very interesting which are explained in the concluding chapter.

CHAPTER 3

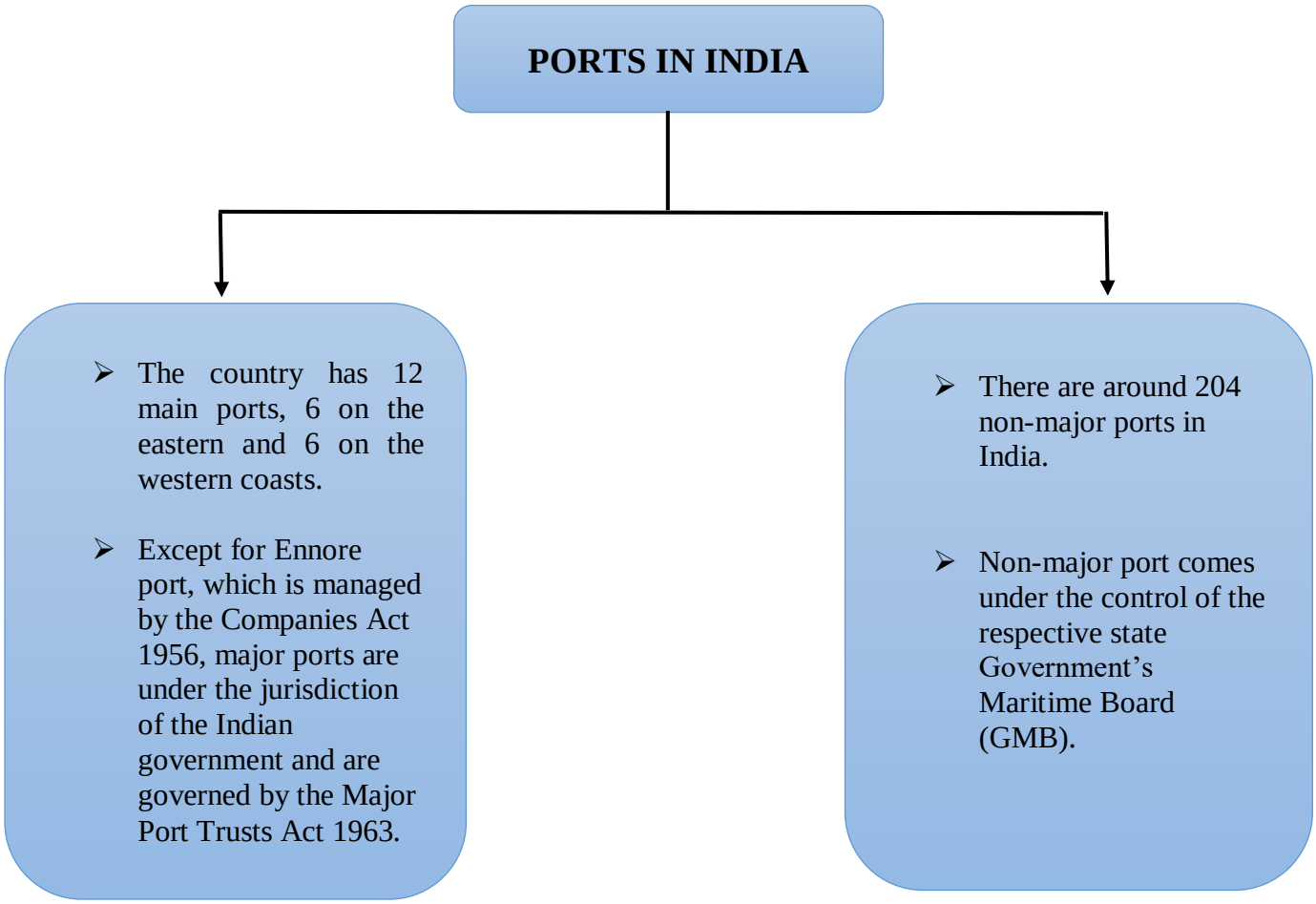
PORT PROFILE

PORT PROFILE

3.1 General port profile

India's coastline stretches over 7516.6 kilometres, making it one of the world's largest peninsulas. According to the Ministry of Ports, Shipping and Waterways, maritime transport accounts for roughly 95 percent of India's volume and 68 percent of its value. There are 13 major ports (12 government-owned and one private) serving it, as well as 187 notified minor and intermediate ports. Port Blair, which was designated as a significant port in 2010, was recently demoted. The following states have a total of 200 major and minor ports: Maharashtra (53), Gujarat (40), Tamil Nadu (15), Karnataka (10) and others (82). The Indian government wants to modernise these ports and associated infrastructure through the Sagarmala project, which was launched in 2015 and the National Maritime development programme, six mega ports will be developed in the country.

- The capacity of India's major ports was 1,514.09 million tonnes per annum (MTPA) in FY19P. The Maritime Agenda 2010-20 sets a target for port capacity of 3,130 MT by 2020.
- Major Indian ports handled 704.82 million tonnes (MT) of cargo traffic in FY20, representing a CAGR of 2.74 percent between FY16 and FY20.
- The entire budget for the Ministry of Shipping in the Union Budget 2020-21 is Rs 1,800 crore (US$ 257.22 million).



3.2 Specific port profile

There are 13 major port in India 12 are government owned whereas the Ennore port of Chennai is private owned. These 12 major ports in India, as well as the lesser ports, play an important role in the country's total trade and growth. 6 ports on the western and 6 ports on the eastern coasts i.e., K to K (Kandla to Kolkata).


Major Ports of India
Kandla
Kolkata-Haldia
Paradip
Mumbai
JNPT
Visakhapatnam
Mormugao
New Mangalore
Ennore
Chennai
Port Blair
Cochin
Tuticorin

1. Kandla port, Gujarat – The Bustling One

Fig.3

The Kandla port in Gujarat is the very first and possibly the busiest of all Indian ports. It is also India's most important seaport, and it is about 90 kilometres from Kutch. The name comes from its location in Kandla Creek. The port is fairly old, having been built in the 1950s following the partition of India and Pakistan. There is no doubt that this port is one of India's largest and most important ports because of the volume of cargo that passes through it.

Steel, iron machinery, gasoline, salt, textiles, grains, chemicals, and other common items are all shipped through this port.

2. MUMBAI PORT – Largest Indian Sea Port

Fig.4

Mumbai, India's largest port in terms of size and traffic, is located on the country's western coast. The port is located in a natural harbour with water depths of 10-12 metres, allowing large cargo ships to dock and pass easily. The Mumbai Port, which handles 20% of India's international trade, is vital to the country's economy and trade activities. It was India's first container terminal, handling more than 2 million TEU per year. It contains four jetties that regulate manganese, crude, and petroleum oil imports and exports, as well as textiles, tobacco, liquid chemicals, leather, and heavy machinery.

3. JNPT -The King of Port

Fig.5

The Jawaharlal Nehru Port Trust (JNPT) in Nhava Sheva is one of India's busiest container ports, with annual traffic of 5.05 million TEU (Twenty-Foot Equivalent Unit). It is one among the top 30 seaports in the world, with a steady increase in traffic over the last five years. It handles 56 percent of India's container traffic and will virtually treble capacity once the fourth terminal is finished. It was created in 1989 and is located in Navi Mumbai. It is also known as the King Port across the Arabian Sea. Machinery, chemicals, pharmaceutical products, textiles, carpets, plastics, and sporting goods are among the most common exports from the port.

4. MORMUGAO PORT – Witness Serenity

Fig.6

It is a major iron ore exporter port in the Mormugao district of Goa. The port is also a popular tourist attraction. It was one of the earliest ports to be built in India. The Konkan Railway has increased the attraction of this port. Iron ores, coconuts, manganese, cotton, and other nuts are some of the common cargoes transported. It is one of India's most tranquil and peaceful harbours.

5. NEW MANGALORE PORT – At the North of Gurpur

Fig.7

It is located in Panambur, Karnataka, at the confluence of the Gurupura River and the Arabian Sea. It is located on the Gurupura River's northern bank. The port started out small, accommodating only small vessels. It was, however, extended after the Fourth Five Year to accommodate larger ships. A harbour has been built around this plant in southern Karnataka to help manage operations around the port. Tea, coffee, oil, fish, rubber, crude oil, and fertilisers are some of the most common goods transported here.

6. COCHIN PORT-One of the largest

Fig.8

The Port of Cochin is one of the most important ports in South-West India, handling 11 million metric tonnes of imports annually. The port of Cochin was founded in 1928 and is located on two islands: Willingdon Island and Vallarpadam. The port handled over 0.4 million TEU of cargo in 2016. With an anchorage depth of approximately 14 metres and a cargo depth of more than nine metres, it can accommodate ships up to 500 feet long. The Ernakulum Canal and the Mattancheri Canal divide the inner bay into two navigation channels. Coffee, spices, tea, fertilisers, and mineral oils are the most common imports and exports.

7. TUTICORIN PORT - Built on artificial sea

Fig.9

Tuticorin Port known as the V.O. Chidambaranar Port Trust, generally, handles around 698,000 TEU annually. The all-weather port is also India's fourth-largest container terminal

by volume. The Sethusmudram Shipping Canal, which spans the shallow waters between India and Sri Lanka, will make the location suitable for mega-ships and significantly increase trade. Cooking oil, salt, grain, petroleum, and coal are all major imports and exports.

8. CHENNAI PORT – Third Oldest port in the country

Fig.10

The Port of Chennai is India's third-largest port, with 1.5 million TEU in yearly traffic. The port, which began official operations in 1881, is one of India's oldest. Despite the fact that the port was on the verge of becoming obsolete, its performance in 2018 increased by about 3.5 percent over the previous year. It holds the distinction of being the first specialised container terminal in India, which opened in 1983. It is an all-weather artificial harbour with wet docks. PSA International runs the second container terminal, which opened in 2009.

9.VISAKHAPATNAM PORT-Port with a History

Fig.11

The Visakhapatnam Port, popularly known as Vizag Port, is India's oldest shipyard, located on the country's east coast. It was established as an important seaport in 1933, and its 24 berths handle 1.2 million metric tonnes of cargo each year. There are three harbours: an outer, an inner, and a fishing harbour. This port transhipped more than 500 thousand TEU of goods in 2017. Iron ore, alumina, gasoline, pellets, and other common items are imported and exported through this port.

10. PARADIP PORT-Famous in the East

Fig.12

It was the first seaport on India's eastern coast to open after independence, located at the junction of the Mahanadi river and the Bay of Bengal in Orissa. It is a weather port located 100 kilometres east of Cuttack.

A depth of 12 metres surrounds the port, allowing it to carry cargo weighing more than 60,000 DWT. It was built during the Second Five-Year Plan period, growing significance over time. Iron ore, coal, and other dry cargo are some of the key components delivered here.

11. KOLKATA PORT-Biggest in the state

Fig.13

Kolkata is India's fourth busiest port, with an annual volume of 796,000 TEU. The port, often known as the "Gateway of Eastern India," handles freight from Australia and Southeast Asia. It uses two docking systems: Hyderabad docks and Kolkata docks. It's a natural river port with plenty of room for ships up to 500 feet long. Kolkata Port was India's first major port and a vital trading post during colonial times. It is the world's busiest jute port, as well as a major exporter of iron ore, copper, steel, leather, coal, and tea. Heavy machinery, fertilisers, paper, chemical products, and crude oil are all imported.

12. PORT BLAIR PORT- The 13th Best in India

Fig.14

Port Blair is located on the Andaman & Nicobar Islands. It is one of India's newest ports, located within a natural harbour with a depth of 12 to 13 metres. The Indian government designated Port Blair as an official shipping and cargo port due to its major economic benefits. Port Blair connects the Bay of Bengal and the Andaman Sea and can accommodate ships up to 500 metres long.

13. ENNORE PORT-One of the most easily Accessible

Fig.15

This one is presently known as Kamarajar Port Limited and is located 24 kilometres from Chennai's port. It is India's first corporate seaport and is a public enterprise with a government stake of 68 percent.

It is one of the most conveniently accessible ports due to its road and rail connections. This port is mostly in charge of coal handling. Every year, it transports about 16 million tonnes of coal. Ennore port is the only private owned among the 13 major ports.

3.3 OVERSEAS CARGO INDIAN FLAG VESSEL Vs FOREIGN FALG VESSEL:

Fig.16

REGISTRATION:

Every flag State has an obligation to keep a register of all ships flying its flag, and registration refers to the entry of facts into formal public records. 9 States have the authority to set their own registration requirements. The vessel comes under the authority of the State after registration, and the State takes on national and international duties for the vessel.

The registration also serves as prima facie evidence of the owner's ownership of the vessel, as well as recognition and protection of the owner's in rem rights.

10 Registration also allows you to name your vessel, apply for a radio call sign, and restrict your culpability in the event of a marine disaster.

Indian flagged ship:

A ship flies the flag of the country in which it is registered, and is subject to that country's tax authority. According to a so-called cabotage rule, the ships registered in India are allowed to carry cargo on local routes.

In India, ships must be registered under a Seagoing ship with mechanical means of propulsion weighing 15 tonnes net or more, regardless of how they are used, and those weighing less than 15 tonnes net but not exclusively on Indian shores, are eligible for registration under Part V of the Merchant Shipping Act, 1958.

Foreign flagged ship:

a vessel owned by a national of one country but registered under the maritime rules of another: American maritime companies really possess several foreign-flag vessels.

Flag of Convenience

While the goal of ship registry regulations is to ensure authentic flag state accountability, the practise of flying fake flags dates back to the Roman era and was used to avoid political or military adversaries or avoid pirate attacks.

Certain nations evolved as 'open registers' during the period between the two World Wars, i.e. governments that permit the registration of ships from any other nation with almost no limitations, such as Panama, Liberia, and the Marshall Islands6. The rivalry in state commerce and warfare among the major maritime nations aided its development.

INDIAN FLAGGED VESSEL Vs FOEIGN FLAGGES VESSEL:

INDIAN FLAG VESSEL REGESTRATION – Indian flag registration is one that is solely open to ship from the same country (INDIA). In other words, they only allow vessels owned by companies or individuals who are citizens of the country.

We can say Indian flag vessel registration are Closed registrations. Which traditionally had two requirements:

- incorporation in the country of registration, and
- a primary business location in the country of registration.

BENEFITS

This has a huge potential for job creation. Because Indian ships are required to hire only Indian seafarers, a rise in the Indian fleet will provide direct employment to Indian seafarers. It will also increase Indian seafarers' share of global shipping.

Furthermore, the expansion of the Indian fleet will create indirect jobs in businesses such as shipbuilding, ship maintenance, recruitment, and banking, as well as contribute to the country's GDP.

The subsidy assistance for Indian shipping companies allow for a greater amount of government imports to be carried on Indian flagships, as well as making India more attractive to flag merchant ships, boosting the shipping sector.

FOREIGN FLAG VESSEL REGISTRATION - The Foreign flag Registry has few limitations, which has led to accusations of substandard ships. Second registry, hybrid system, and bareboat charter registration are all included in the foreign registry.

foreign registration is an open registry, these open registrations are indicated by flag of convenience for ship. Open register is used by more than half of the world's shipping countries, including Panama, Liberia, and the Bahamas.

BENEFITS

TAX BENEFITS: ship owners will benefit from tax reductions offered by the government law and regulation if they apply for a foreign ship register service. Anyone wishing to register a vessel under the foreign Flag shall not be discriminated against because of their citizenship or nationality.

REASONABLE PRICES: In comparison to Indian flag vessel registration, the cost of registering a ship in foreign is significantly lower. Given that tax savings are built into the system, you will discover that it is far less expensive in the long run.

THERE IS NO MINIMUM TONNAGE RESTRICTIONS: There is no minimum tonnage requirement for vessel registration.

OWNERSHIP: Anyone or any firm can register ships under the foreign flag, regardless of nationality or place of business. The vessel will be protected, and the owner will remain anonymous.

CHAPTER 4

ANALYSIS & INTERPERTATION

ANAALYSIS AND INTERPERTATION

4.1 DATA COLLECTION

Data collection is a term used to describe a process of preparing and collecting data for example is part of a process improvements or similar project. The purpose of data collection is to obtain information to keep on record to make decisions about important issues to information or to others Primarily data is collected to provide information regarding a specific topic.

Data collection usually takes place early on in an improvement project and is often formalized through a data collection plan which often contains the following activity.

Pre-collection activity Agree goals, target data, definitions methods, Collection - data collection, Present Findings usually involves some form of sorting analysis presentation.

Prior to any data collection pre-collection activity is one of the most crucial steps in the process. It is often discovered too late that the value of their interview information is discounted as a consequence of poor sampling of both questions and informants and poor clicitation techniques. After pre- collection activity is fully completed data collection in the field whether by interviewing or other methods can be carried out in a structured, systematic and scientific Way.

A formal data collection process is necessary as it ensures that data gathered is both defined and accurate and that subsequent decisions based on arguments embodied in the findings are valid. The process provides both a baseline from which to measure from and in certain cases a target on what to Improve.

TYPES OF DATA COLLECTION

Types of data collection are primary data and Secondary data primary data are those which are collected afresh and for the first time with the help of questionnaire interview and so in this study I used secondary data in order to me the requirements of the purpose.

SECONDARY DATA

Data secondary data means that are already available i.e. they refer to the data which have already been collected and analyzed by Someone else. When the researcher utilizes secondary data then he/she has to look into various sources from where he can obtain them.

Secondary data may either published data or unpublished data. Usually published data are available in:

(a) Various publication of governments
(b) Various publications of foreign governments or subsidiary Organizations.
(c) Technical and trade journals
(d) Books, magazines and newspapers
(e) Reports and publications of various associations
(f) Reports prepared by research scholars
(g) public records and statistics.

The sources of unpublished data are many:

(a) Unpublished biographies
(b) Trade associations
(c) Others Public/Private individuals and Organizations.

4.2 ANALYSIS AND INTERPERTATION

BRAEK BULK CARGO - INDIAN LINE

Year	Share of Indian Line	CAGR
2009-2010	2.27	-
2011-2012	6.75	200%
2012-2013	4.64	-33.33%
2013-2014	4.11	0%
2014-2015	6.06	50%
2015-2016	4.66	-33.33%
2016-2017	3.76	-25%
2017-2018	3.12	0%
2018-2019	2.95	-33.33%
2019-2020	0.65	-50.00%

Table.1

[Source: Basic Port Statistics 2009 -2020]

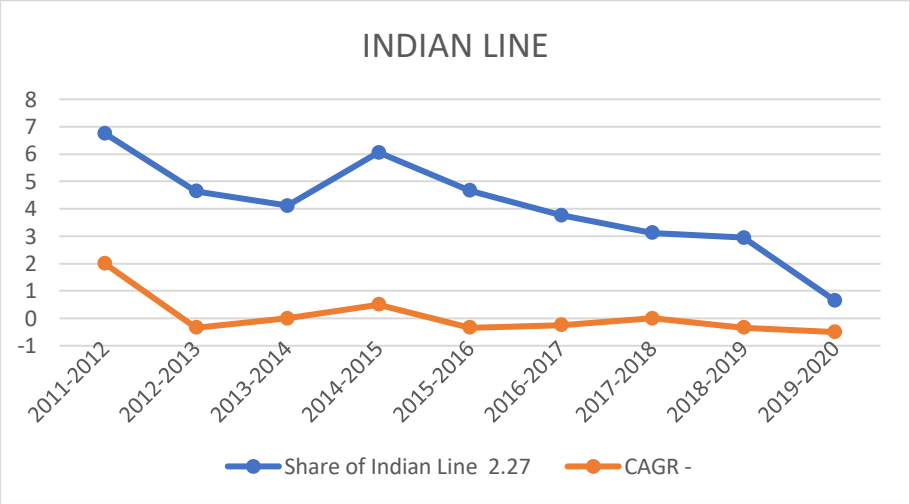


Fig.17

From the above graph and table, we can observe that there is a slight decline in annual growth rate in the year of 2009 to 2010,and the next annual year of 2011-12 it shows better peak than the last annual year ,and the year of 2012-13 it indicates negative annual growth, and next annual year of 2013-14 it indicates neutral CAGR , and the year of 2014-15 it shows positive growth than the last annual year, and next year of 2015 to 2020 it frequent decline in the annual growth rate.

BRAEK BULK CARGO – FOREIGN LINE

Year	Share of foreign Line	CAGR
2009-2010	50.07	-
2011-2012	56.93	12%
2012-2013	66.82	17.86%
2013-2014	58.13	-12.12%
2014-2015	52.86	-10.34%
2015-2016	55.87	5.77%
2016-2017	41.3	-25.45%
2017-2018	41.17	0%
2018-2019	33.05	-19.51%
2019-2020	37.11	12.12%

Table.2

[Source: Basic Port Statistics 2009 -2020]

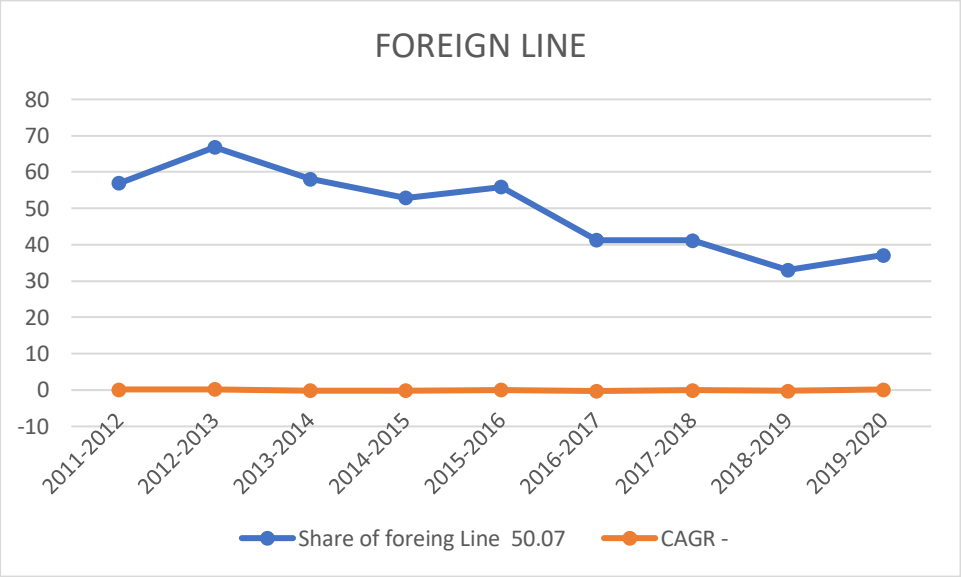


Fig.18

This graph shows the increase in the annual growth for the year 2009-10 and 20011-12 of 12% and 17.86% respectively. And then the growth has been declined to -12.12% in the year 2013-14 and -10.34% in the year 2013-2014 as we can see in the table, 2015-16 CAGR has increased to 5.77%. again, the annual rate has decreased in the year of 2016-17 and 2018-2019.in 2019-2020 it was 12.12%.

CONTAINER – INDIAN LINE

Year	Share of Indian Line	CAGR
2009-2010	1.86	-
2011-2012	2.89	100%
2012-2013	2.28	0%
2013-2014	2.68	0%
2014-2015	1.78	-50%
2015-2016	1.33	0%
2016-2017	2.29	100%
2017-2018	5.75	150%
2018-2019	8.07	60%
2019-2020	6.17	-25%

Table.3

[Source: Basic Port Statistics 2009 -2020]

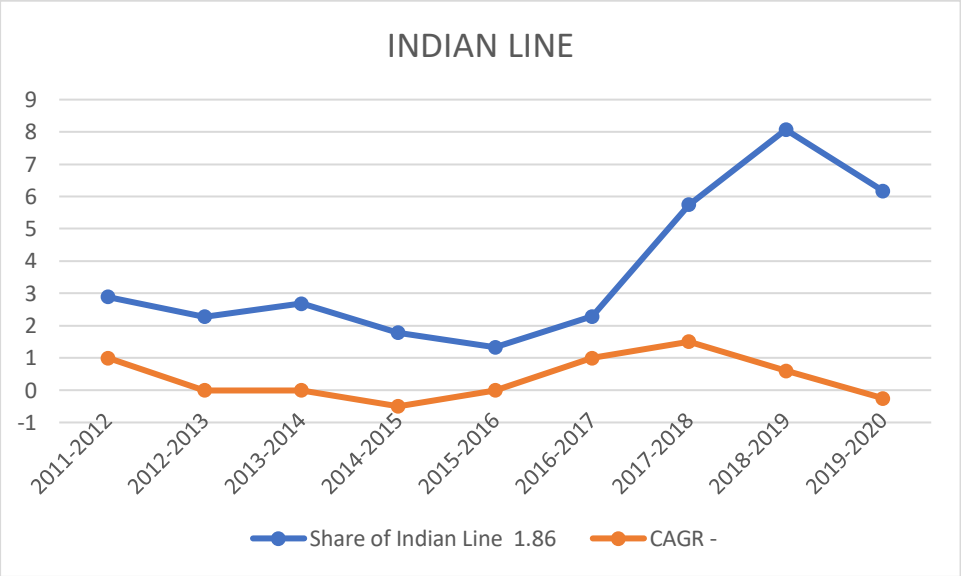


Fig.19

The cargo carried by containers through Indian line have been increasing every year starting from 2009 according to the data collect but except the year 2014-15 and 2019-2020 i.e., -50% and -25% respectively.

CONTAINER – FOREIGN LINE

Year	Share of foreign Line	CAGR
2009-2010	129.09	-
2011-2012	137.78	6.20%
2012-2013	137.86	0%
2013-2014	144.64	5.11%
2014-2015	158.98	9.72%
2015-2016	165.71	4.43%
2016-2017	171.16	3.64%
2017-2018	191.55	11.70%
2018-2019	205.47	7.33%
2019-2020	215.75	4.88%

Table.4

[Source: Basic Port Statistics 2009 -2020]

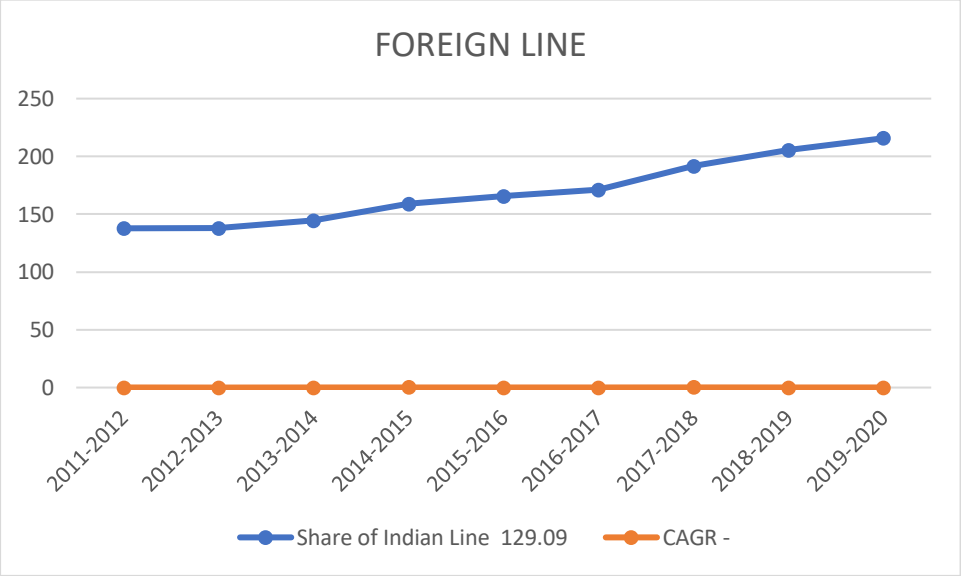


Fig.20

As we can see in this graph the annual growth rate of container share of foreign line has increased from 2009-2020.the highest annual growth rate was 11.7% in the year 2017-2018 and the least growth rate is around 0% in the year 2012-13.

DRY BULK CARGO – INDIAN LINE

Year	Share of Indian Line	CAGR
2009-2010	22.147	-
2011-2012	24.41	9.09%
2012-2013	22.23	-8.33%
2013-2014	23.32	4.55%
2014-2015	28.2	21.74%
2015-2016	30.26	7.14%
2016-2017	12.473	-60%
2017-2018	11.83	-8.33%
2018-2019	20.27	81.82%
2019-2020	11.51	-45%

Table.5

[Source: Basic Port Statistics 2009 -2020]

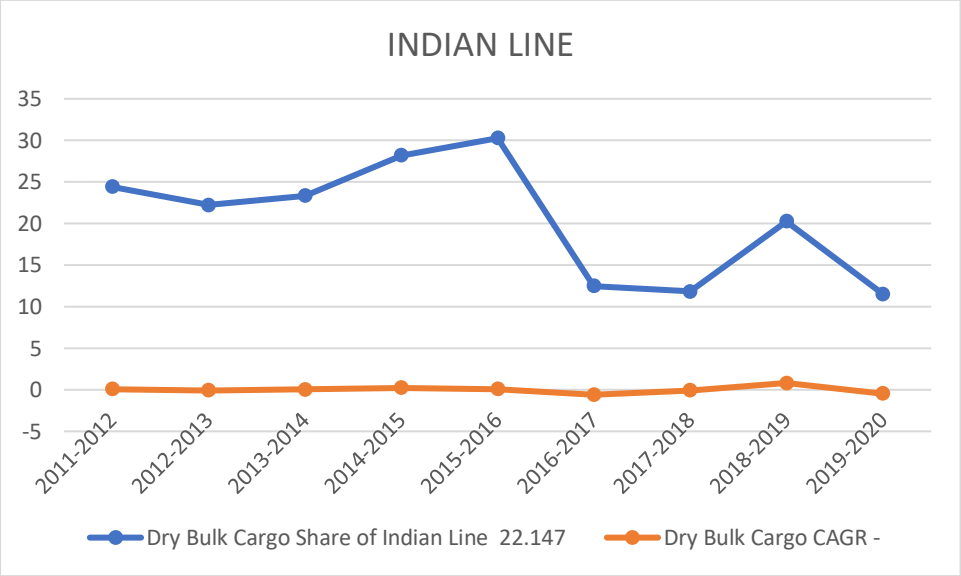


Fig.21

From the given table and graph it is observed that the annual growth was 9.09% in the year 2011-2012, in 2012-13 the growth rate has decreased around -8.33% and for next three year there is an increase as compare to the previews year.in 2016-17 the share of Indian line is 12.473 and CAGR -60%.2018-19 is the year were CAGR percentage is higher of 81.82% as we can see.

DRY BULK CARGO – FOREIGN LINE

Year	Share of foreign Line	CAGR
2009-2010	259.623	-
2011-2012	248.17	-4.25%
2012-2013	237.89	-4.44%
2013-2014	262.26	10.55%
2014-2015	324.77	23.66%
2015-2016	299.56	-7.72%
2016-2017	347.627	16.05%
2017-2018	351.2	1.15%
2018-2019	374.09	6.55%
2019-2020	405.42	8.29%

Table.6

[Source: Basic Port Statistics 2009 -2020]

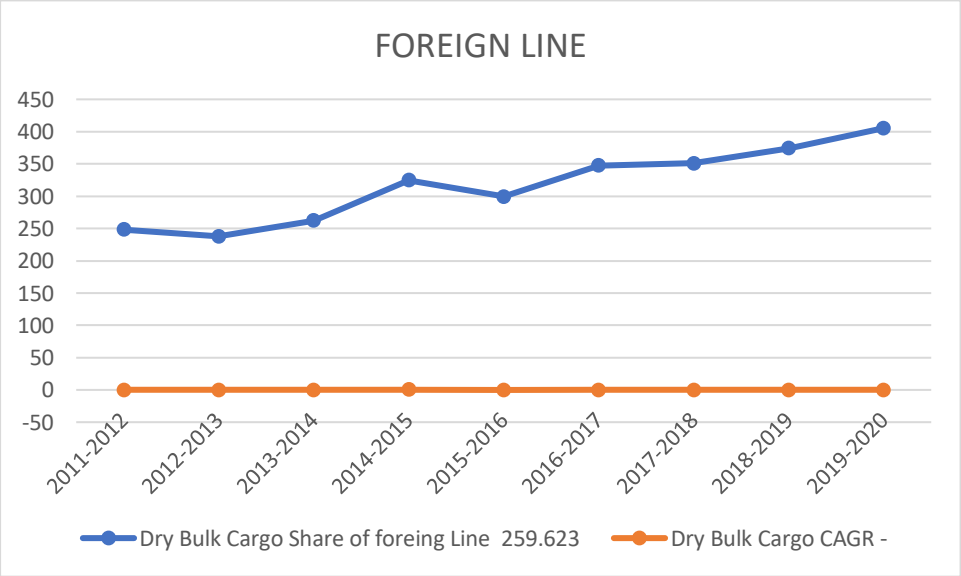


Fig.22

It is understood from the above graph that there is a slight difference in the annual growth rate in the year 2011-12(-4.25%) and 2012-13(-4.44%).in 2013-14 the growth rate is 10.55% and in 2014-15 the growth rate is 23.66%. and in the year 2015-16 the rate has decreased to -7.72% after the annual rate have positive growth.

LIQUID BULK- INDIAN LINE

Year	Share of Indian Line	CAGR
2009-2010	31.69	-
2011-2012	48.04	54.84%
2012-2013	41.08	-14.58%
2013-2014	38.81	-7.32%
2014-2015	29.51	-23.68%
2015-2016	33.91	13.79%
2016-2017	41.55	24.24%
2017-2018	49	19.51%
2018-2019	48.36	-2.04%
2019-2020	51.52	6.25%

Table.7

[Source: Basic Port Statistics 2009 -2020]

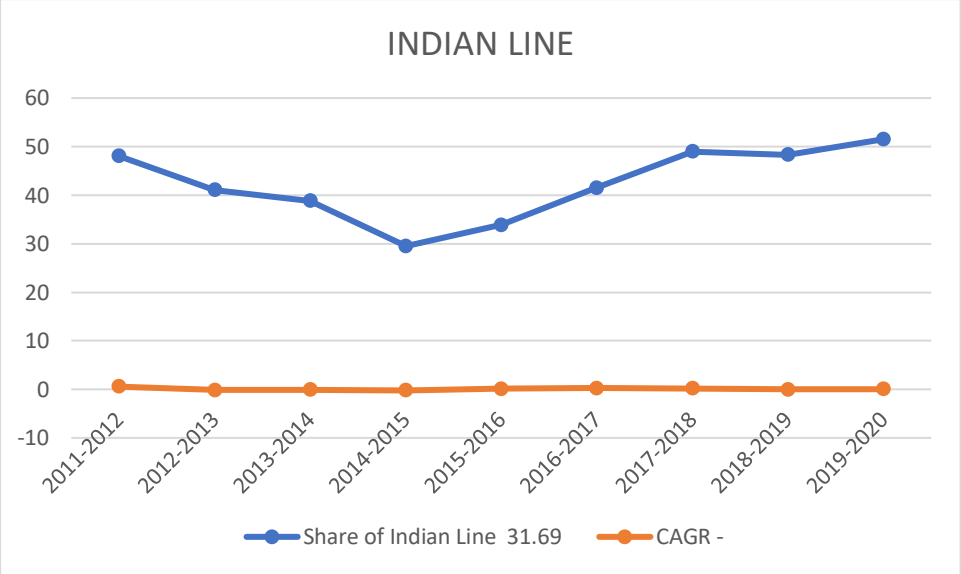


Fig.23

The share of Indian line in carrying liquid bulk cargo have 54.84% of CAGR in the year 2011-12.the growth have slowly reduced for the next few years (-14.58%, -7.32%, -23.68%) respectively. And again, the growth rate has stared increasing but suddenly in 2018-19 the annual growth has declined (-2.04%) in 2019-20 CAGR IS 6.25%.

LIQUID BULK – FOREIGN LINE

Year	Share of Indian Line	CAGR
2009-2010	232.27	-
2011-2012	229.93	-1.29%
2012-2013	258.95	12.66%
2013-2014	277.16	7.36%
2014-2015	277.41	0%
2015-2016	301.26	8.66%
2016-2017	312.41	3.65%
2017-2018	321.93	2.88%
2018-2019	326.85	1.56%
2019-2020	338.11	3.68%

Table.8

[Source: Basic Port Statistics 2009 -2020]

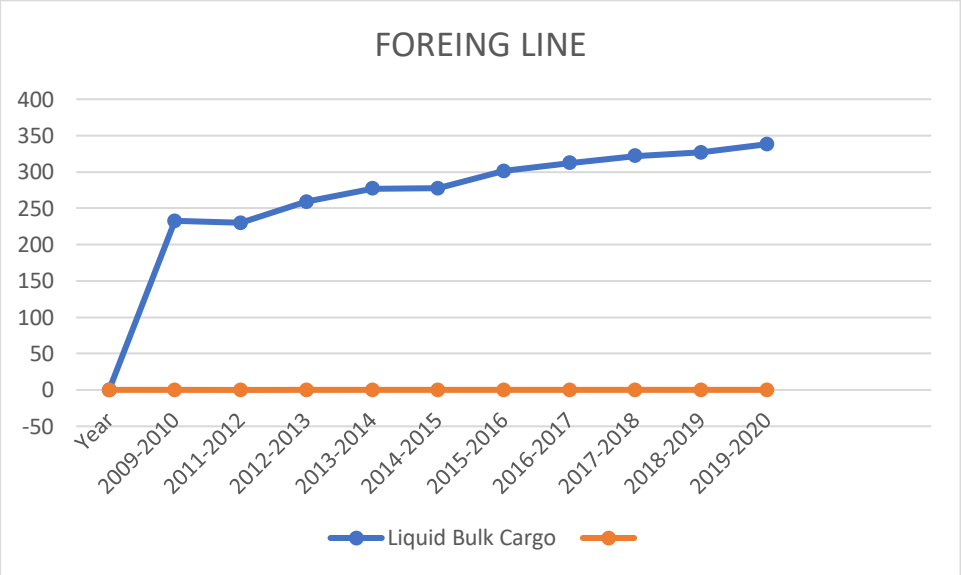


Fig.24

As we can observe the share of foreign line in liquid bulk cargo is -1.29% of annual growth in the year 2011-12,12.66% in the year 2012-13, 7.36% in the year 2013-14 and so on. The annual growth rate regarding liquid bulk cargo in foreign line have increased whereas the highest growth rate is 12.66% in the year 2012-13and lowest rate in the year 2014-15 0% as given.

4.2.1 PERCENTAGE OF INDIAN AND FOREIGN LINE

2009-2010

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	4.34	95.66
Container	1.42	98.58
Dry Bulk Cargo	7.86	92.14
Liquid Bulk Cargo	11.96	86.92
TOTAL	**25.58**	**373.3**

Table.9

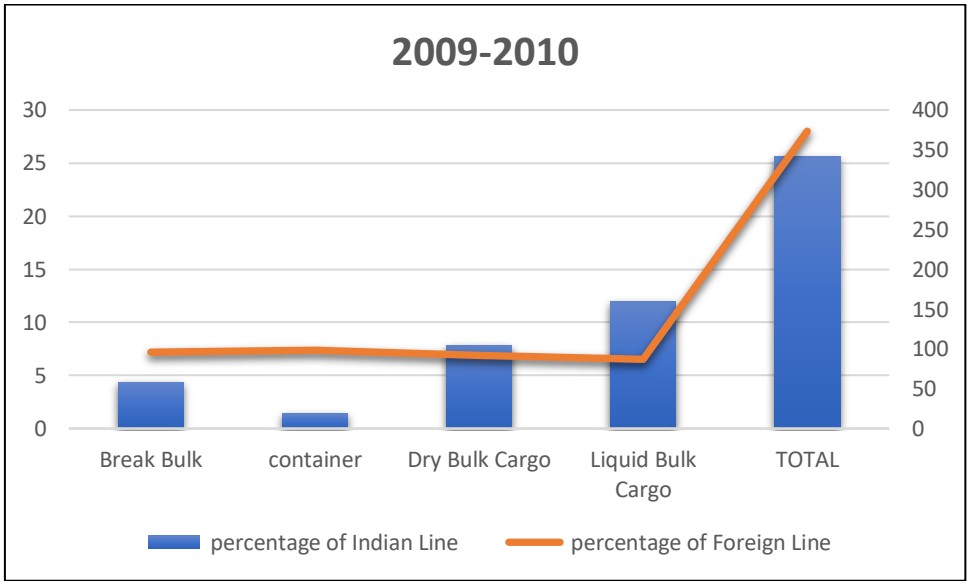


Fig.25

The above table illustrate the comparison between Indian line and foreign line percentage in respect to the cargo it carries in the year 2009-2010. In case of break bulk, the percentage of foreign line is higher (95.66) as compare to the Indian line (4.34). in terms of container, Dry bulk cargo, and liquid bulk cargo the percentage of Indian line is 1.42,7.86 and 11.96 and the percentage of foreign line is 98.58, 92.14 and 86.92 respectively.

Overall the total percentage of foreign line is 373.3 and 25.58 % in Indian line. So finally, we can conclude saying that in the year 2009-2010 the foreign line percentage is more as compare to the Indian line.

2011-2012

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	10.6	89.4
Container	2.05	97.96
Dry Bulk Cargo	8.96	91.044
Liquid Bulk Cargo	7.28	82.71
TOTAL	**28.89**	**361.114**

Table.10

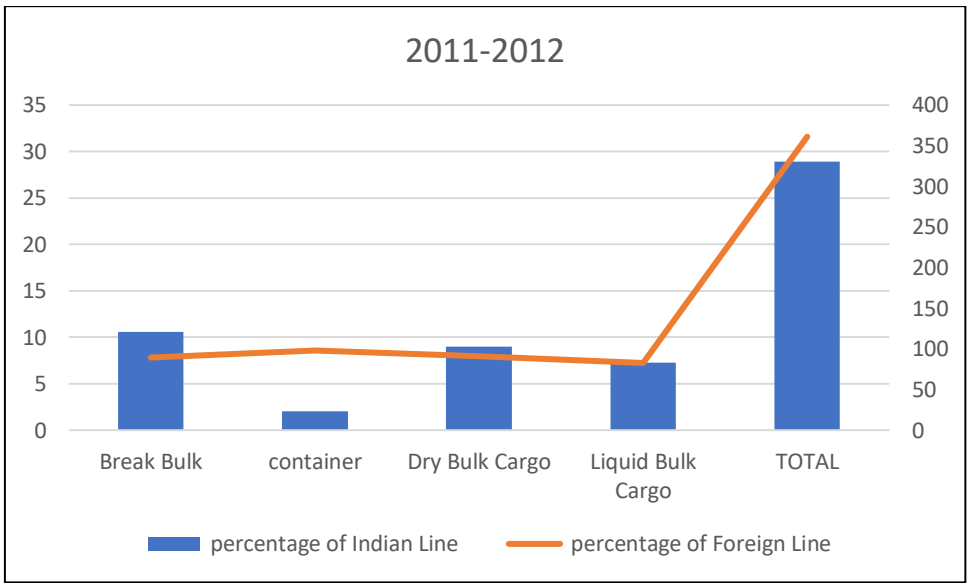


Fig.26

In the year 2011-12 break bulk cargo has 10.6 % regarding Indian line and 89.4% in foreign line.as comparing the all the given cargo break bulk cargo has higher percentage in respect to Indian line. the percentage of Indian line in container, Dry Bulk, Liquid Bulk is 2.05, 8.96, 7.28 respectively. whereas the percentage of foreign line is 97.96 for container, 91.044 for Dry Bulk, and 82.71 for Liquid Bulk as we can see in the above graph.

So, finally from this graph we can understand that the overall total for foreign line is 361.114% and 28.89 % regarding Indian line hence, foreign line is higher than Indian line.

2012-2013

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	6.49	93.49
Container	1.63	98.37
Dry Bulk Cargo	8.55	91.45
Liquid Bulk Cargo	13.69	86.3
TOTAL	**30.36**	**369.61**

Table.11

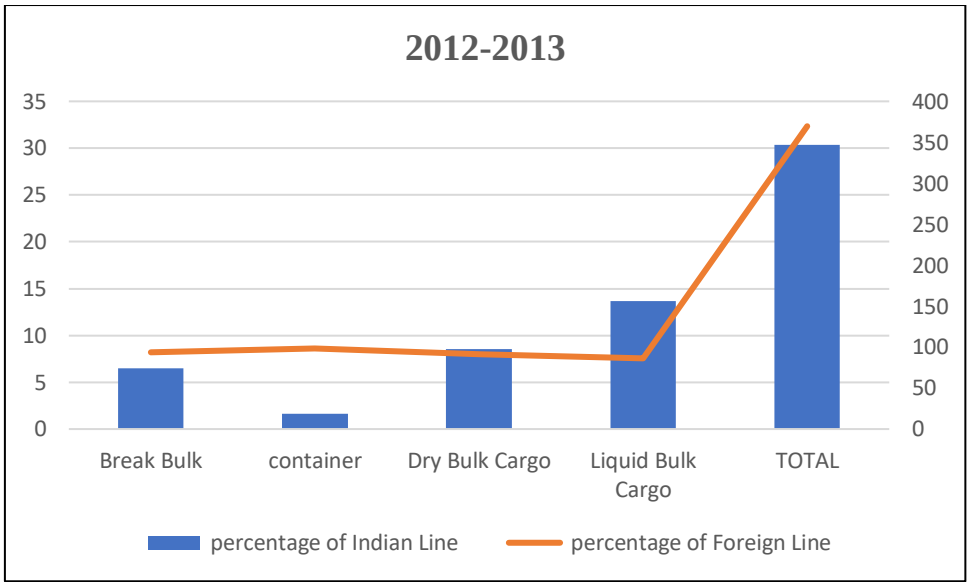


Fig.27

From the given graph and table above, we can see that in the year 2012-2013 the foreign line growth is more than that of Indian line. the highest percentage of cargo carried by the Indian line is Liquid bulk (13.69). the highest percentage of cargo carried by the foreign line is Container (98.37).

overall in the 2012-2013 the growth of Indian line (3.0.36) is lower as compare to foreign line (369.61).

2013-2014

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	6.603	93.39
Container	1.82	98.18
Dry Bulk Cargo	8.17	91.83
Liquid Bulk Cargo	12.28	87.71
TOTAL	**28.873**	**371.11**

Table.12

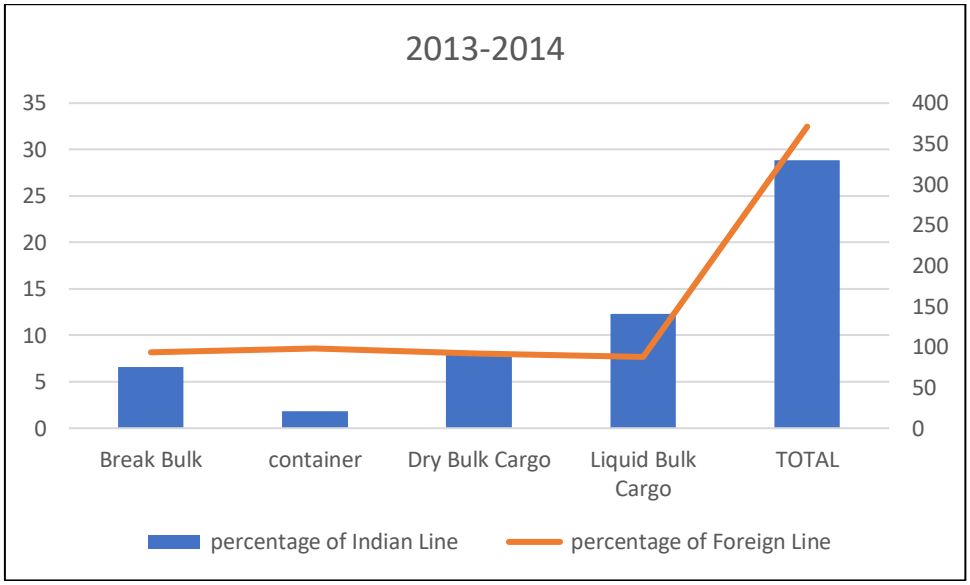


Fig.28

As we can understand from the given table and graph for the year 2013-2014 the Break Bulk cargo carried by Indian line is 6.603% but the percentage of foreign line is 93.39 %.container carried by Indian line is 1.82%, regarding foreign line it is around 98.18%, Dry Bulk cargo carried by Indian line and foreign line is 8.17% and 91.83% respectively, percentage of Indian line is 12.28 and 87.71% in foreign line for Liquid Bulk cargo.

2014-2015

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	10.29	89.71
Container	1.11	98.89
Dry Bulk Cargo	7.99	92.01
Liquid Bulk Cargo	9.61	90.38
TOTAL	**29**	**370.99**

Table.13

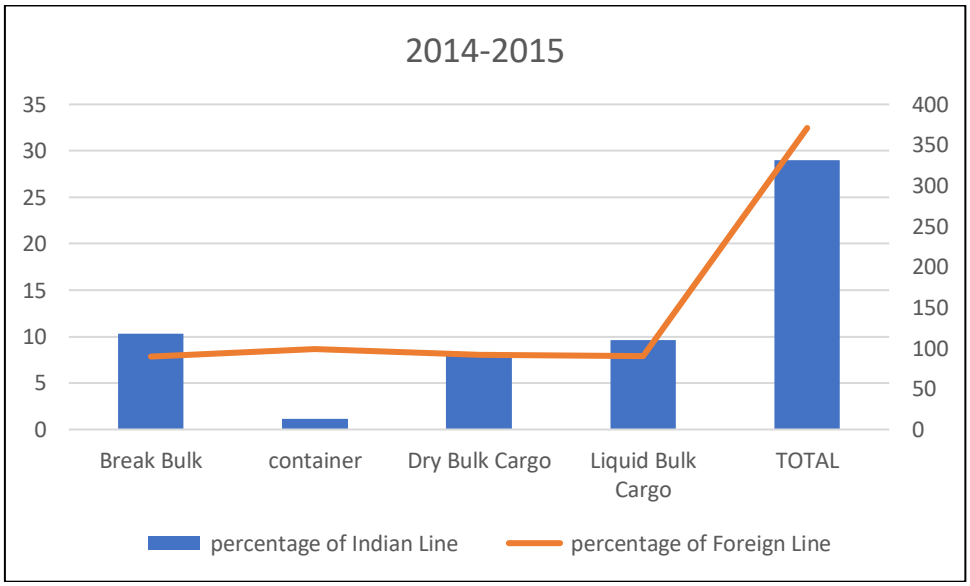


Fig.29

As per 2014-2015 graph the growth of Indian line is very low as compare to foreign line percentage. Were the lowest cargo carried by Indian line is container of 1.11% and the highest is Break Bulk of 10.29 %. The overall total percentage of Indian line is 29% and for foreign line is 370.99% so from this we can understand in the year 2014-2015 the percentage of foreign is higher than that of Indian lines percentage.

2015-2016

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	7.69	92.3
Container	0.79	99.2
Dry Bulk Cargo	9.17	90.82
Liquid Bulk Cargo	10.11	89.88
TOTAL	**27.76**	**372.2**

Table.14

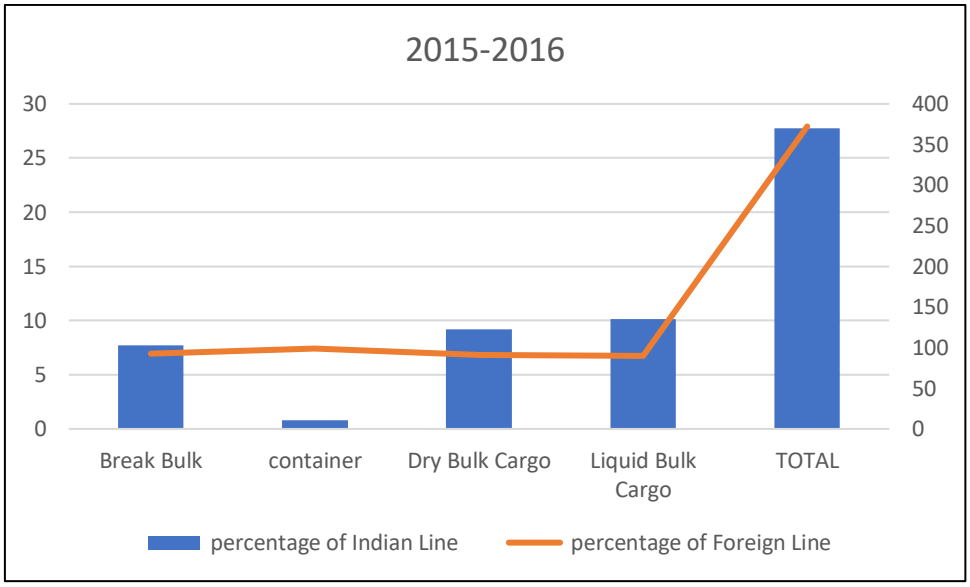


Fig.30

In the year 2015-2016 the growth of break bulk regarding Indian line is 7.69% and foreign line is 92.3%. the percentage of Indian line in container, Dry Bulk, and Liquid Bulk is 0.79%, 9.17%, and 10.11% respectively and in case of foreign line it is 99.2%, 90.82%, and 89.88% for Container, Dry Bulk and Liquid bulk respectively. So, the total percentage of Indian line is 27.76% and 372.2% in case of foreign line.

2016-2017

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	8.344	91.65
Container	1.32	98.68
Dry Bulk Cargo	3.46	96.54
Liquid Bulk Cargo	11.73	88.26
TOTAL	**24.854**	**375.13**

Table.15

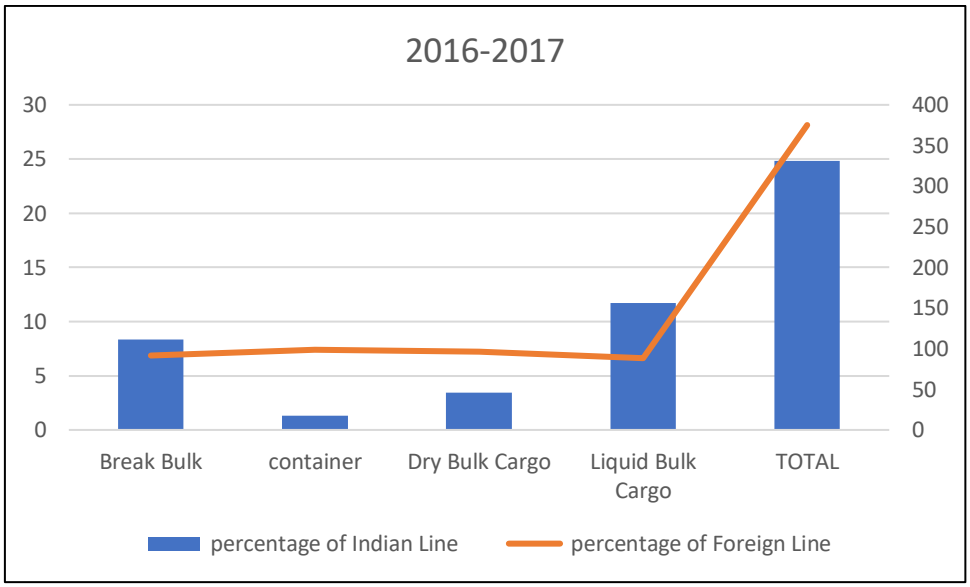


Fig.31

As per the above graph break bulk cargo has 8.344% of Indian line and 91.65% of foreign line, Container has 1.32% in Indian line and 98.68% of foreign line, In Dry Bulk 3.46% of Indian line and 96.54% of foreign line and Liquid Bulk cargo has 11.73% of Indian line and 88.26% of foreign line. As per 2016-2017 data foreign line has highest growth of 375.13% and Indian line as 24.854%.

2017-2018

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	7.044	92.95
container	2.91	97.08
Dry Bulk Cargo	3.26	96.74
Liquid Bulk Cargo	13.21	86.79
TOTAL	**26.424**	**373.56**

Table.16

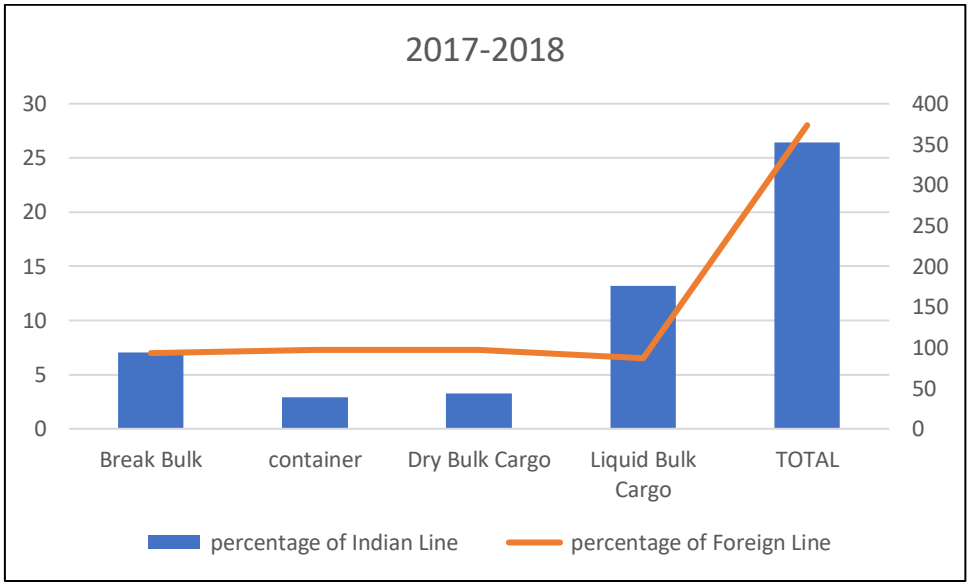


Fig.32

From the above graph for the year 2017-2018 we can see that the cargo like Break Bulk, Container, Dry Bulk and Liquid Bulk percentage are more in respect to the foreign line like92.95, 97.08, 96.74 and 86.79 respectively. The Indian line percentage are 7.004% for Break bulk, 2.91% for Container, 3.26% for Dry bulk and 13.21% for Liquid Bulk cargo. The overall percentage is 26.424% in Indian line and 373.56% in Foreign line for the year 2017-2018.

2018-2019

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	8.19	91.8
Container	3.78	96.22
Dry Bulk Cargo	5.14	94.86
Liquid Bulk Cargo	12.89	87.11
TOTAL	**30**	**369.99**

Table.17

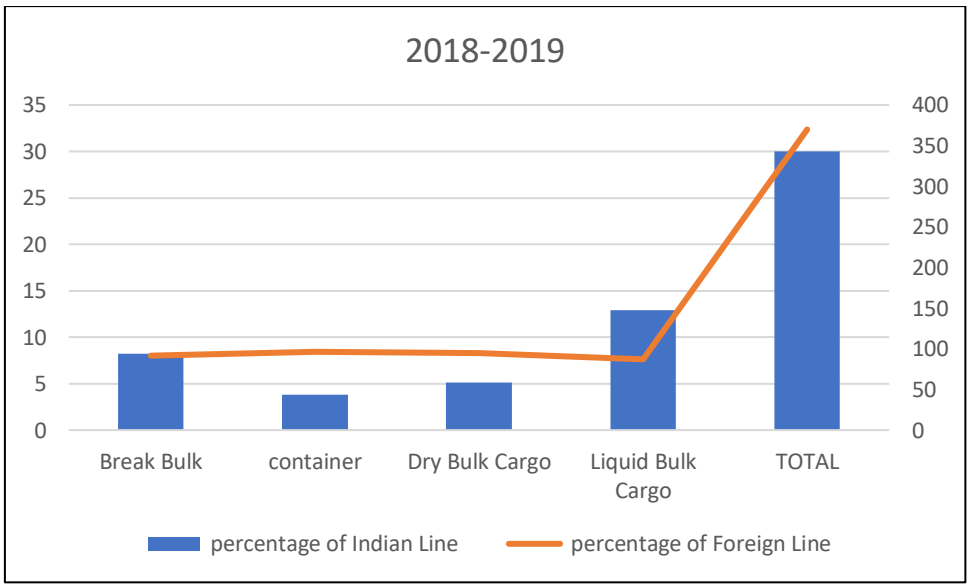


Fig.33

In the year 2018-2019 the highest cargo carried by Indian line is Liquid Bulk cargo of 12.89% whereas the lowest is Container 3.78%. as per foreign line the highest percentage of cargo carried is Container 96.22% and lowest is Liquid Bulk cargo 87.11%. The total percentage of cargo carried by Indian line is 30% and the total percentage of cargo carried by Foreign line is 369.99%.

2019-2020

Type of cargo	percentage of Indian Line	percentage of Foreign Line
Break Bulk	1.72	98.27
Container	2.78	97.21
Dry Bulk Cargo	2.76	97.23
Liquid Bulk Cargo	13.22	86.77
TOTAL	**20.48**	**379.48**

Table.18

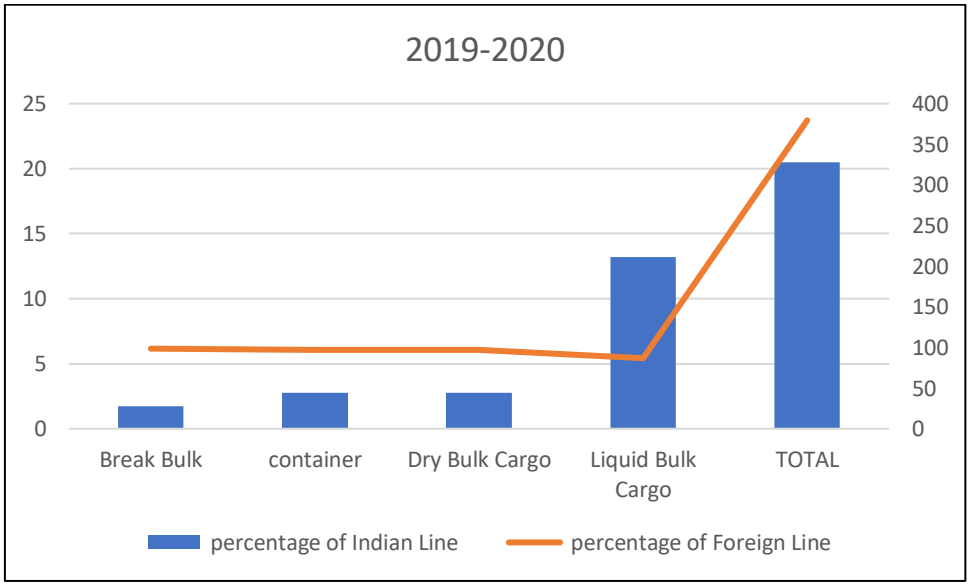


Fig.34

The above illustrated graph shows that the Break bulk cargo carried by Indian line is 1.72% and 98.27% carried by foreign line. Container carried by Indian and foreign line is 2.78% and 97.21% respectively. Dry bulk and liquid bulk cargo carried by Indian line is 2.76% and 13.22%, foreign line 97.23% and 86.77% respectively.

CHAPTER 5

CONCLUSION

CONCLUSION

5.1 FINDINGS

The total cargo carried by both Indian flag vessel and foreign flag vessel is 7252.76 in that the share of Indian flag vessel is 694.46 and foreign flag vessel is 8138.19. so, it is understood that the total cargo carried by foreign flag vessel is more than Indian flag vessel from 2009 to 2020, because as compared to the service provider by the other countries is much low than compared to India, value added service supported by the leading countries like panama, libria, Singapore may not be afforded by India government.

The Indian government is considering easing nationality requirements for ship registration by enabling vessels that are substantially owned by Indian firms, as well as those owned by OCIs and LLPs, to register under the Indian flag.

Ships purchased under the (BBCD) route will be allowed to register in India before the charter period ends, until then, it will fly the flag of the country in which it is registered. Although India allows 100% (FDI) in the shipping industry, international fleet owners have been hesitant to set up shop there due to the country's unfavorable tax and operational conditions, increase shipping tonnage, the government is trying to use the updated 'Make in India' policy for public procurement of services.

5.2 SUGGESTION

After finding lot of information's regarding overseas cargo carried by Indian flag vessel and foreign flag vessel, it is understandable that the growth of foreign flag vessel is more as compare to the Indian flag vessel. And the growth is because of the benefits (low tax, competitive cost, safety, etc.,.) which is provide by the foreign government to the shipper who register their vessel under foreign flag. The main problem faced by Indian flag vessel Is the tax rate is higher than the service provided. Taxes such as Customs Duty on Bunkers, Landing Fees, and Income Tax have to be reduced.

All major and minor ports in India must urgently boost their capacity. As the cycle time of Indian cargoes has made them uncompetitive on a global scale due to transshipment ports in other nations. Aside from road construction, energy and overall infrastructure development are also urgently needed to help for the development of Indian flag vessel.

5.3 CONCLUSION

As discussed in the project The India is the world's 16th largest maritime nation, has experienced rapid growth in the sector. The government has made a number of measures to boost shipping in the country. Shipping plays a crucial role in India's economy's transportation sector, since it transports 95 percent of the country's trade by volume and 68 percent by value. Ship flagging is another significant part of this sector, as a ship can only fly a country's flag after being registered in that country. The purpose of registration is to ensure that those who are entitled to the benefits and protection of the Indian flag obtain them. The ship's registration is important for a vessel. The growth of Indian flag vessel is less as compare to the foreign flag vessel as per the data’s collected and compared.

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ABBREVIATION

FCL – Full Container Load

LCL - Less than Container Load

FOB - Free on Board

FAS – Free Alongside Ship

CFR – Cost and Freight

CFI – Cost, Insurance and Freight

FCA – Free Carrier

CIP – Carrier and Insurance Paid to

CPT – Carrier Paid to

DAT – Delivered at Terminal

DDP – Delivery Duty Paid

DAP – Delivered at Place