



CFSAI/TA/06/2025-26

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## **CFSAI Trade Advisory**

### **Operational Delays in Export Gate-In & Import Container Evacuation – JNPA**

CFSAI wishes to inform all stakeholders of the EXIM containerized trade that the movement of containers across the JNPA cluster is currently experiencing significant disruption due to a combination of operational and external factors.

#### **Congestion at Terminal Gates**

In the prevailing geo-political scenario, there has been a substantial influx of International Transshipment Containers (ITC), resulting in a marked slowdown in terminal gate operations. This has led to frequent congestion on approach roads to the terminals, with trailers (TTs) and drivers experiencing extended waiting times of several hours before gaining entry.

#### **Elevated Yard Density and Operational Constraints**

Increased discharge volumes of transshipment cargo have led to high yard density levels at terminals, adversely impacting operational efficiency. Even after gate-in, trailers are facing prolonged turnaround times within terminals. Additionally, due to yard space constraints, terminals are unable to adhere to FIFO (First-In-First-Out) principles for container handling, thereby contributing to operational backlogs.

#### **External Factors Impacting Evacuation**

In addition to infrastructure-related challenges, several external factors—beyond the control of CFSAI members—have further aggravated the situation. As highlighted by the transporters' association, NSCOWA, there is a seasonal shortage of trailer drivers. While a 15% shortage is typical annually, the current deficit has escalated to an unprecedented level of approximately 40-45%. This is attributed to recently held elections in eastern states (which are a major source of driver workforce), adverse weather conditions, and other related disruptions.

In view of the above challenges, CFSAI has been actively engaging with all key stakeholders, including senior management at JNPA and representatives of the transporters' association, to explore practical and coordinated solutions.

Given the exceptional and unforeseen nature of the current situation, it may be treated as **force majeure**, being beyond the control of CFSAI member Container Freight Stations. Accordingly, member CFSs cannot be held responsible for delays or any consequential impacts arising from these circumstances.

For **Container Freight Stations Association of India**

Secretary General

