

भारत के पत्तन क्षेत्र का अद्यतन
UPDATE ON INDIAN PORT SECTOR
(31.03.2020)



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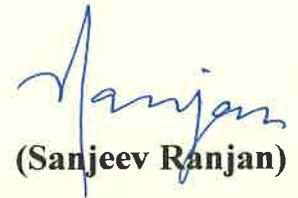
सचिव
SECRETARY
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GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय
MINISTRY OF SHIPPING

PREFACE

The Transport Research Wing in the Ministry of Shipping has been bringing out the biannual publication “*Update on Indian Port Sector*”. Present issue (upto March 2020) is thirty fifth in the series of the publication “*Update on Indian Port Sector*”. The last issue contained data up to September, 2019.

The current issue of the “*Update on Indian Port Sector*” includes the information on the performance of Major and Non-Major Ports for the period up to end of March, 2020. The list of private sector/captive/joint sector port projects under implementation/consideration at Major Ports and Non-Major Ports have also been included.

The cooperation extended by the concerned source authorities is gratefully acknowledged. The officers and staff of TRW deserve special mention for the committed effort put in by them for bringing out the publication.


(Sanjeev Ranjan)

New Delhi
August 25, 2020

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UPDATE ON INDIAN PORT SECTOR
(UP TO 31.03.2020)

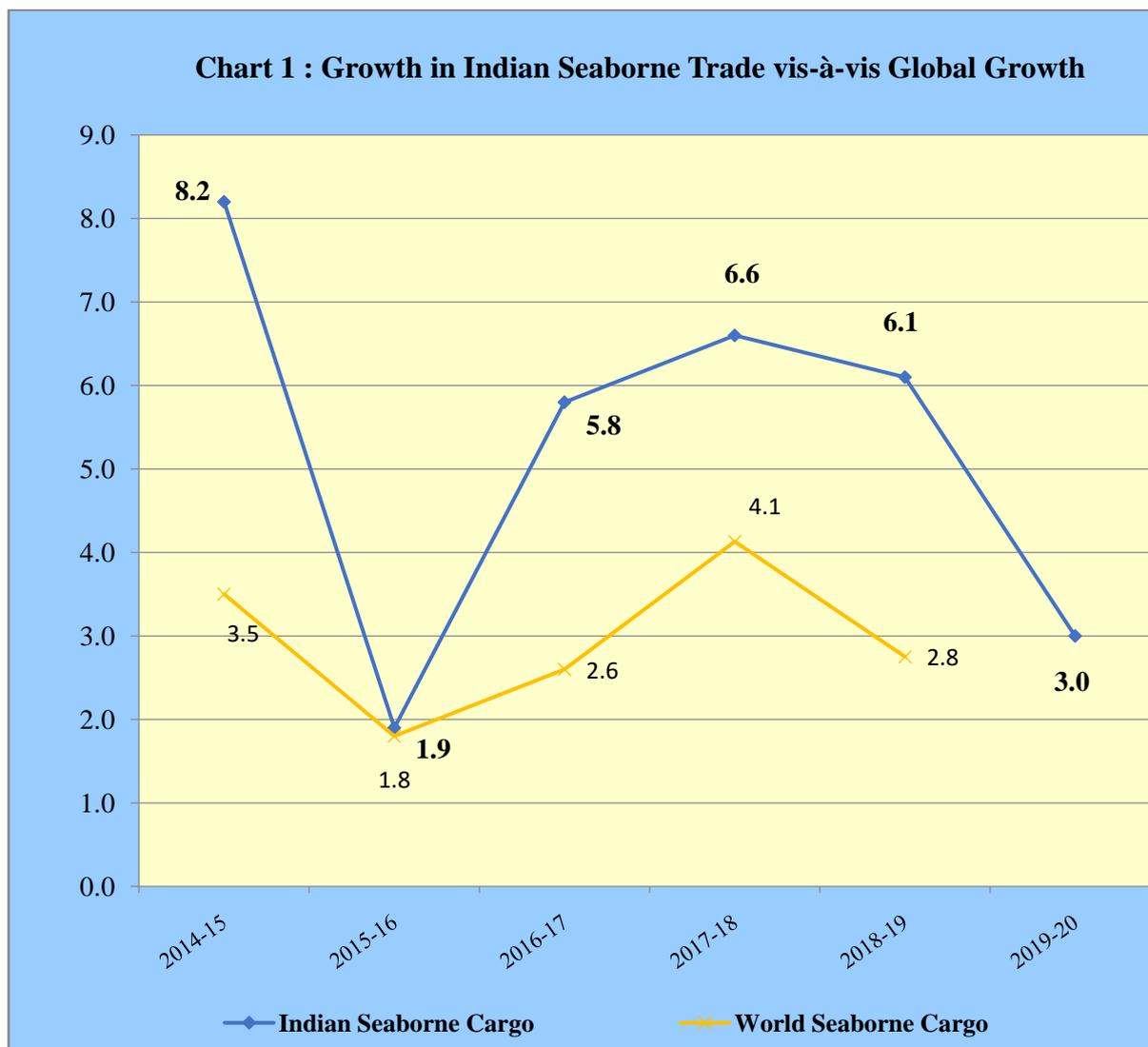
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1. RECENT TRENDS IN CARGO TRAFFIC

1.1 India: Seaborne Cargo Traffic

1.1.1 The growth in India's Port traffic and growth in world seaborne trade from 2014-15 to 2019-20 is given in **Chart I**.



1.2 Cargo Traffic at Indian Ports

1.2.1 During 2019-20, Major and Non-major Ports in India have accomplished a total cargo throughput of 1319.92 million tonnes reflecting an increase of 3.0% over the previous year 2018-19 (Table 1). The growth in cargo handled at Major and Non-major ports in 2019-20, were 0.8% and 5.6% respectively. The share of Non-major Port in the total traffic handled at Indian Port increased from 45.5% in 2018-19 to 46.6% in the year 2019-20. Trend in traffic handled at Major and Non-major Ports is given below in **Table 1(a)**.

Table 1(a)- Traffic Handled at Indian Ports						
(Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	581.34	605.89	648.47	679.47	699.17	704.93
	(4.7)	(4.2)	(7.0)	(4.8)	(2.9)	(0.8)
Non-Major Ports	470.89	465.87	485.21	529.1	582.61	614.99
	(12.9)	(-1.1)	(4.2)	(9.0)	(10.1)	(5.6)
All Ports	1052.23	1071.76	1133.69	1208.56	1281.78	1319.92
	8.2	1.9	5.8	6.6	6.1	3.0

Note: Figures in brackets indicate growth over previous year.

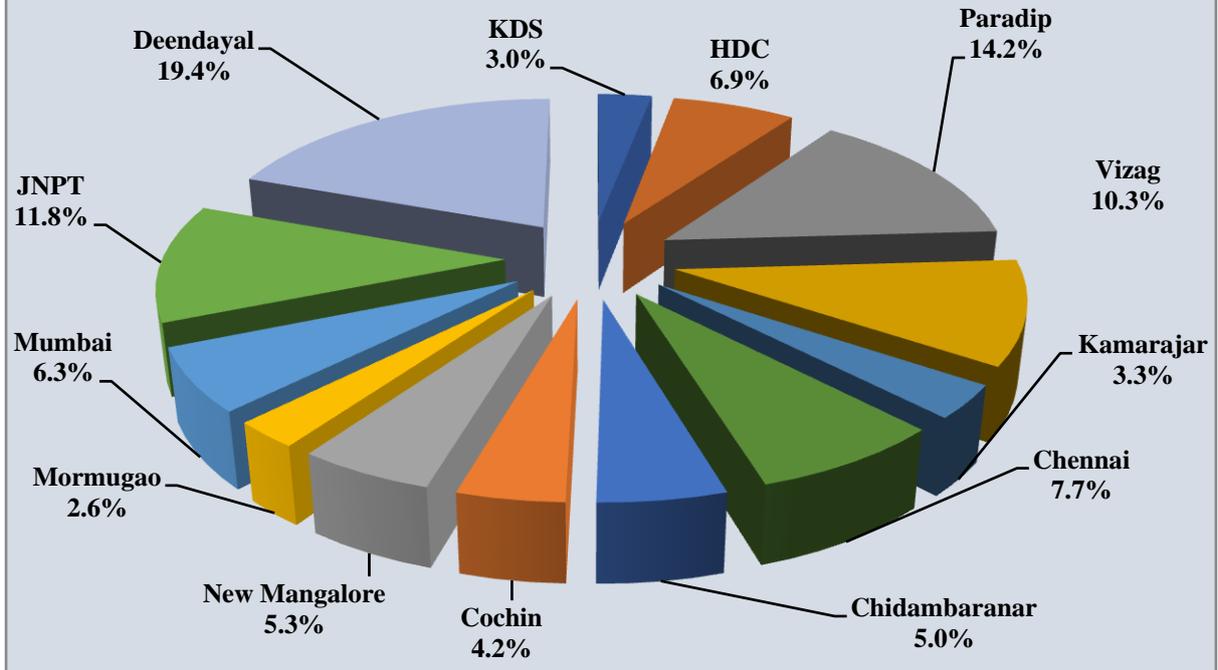
P:-Provisional

Overseas and Coastal Cargo traffic handled at Indian Ports during 2018-19 & 2019-20

1.2.2 The overseas cargo handled at Indian Ports increased by 4.7% during 2019-20 as compared to growth of 4.5% during 2018-19. However, coastal cargo handled at Indian Ports decreased by 3.6% during the same period. The overseas cargo handled at Major Ports increased by **2.4%** from 532.81 million tonnes during 2018-19 to 545.55 million tonnes handled during 2019-20. However, the Coastal Cargo handled at Major port decreased by **4.2%** from 166.36 million tonnes during 2018-19 to 159.38 million tonnes handled during 2019-20. The overseas cargo handled at Non-Major Ports during 2019-20 increased by 7.1% to 521.02 million tonnes from 486.29 million tonnes during 2018-19. However, the coastal cargo handled at Non-Major Ports during 2019-20 decreased by 2.4% to 94.0 million tonnes from 96.32 million tonnes handled during 2018-19. The overseas-coastal cargo traffic handled at Indian Ports during 2018-19 and 2019-20 is presented in **Table-1(b)**.

Table 1(b)- Overseas-Coastal traffic handled at Indian Ports						
(Million Tonnes)						
Major/Non-Major	2018-19			2019-20 (P)		
	Overseas	Coastal	Total	Overseas	Coastal	Total
Major Ports	532.81	166.36	699.17	545.55	159.38	704.93
				2.4	-4.2	0.8
Non-Major Ports	486.29	96.32	582.61	521.0	94.0	614.99
				7.1	-2.4	5.6
All Ports	1019.10	262.68	1281.78	1066.57	253.35	1319.92
	4.5	12.7	6.1	4.7	-3.6	3.0

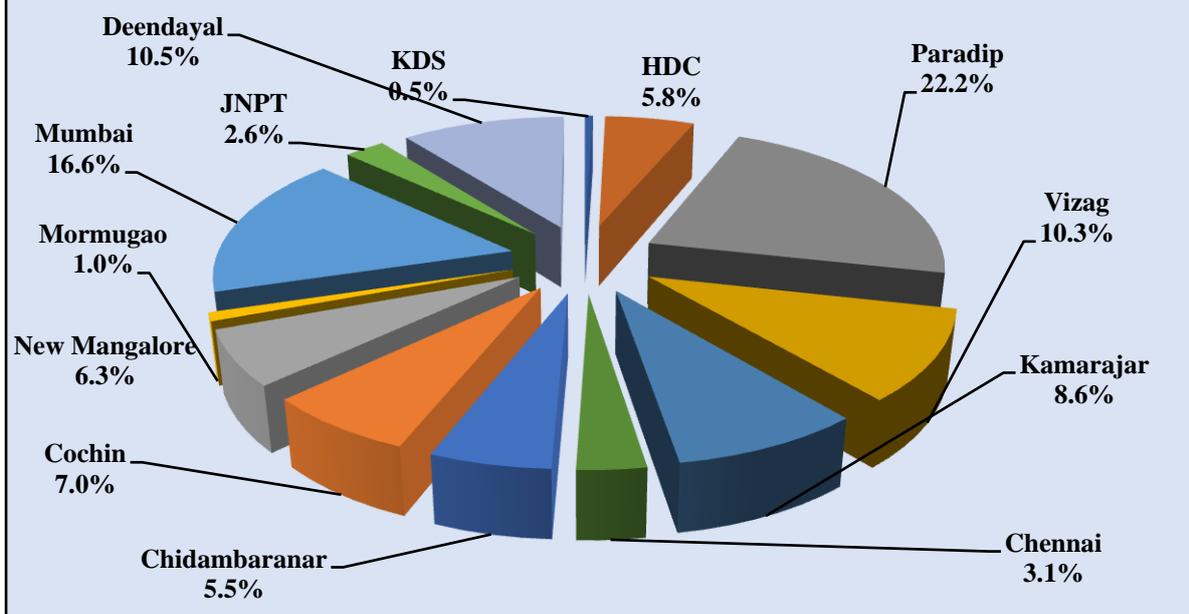
Chart-II Share of overseas cargo traffic at Major Ports during 2019-20



1.2.3 **Major Ports:** Among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 105.85 million tonnes with a share of 19.4% followed by Paradip Port (14.2%), JNPT (11.8%), Vishakhapatnam Port (10.3%), Chennai Port (7.7%), Haldia Dock (6.9%), Mumbai Port (6.3%), New Mangalore Port (5.3%), Chidambaranar Port (5.0%), Cochin Port (4.2%), Kamarajar Port (3.3%), Kolkata Dock (3.0%) and Mormugao Port (2.6%) during 2019-20 (**Chart II above**).

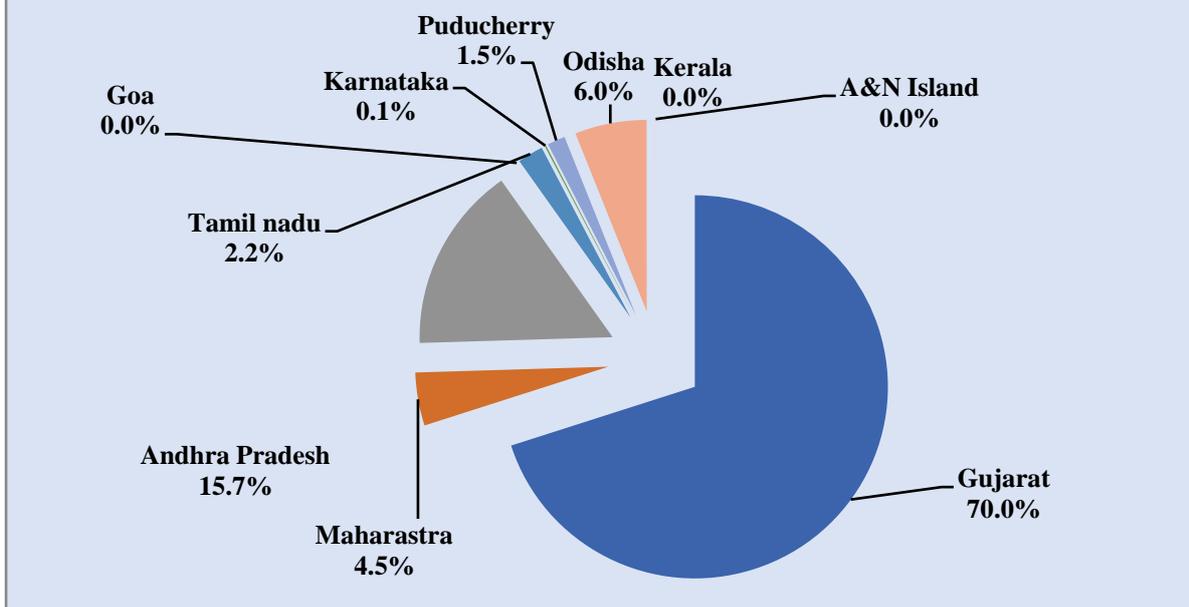
1.2.4 Among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 35.41 million tonnes with a share of 22.2% followed by Mumbai Port (16.6%), Deendayal Port (10.5%) Vishakhapatnam Port (10.3%), Kamarajar Port (8.6%), Cochin Port (7.0%), New Mangalore Port (6.3%), Haldia Dock (5.8%), Chidambaranar Port (5.5%), Chennai Port (3.1%), JNPT (2.6%), Mormugao Port (1.0%) and Kolkata Dock (0.5%) during 2019-20 (**Chart III below**).

Chart-III Share of coastal cargo traffic at Major Ports during 2019-20

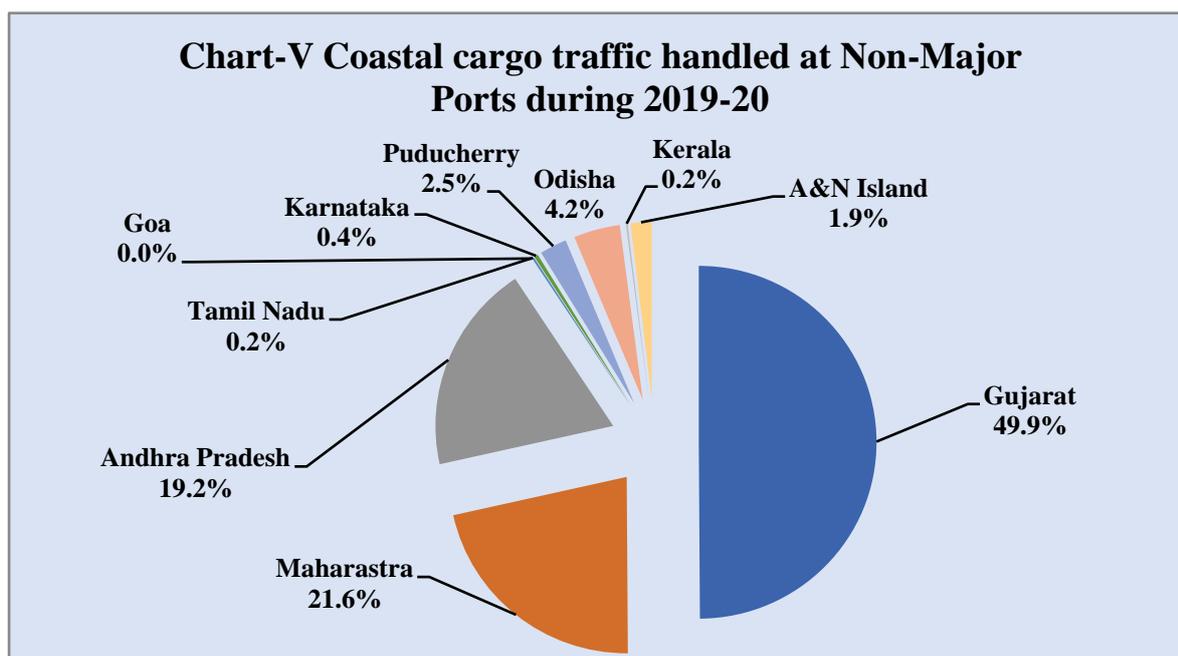


1.2.5 Non Major Ports: Among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum Overseas Cargo of 364.90 million tonnes with a share of 70.0% followed by Andhra Pradesh Maritime Board (APMB) (15.7%), Directorate of Ports, Odisha (6.0%), MMB (4.5%), TNMB (2.2%), Puducherry (1.5%) and Directorate of Ports, Karnataka (0.1%) during 2019-20 (Chart IV below).

Chart-IV Overseas cargo traffic handled at Non-Major Ports during 2019-20



1.2.6 Amongst the Non-Major Ports, GMB handled the maximum Coastal Cargo of 46.89 million tonnes with a share of 49.9% followed by MMB (21.6%), Andhra Pradesh Maritime Board (APMB) (19.2%), Directorate of Ports, Odisha (4.2%), Puducherry (2.5%), A&N Islands (1.9%), Directorate of Ports, Karnataka (0.4%), Kerala Maritime Board (KMB) and TNMB (0.2%) each during 2019-20 (**Chart V below**).



1.3 Cargo Traffic at Major Ports

1.3.1 Cargo traffic at India's 12 major ports during 2019-20 was 704.93 million tonnes achieving a growth of 0.8% over the previous year.

1.3.2 During 2019-20, Visakhapatnam Port recorded highest growth in traffic 11.4% followed by Cochin Port (6.3%), Deendayal Port (6.2%), V.O. Chidambanar (5.1%), Haldia Dockyard Complex (3.2%), Paradip Port (3.1%) and Mumbai Port (0.1%). Major ports which recorded **negative growth** in traffic during 2019-20 were: Chennai Port (11.8%) followed by Mormugao Port (9.4%), Kamarajar Port (8.0%), New Mangalore Port (7.9%), Kolkata Dock System (6.7%) and JNPT (3.2%).

Table 2 : Traffic Handled at Major Ports							
							(Thousand Tonnes)
Ports	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)	% change April-March 2019-20 w. r. t April-March 2018-19
1	2	3	4	5	6	7	8
Kolkata	46293	50289	50951	57891	63763	63983	0.3
Kolkata DS	15283	16782	16810	17390	18551	17303	-6.7
Haldia DC	31010	33507	34141	40501	45212	46680	3.2
Paradip	71011	76397	88958	102028	109302	112689	3.1
Vizag	58004	57035	61020	63537	65301	72722	11.4
Kamarajar	30251	32206	30020	30446	34498	31746	-8.0
Chennai	52541	50058	50214	51881	53012	46759	-11.8
Chidambaranar	32414	36849	38463	36583	34342	36077	5.1
Cochin	21595	22095	25007	29143	32021	34042	6.3
New Mangalore	36566	35582	39936	42059	42507	39144	-7.9
Mormugao	14711	20776	33181	26897	17683	16016	-9.4
Mumbai	61660	61119	63129	62902	60634	60696	0.1
JNPT	63801	64027	62152	66004	70705	68449	-3.2
Deendayal	92497	99458	105442	110099	115402	122606	6.2
All Ports	581344	605891	648473	679470	699171	704929	0.8
Source: Major Port, (P): Provisional							

1.3.3 Amongst the Major Ports, Deendayal (Kandla) Port handled the maximum cargo traffic of 122.61 million tonnes with a share of 17.4% in total cargo handled at major ports during 2019-20 followed by Paradip Port (16.0%), Vishakhapatnam Port (10.3%), JNPT (9.7%), Mumbai Port (8.6%), Chennai Port & Haldia Dockyard Complex both at (6.6%), NMPT (5.6%), Chidambaranar Port (5.1%), Cochin Port (4.8%), Kamarajar Port (4.5%), Kolkata Dock System (2.5%) and Mormugao Port (2.3%) (**Table 2**)

Commodity-wise growth of cargo traffic at Major Ports

1.3.4 At a broad commodity level, during 2019-20, Iron Ore posted highest growth rate of 43.0% followed by Food Grain (19.9%), Fertilizer Finished (10.6%), Coking Coal (5.7%), Other Cargo(3.0%), Container (0.9%) and POL (0.7%).The other commodities such as Thermal coal recorded the highest negative growth of 20.9% during 2019-20 followed by FRM (Dry) (5.5%).

Table 3 gives the details of Commodity wise traffic handled at Major Port from financial year 2014-15 to 2019-20.

Table 3 : Commodity wise Traffic Handled at Major Ports							(Thousand Tonnes)
Commodities	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20 (P)	% change April-March, 2019-20 w. r. t to April-March, 2018-19
1	2	3	4	5	6	7	8
POL*	181020	186360	200225	213261	220945	222426	0.7
Iron Ore@	18002	15315	41765	41170	38814	55512	43.0
Fertilizer#	16291	16023	14057	15052	15414	15920	3.3
1. Finished	7926	8493	7043	7523	8428	9322	10.6
2. Raw (DRY)	8365	7530	7014	7529	6986	6599	-5.5
Coal\$	119474	134056	126177	126725	137481	118839	-13.6
1. Thermal Coal	87119	100252	88733	87145	99600	78806	-20.9
2. Coking Coal	32355	33804	37444	39580	37881	40033	5.7
Food Grain %	3089	2373	6504	2396	797	955	19.9
Container (Tonnes)	119441	123168	124663	133726	145519	146879	0.9
Others	124027	128596	135082	147141	140201	144398	3.0
Total	581344	605891	648473	679471	699171	704929	0.8
* Includes POL crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only, \$includes thermal and coking coal only % excludes pulses P : Provisional Source:- Major Ports							

1.3.5 In terms of composition of cargo traffic handled during 2019-20 at Major Ports, the largest commodity group (with share in percent in total cargo handled) was POL (31.6%), Container traffic (20.8%), Others cargo (20.5%), Coal (16.9%), Iron ore (7.9%), Fertilizer & FRM (2.3%) and Food Grain (0.1%).

1.3.6 The Port-wise and Commodity-wise shares in total cargo traffic during 2019-20 are depicted in the **Charts VI and VII** respectively.

Chart-VI: Port-wise share in Traffic Handled during 2019-20.

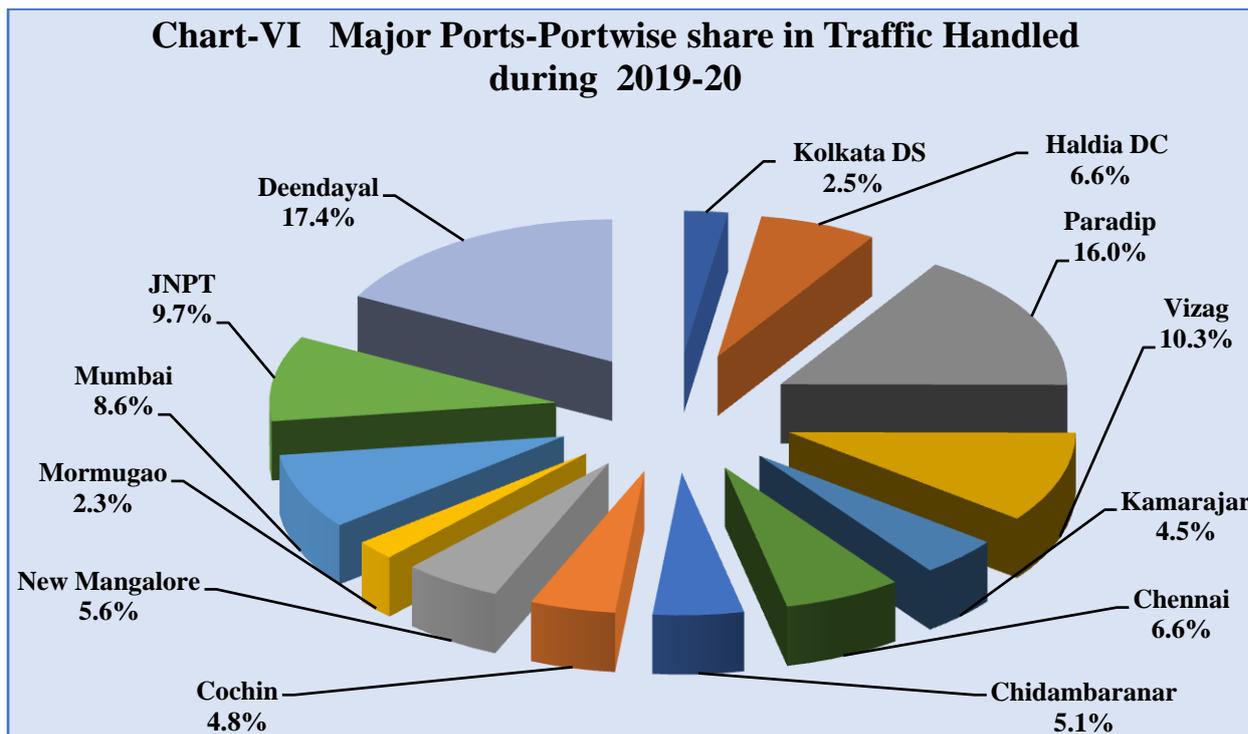
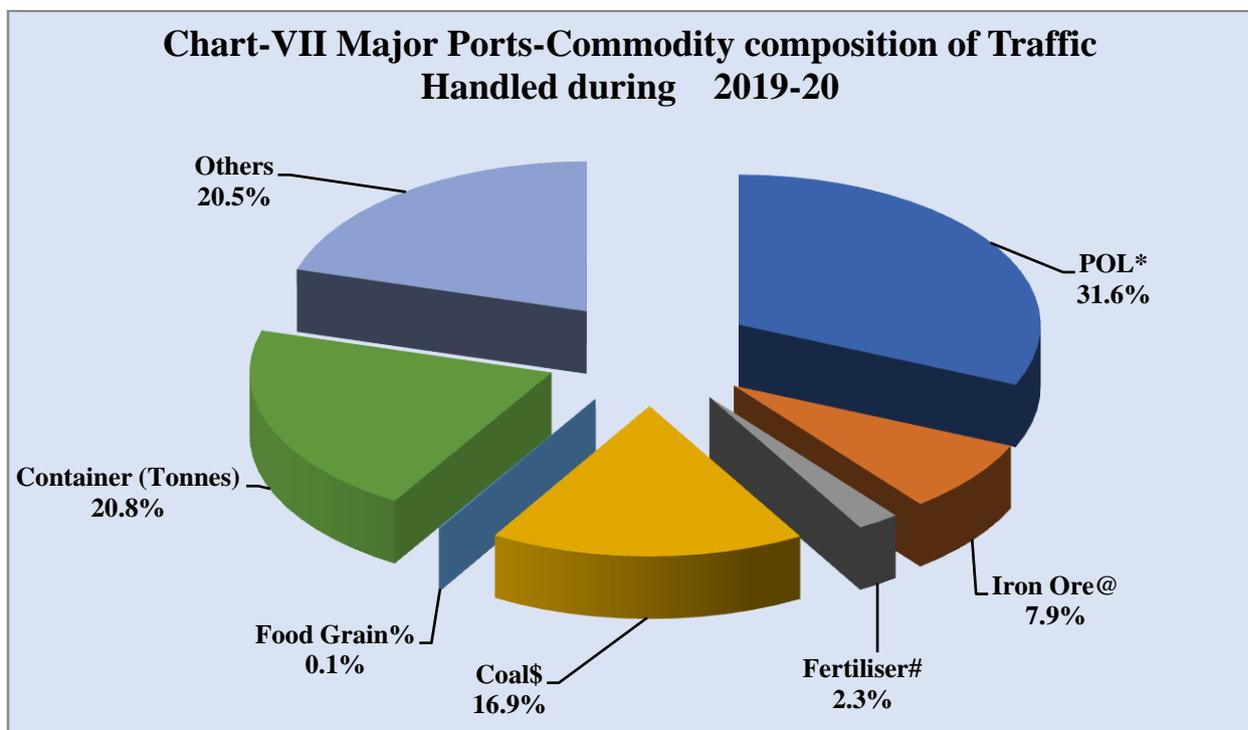


Chart-VII: Commodity composition of Traffic Handled during 2019-20.



1.3.7 The Port-wise & commodity-wise traffic handled at Major Ports from 2016-17 to 2019-20 is given at **Annexure-I** and port wise traffic handled in Overseas and Coastal during 2018-19 and 2019-20 is given at **Annexure-III**.

Container Traffic

1.3.8 Growth in container traffic (in million tonnes), which reflects largely trade in manufactures and components was at 0.9% during 2019-20 as compared to 8.8% achieved in the year 2018-19. In terms of Twenty Foot Equivalent Units (TEUs), containers handled by Major Ports during 2019-20 recorded 1.0% growth as compared to 8.1% in 2018-19.

Amongst the major ports, Kamarajar Port recorded highest growth in container traffic (in terms of Tonnes) of 129.2% followed by Deendayal Port (76.2%), NMPT (18.5%), VOC Port (9.9%), Vishakhapatnam Port (8.7%), Cochin Port (6.3%) and Paradip Port (0.3%). Major Ports which witnessed highest fall in container traffic was Mumbai Port (22.5%) followed by Chennai Port (14.6%), Mormugao Port (10.7%), HDC (3.4%), JNPT (1.9%) and KDS (1.5%). JNPT continues to be the leading container handling port in the country with a share of 41.5% in terms of tonnage and 50.5% in terms of TEUs in the total container traffic at major ports during 2019-20 followed by Chennai Port (18.2%), VOC Port (11.2%), Kolkata Dockyard System (6.7%), Visakhapatnam Port (5.9%), Cochin Port (5.9%) and Deendayal Port (4.7%) during 2019-20 (**Table 4**).

Table 4: Container Traffic at Major Ports										
(in thousand tonnes/TEUs)										
PORT	2016-17		2017-18		2018-19		2019-20(P)		% change 2019-20 w. r. t to 2018-19	
	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU
1	2	3	4	5	6	7	8	9	10	11
Kolkata DS	9887	636	9760	640	9934	652	9787	675	-1.5	3.5
Haldia DC	2467	136	2672	156	3140	178	3032	169	-3.4	-4.9
Paradip	42	2	113	7	221	13	222	0	0.3	-100.0
Vizag	6428	367	6835	389	7959	451	8649	504	8.7	11.9
Chennai	28850	1495	29905	1549	31263	1620	26710	1384	-14.6	-14.6
Kamarajar	1	0	52	3	1101	57	2524	130	129.2	127.9
Chidambanar	12991	642	14191	698	14955	739	16436	804	9.9	8.7
Cochin	6840	491	7694	556	8116	595	8629	620	6.3	4.3
New Mangalore	1411	95	1744	115	1920	132	2276	153	18.5	16.5
Mormugao	402	30	425	32	467	37	417	32	-10.7	-14.4
JNPT	54530	4500	57866	4833	62114	5133	60940	5031	-1.9	-2.0
Mumbai	639	43	630	42	375	27	291	27	-22.5	-0.7
Deendayal	175	5	1839	117	3954	244	6967	442	76.2	81.0
All Ports	124663	8442	133726	9137	145519	9877	146879	9971	0.9	1.0

(P) - Provisional; Tn - Tonnes;
TEU –Twenty Foot Equivalent Unit
Source: Major Ports

1.4 Cargo Traffic at Non-Major Ports

1.4.1 Non-major ports handled 46.6% of total maritime freight traffic of the country during 2019-20.

1.4.2 The following table (**Table 5**) presents maritime State-wise share and growth of traffic handled at Non-Major Ports from 2014-15 and onwards.

Table 5 : Traffic Handled by Non-Major Ports by Maritime States/UTs								
(000'Tonnes)								
Maritime State/UT	2014-15*	2015-16	2016-17	2017-18	2018-19	2019-20(P)	% Change over previous year	
							2018-19	21019-20 (P)
Gujarat	336095	339778	345739	370769	399197	411792	7.7	3.2
	(71.4)	(72.9)	(71.3)	(70.1)	(68.5)	(67.0)		
Maharashtra	27295	28849	34894	37906	45786	43661	20.8	-4.6
	(5.8)	(6.2)	(7.2)	(7.2)	(7.9)	(7.1)		
Andhra Pradesh	83418	72733	69603	86285	103334	99847	19.8	-3.4
	(17.7)	(15.6)	(14.3)	(16.3)	(17.7)	(16.2)		
Goa	760	430	117	72	15	8	-79.4	-44.6
	(0.2)	(0.1)	(0.0)	(0.0)	(0.0)	(0.0)		
Tamil Nadu**	825	856	1152	1103	960	11370	-13.0	1084.3
	(0.2)	(0.2)	(0.2)	(0.2)	(0.2)	(1.8)		
Karnataka	651	835	707	681	1044	935	53.4	-10.5
	(0.1)	(0.2)	(0.1)	(0.1)	(0.2)	(0.2)		
A&N	1156	1323	1276	1418	1495	1851	5.4	23.8
	(0.2)	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)		
Odisha	15452	14949	22473	22595	22186	35269	-1.8	59.0
	(3.3)	(3.2)	(4.6)	(4.3)	(3.8)	(5.7)		
Kerala	159	144	140	138	222	156	60.5	-29.5
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
Puducherry	4958	5974	9112	8121	8370	10101	3.1	20.7
	(1.1)	(1.3)	(1.9)	(1.5)	(1.4)	(1.6)		
All M States/UTs	470888	465871	485213	529088	582609	614989	10.1	5.6
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)		

Note: Figure in parenthesis is the percentage share of traffic handled by the maritime state to the total traffic handled by all the maritime states;
Note: *Includes 119 ('000) tonnes cargo handled at Lakshadweep during 2014-15.
**Kattupalli Port in Tamil Nadu provided container data in TEU's for the first time in 2019-20. Same is converted to tonnes. (1 TEU = 14.7 Tonnes)
P- Provisional

1.4.3 The growth in cargo handled by the non-major ports during 2019-20 was 5.6% compared to 10.1% recorded in the corresponding period of previous year. Gujarat accounted for 67.0% of the traffic handled by the non-major ports followed by Andhra Pradesh (16.2%), Maharashtra (7.1%) and Odisha (5.7%). Four maritime States, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 96% of the total cargo traffic handled by the

non-major ports in 2019-20. Tamil Nadu State has highest growth of 1084.3% (As the cargo traffic in respect of Kattupalli port were not provided in the previous years) in 2019-20 as compared to same period of the previous year followed by Odisha (59.0%), Andaman and Nicobar (23.8%), Puducherry (20.7%), and Gujarat (3.2%). Non Major ports which recorded **negative growth** in traffic during 2019-20 were Goa State (44.6%), Kerala (29.5%), Karnataka (10.5%), Maharashtra State (4.6%) and Andhra Pradesh (3.4%).

1.4.4 **Table 6** below gives the details of commodity-wise traffic handled at Non-Major Ports during 2019-20. The table shows the two commodities, viz. POL and Coal accounted for three- fifth of the total cargo handled at the non-major ports during 2019-20.

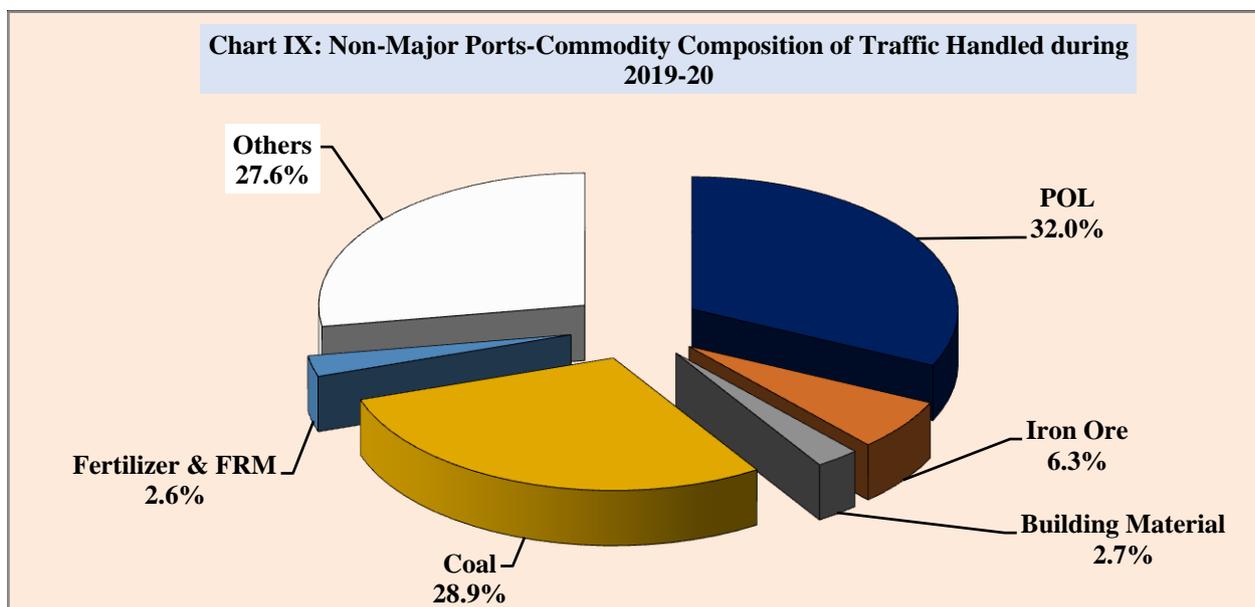
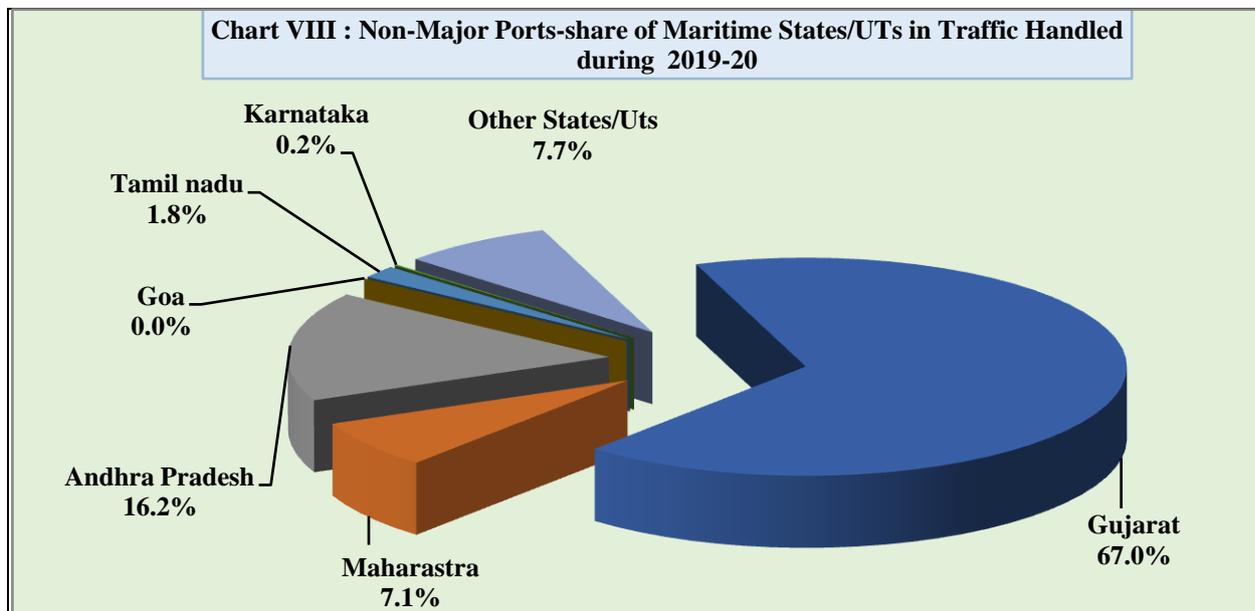
Table 6: Commodity-wise Traffic Handled by Non-Major Ports								
(000'Tonnes)								
Commodity	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)	% Change over previous year	
							2018-19	2019-20(P)
POL*	167278	180641	186069	193422	191749	196825	-0.9	2.6
	(35.5)	(38.8)	(38.3)	(36.6)	(32.9)	(32.0)		
Iron Ore**	26794	17383	34454	36596	44821	38674	22.5	-13.7
	(5.7)	(3.7)	(7.1)	(6.9)	(7.7)	(6.3)		
Building Material\$	14224	14173	15123	15555	16098	16363	3.5	1.6
	(3.0)	(3.0)	(3.1)	(2.9)	(2.8)	(2.7)		
Coal@	156737	141874	133754	146659	171096	177968	16.7	4.0
	(33.3)	(30.5)	(27.6)	(27.7)	(29.4)	(28.9)		
Fertilizer & FRM&	13952	16946	14237	11714	16224	15704	38.5	-3.2
	(3.0)	(3.6)	(2.9)	(2.2)	(2.8)	(2.6)		
Others	91903	94854	101575	125142	142621	169457	14.0	18.8
	(19.5)	(20.4)	(20.9)	(23.7)	(24.5)	(27.6)		
All	470888	465871	485213	529088	582609	614989	10.1	5.6
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)		

Note: Figure in parenthesis is the percentage share of major commodity groups in the total traffic handled by the Non major ports
* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil.
** includes iron ore fines and Pellets
\$ includes Building Material and Cement/Clinker
@ includes Thermal Coal, Coking coal, other coal and Pet coal
& includes Fertilisers, FRM-Liquid, FRM Dry and Rock Phosphate
Source: Non Major Ports/State Maritime Boards

1.4.5 The percentage share of POL is maximum (32%) followed by Coal (28.9%). The percentage share of Iron Ore, Building materials, Fertilizer & FRM, and other commodities are 6.3%, 2.7%, 2.6% and 27.6% respectively during 2019-20. Other commodities registered the highest growth of 18.8% in the year 2019-20 compared to same period of the previous

year followed by Coal (4.0%), POL (2.6%) and Building materials (1.6%). Iron Ore recorded the negative growth rate of 13.7% followed by Fertilizer& FRM (3.2%) in the year 2019-20.

1.4.6 The share of Maritime States/UTs in the total traffic and Commodity-wise composition of traffic during 2019-20 is depicted in the pie **Charts VIII and IX** respectively.



1.4.7 Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2016-17 to 2019-20 is given at **Annexure-II** and port wise traffic handled in Overseas & Coastal during 2018-19 and 2019-20 is given at **Annexure-IV**.

2. PERFORMANCE OF MARITIME STATES

2.1 Ports are economic and service provision units of a remarkable importance since they act as a place for the interchange of two transport modes, maritime and land, whether by rail or road. Therefore, the essential aspect of ports lies in their intermodal nature. India has a coast-line of over 7517 Kms with 12 major ports and 212 notified non-major (minor/intermediate) ports along the coast-line and sea-islands. These 212 Non-major ports are located in Gujarat (48), Maharashtra (48), Goa (5), Daman & Diu (2), Karnataka (12), Kerala (17), Lakshadweep (10), Tamil Nadu (15), Puducherry (3), Andhra Pradesh (13), Odisha (14), West Bengal (1) and Andaman & Nicobar Island (24). Out of these 212 Non-major ports, only some ports are well developed and provide all-weather berthing facilities for cargo handling. In 2019-20, only 68 Non-major Ports were reported to have handled cargo traffic. The Maritime Ports operate within the statutory framework of the Indian Ports Act 1908 which applies to all the ports. However, the Major Ports Act 1963 applies only to Major Ports. Each Major Port is administered by a 'Port Trust' except for the port of Kamarajar (Ennore) which is a corporatized entity.

2.2 The Major Ports are under the purview of the Centre while the Non-Major Ports are under the purview of the States. Port development in the Central Sector has emphasized additions to capacity as well as provision of commodity specific handling facilities (at Major Ports) as per the Plan Schemes. With the liberalization of the economy, private sector participation in development of Major Ports has been encouraged. The Maritime States are also actively pursuing the development of Non-Major Ports to meet the growing needs of the sea borne trade.

2.3 Maritime States Development Council (MSDC)

2.3.1 With a view to have an integrated approach for the development of both Major and Non-Major Ports, the **Maritime States Development Council (MSDC)** was constituted in May, 1997 under the Chairmanship of the Hon'ble Minister of Shipping. The Ministers in-charge of Ports in all Maritime States, Union Territories of Puducherry, Andaman's & Nicobar Administration, Daman & Diu and Lakshadweep are its members. The deliberations and decisions of the MSDC provide the institutional framework for coordinated development

of Major and Non- Major ports. So far seventeen meetings of MSDC have been held. The 17th meeting of MSDC was held on 15.10.2019 at New Delhi under the chairmanship of Hon'ble Minister of State for Shipping (Independent Charge) with Ministers and officials from various Maritime States and Government of India. In the meeting it was agreed that there is a need for a closer and active interaction between the Central Government and the Maritime States/UTs for augmenting the infrastructure development and safety & security of the ports as port play a vital role in EXIM Trade.

2.4 Maritime States – Non-Major Ports

2.4.1 Non-major ports in India collectively handled 614.99 million tonnes of traffic during 2019-20 as compared to 582.61 million tonnes of cargo handled in the same period of 2018-19 recording growth of 5.6%.

2.4.2 GUJARAT

2.4.2.1 The state of Gujarat is endowed with 1215 km length of coastline which constitutes about one-sixth of the total Indian coastline. Out of 49 ports located along its coastline, 48 are non-major ports while one port, viz. Deendayal (Kandla) is a major port. Out of 48 non-major ports, 16 non-major ports in the State are handling cargo. The remaining 32 non-major ports are used for fishing activities and have negligible traffic. A snap view of the location of ports in Gujarat is given in **Chart –X**

Chart – X: Gujarat: Major and Minor Ports



Source : https://gmbports.org/assets/downloads/35_administrative_report_2016_17_eng.pdf

2.4.2.2 The trends in the cargo handled at both major and non-major ports of the State from 2014-15 to 2019-20 are given in **Table 7**.

Table 7 - Gujarat: Trends in Cargo Handled at Major & Non-Major Ports
(Million Tonnes)

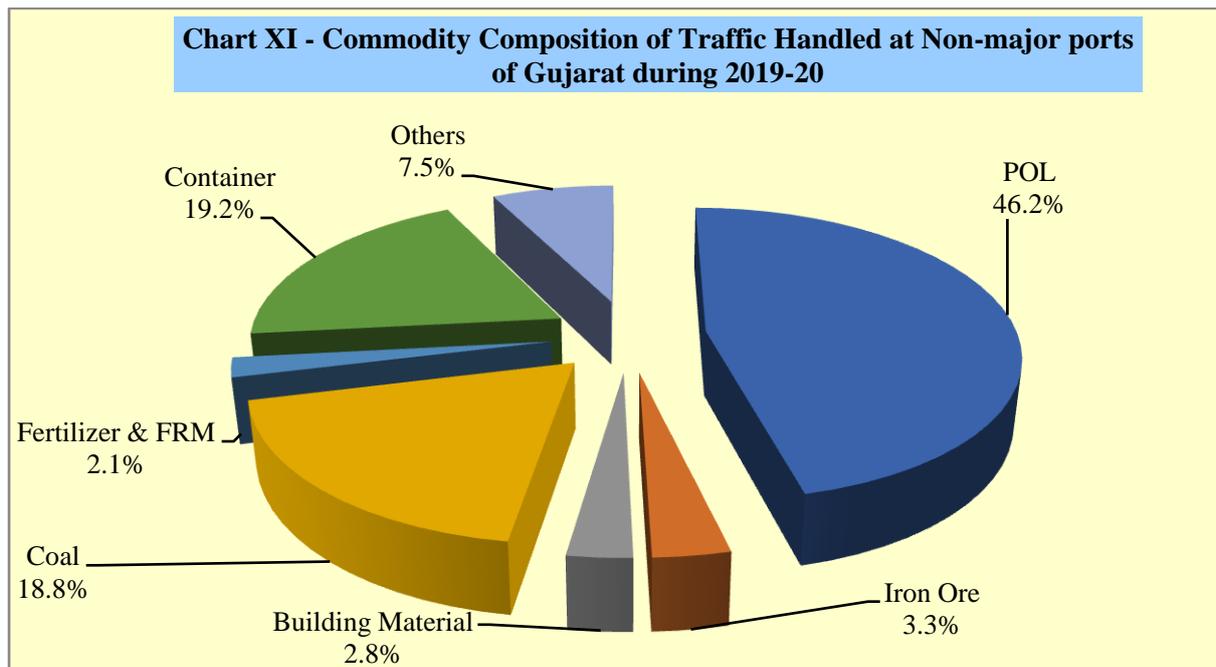
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	92.50 (6.3)	99.46 (7.5)	105.44 (6.0)	110.10 (4.4)	115.40 (4.8)	122.61 (6.2)
Non-Major Ports	336.10 (8.4)	339.78 (1.1)	345.74 (1.8)	370.77 (1.8)	399.20 (7.2)	(411.79) (3.2)
All Ports	428.59 (8.0)	439.24 (2.5)	451.18 (2.7)	480.87 (2.7)	514.60 (7.0)	534.40 (3.8)

Figures in bracket represent percentage change over the previous year/period.
(P) Provisional

2.4.2.3 It is noteworthy that all ports (major and non-major) located along the coast of Gujarat handled 40.5% of the total cargo handled by Indian ports in 2019-20. The total cargo traffic handled at the major and non-major ports of Gujarat during 2019-20 was of the order

of 534.4 million tonnes as against 514.6 million tonnes during the same period of 2018-19, reflecting an increase of 3.8%. In particular, non-major ports of Gujarat alone handled around 67.0% of total cargo traffic at India’s non-major ports during 2019-20.

2.4.2.4 Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development of non-major ports on its coastline. The share of commodity-wise traffic handled by non-major ports of Gujarat during 2019-20 is shown in **Chart XI**.



2.4.2.5 Recent trends in cargo handled and capacity creation in non-major ports of Gujarat are captured in the **Table 8**. It indicates sustained increase in cargo throughput and capacity addition. During the year 2019-20, total cargo handling capacity in the non- major port sector in Gujarat was 542.8 million tonnes. Gujarat Maritime Board (GMB) is the nodal agency for regulation and development of the State’s maritime activities. The table indicates that from the year 2014-15 onwards the capacity of Non-major Ports increased every year. However, the capacity utilization of Non-major Ports in Gujarat decreased till 2016-17 and increased from 2017-18 onwards. In 2014-15, the capacity utilization was 79.6% and it goes down to 70.9% in 2017-18 and increased to 75.9% during 2019-20.

Table 8 - Gujarat: Non Major Ports - Capacity & Utilization						
(Million Tonnes)						
Item	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Capacity*	422	466	501	523.1	542.8	542.8
	(9.0)	(10.4)	(7.5)	(4.4)	(3.8)	(0.0)
Cargo Handled	336.09	339.78	345.74	370.77	399.20	411.79
% Utilization	79.6	72.9	69.0	70.9	73.5	75.9
* Including Lighterage Port Capacity; P:-Provisional Figures within parenthesis indicate capacity addition in % age during the year						

2.4.2.6 As per the port policy, Gujarat Maritime Board (GMB) has selected 11 Green Field sites for development of new ports as “All weather Deep Water Direct Berthing Ports”. Amongst 11 ports, 6 ports are to be developed through private investment and remaining 5 ports in the joint sector.

2.4.3 MAHARASHTRA

2.4.3.1 The State has a coastline of around 653 km, with 2 major ports viz. Mumbai port and Jawahar Lal Nehru Port Trust (JNPT) and 48 non-major ports. Out of 48 non-major ports only 14 ports handle cargo. Maharashtra Maritime Board (MMB) is the nodal agency for regulation and development of the State’s maritime activities. Total cargo handled during 2019-20 was 172.81 Million Tonnes compared to 177.13 Million Tonnes handled during 2018-19 with the negative growth of 2.4%. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 74.7 % while share of Non-major Ports was only 25.3%.

2.4.3.2 The trend in the cargo handled at both major and non-major ports of the State during the last few years and current year is given in **Table 9**.

Table 9 - Maharashtra: Cargo Handled at Major & Non-Major Ports						
(Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	125.46	125.15	125.28	128.91	131.34	129.15
	(3.2)	-(0.3)	(0.1)	(2.9)	(1.9)	-(1.7)
Non-Major Ports	27.30	28.85	34.89	37.91	45.79	43.66
	(10.7)	(5.7)	(21.0)	(8.6)	(20.8)	-(4.6)
All Ports	152.76	154.00	160.18	166.81	177.13	172.81
	(4.5)	(0.8)	(4.0)	(4.1)	(6.2)	-(2.4)
Figures in bracket represent percentage change over the previous year/period. P- Provisional						

2.4.4 GOA

2.4.4.1 Goa with a coastline of about 118 kms is criss-crossed by 7 rivers. Apart from the major port at Mormugao, there are five non-major ports all of which are riverine ports with an average depth of about 2 meters except Panaji (which is the lone cargo handling non-major port) with a depth of 4 meters. In Goa State, the cargo handled at Non-major Ports was very less compared to Major Port. The percentage share of Major port in the total cargo handled in the Goa state was 99.95%.

2.4.4.2 The trend in the cargo handled at both major and non-major ports of the State during the last few years and current year is given in **Table 10**.

Table 10: Goa : Trends in Cargo Handled at Major & Non-Major Ports						
(Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	14.71 (25.3)	20.78 (41.2)	33.18 (59.7)	26.90 (-18.9)	17.68 (-34.3)	16.02 (-9.4)
Non-Major Ports	0.76 (167.6)	0.43 (-43.4)	0.12 (-72.8)	0.07 (-38.5)	0.02 (-79.2)	0.01 (-46.7)
All Ports	15.47 (28.7)	21.21 (37.1)	33.30 (57.0)	26.97 (-19.0)	17.70 (-34.4)	16.02 (-9.5)

Figures in bracket represents percentage change over the previous year/period.
(P) Provisional.

2.4.5 KARNATAKA

2.4.5.1 Karnataka has a coastline of about 280 kms. At present, there is one major sea port, the New Mangalore Port and 12 non-major ports in Karnataka. Out of 12 non-major ports, 3 ports handle cargo in the state which is: Old Mangalore, Malpe, and Karwar port. During 2019-20, non-major ports in the State handled 0.94 million tonnes of cargo traffic as compared to 1.04 million tonnes handled in 2018-19 with the negative growth of 10.4%. The total cargo handled in the Karnataka state was 40.08 million tonnes in 2019-20 compared to 43.55 million tonnes in 2018-19.

2.4.5.2 The trend in the cargo handled at both major and non-major ports of the State during the last few years and current year is given in **Table 11**.

Table 11 - Karnataka: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	36.57	35.58	39.94	42.06	42.51	39.14
	-(7.1)	-(2.7)	(12.2)	(5.3)	(1.1)	-(7.9)
Non-Major Ports	0.65	0.84	0.71	0.68	1.04	0.94
	(27.9)	(28.3)	-(15.2)	-(3.9)	(53.5)	-(10.4)
All Ports	37.22	36.42	40.64	42.74	43.55	40.08
	-(6.7)	-(2.1)	(11.6)	(5.2)	(1.9)	-(8.0)

Figures in bracket represents percentage change over the previous year/period.
(P) Provisional.

2.4.6 KERALA

2.4.6.1 Kerala has a coastline of 570 kms, with one major port at Cochin and 17 non-major ports. The Vallarpadam Container Terminal Project in Cochin has been promoted on BOT basis through public private participation. In Kerala, the four non-major ports handling cargo are: Kovalam /Vizhinjam, Kollam / Neendakara, Beypore and Azhikkal. The total cargo handled during 2019-20 in Kerala was 34.20 million tonnes as compared to 32.24 million tonnes handled during same period of 2018-19 with a growth of 6.1%.

2.4.6.2 The trend in the cargo handled at both major and non-major ports of the State during the last few years and current year is given in **Table 12**.

Table 12 - Kerala : Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	21.60	22.10	25.01	29.14	32.02	34.04
	(3.4)	(2.3)	(13.2)	(16.5)	(9.9)	(6.3)
Non-Major Ports	0.16	0.14	0.14	0.14	0.22	0.16
	(76.7)	-(9.4)	-(2.8)	-(1.4)	(60.9)	-(29.7)
All Ports	21.75	22.24	25.15	29.28	32.24	34.20
	(3.7)	(2.2)	(13.1)	(16.4)	(10.1)	(6.1)

Figures in bracket represents percentage change over the previous year/period.
(P) Provisional.

2.4.7 TAMIL NADU

2.4.7.1 Tamil Nadu has a coastline of about 906 km, with 3 major ports at Chennai, Kamarajar (Ennore) and Chidambaranar (Tuticorin) and 15 non-major ports. Out of 15 non-major ports, only 6 ports handled Cargo are Cuddalore, Nagapattinam, Kudankulam, Ennore, Kattupalli and Thirukkadaiyur. A Port Policy for promoting private investment for the development of minor ports in Tamil Nadu has been formulated. Its main objectives are to provide exclusive port facilities for import of Coal/Naphtha/Oil/Natural Gas for shore based thermal power plants, promote export oriented and port based industries along the coastal districts of Tamil Nadu, encourage ship-repairing, ship-breaking and manufacture of cranes and floating cranes. In addition, leisure tourism and water sports along the coastline are also aimed.

2.4.7.2 During 2019-20, the non-major ports in Tamil Nadu collectively handled 11.37 million tonnes of cargo traffic as compared to 0.96 million tonnes in the same period of 2018-19 showing growth of 1084.3%. However, the total cargo in Tamil Nadu State has been increased to 125.95 million tonnes in 2019-20 from 122.81 million tonnes in 2018-19 with a growth of 2.6%. The trend in the cargo handled at both major and non-major ports of the State during the last few years and current year is given in **Table 13**.

Table 13 - Tamil Nadu: Trends in Cargo Handled at Major & Non-Major Ports						
(Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	115.21	119.11	118.70	118.91	121.85	114.58
	(07.6)	(03.4)	-(00.3)	(00.2)	(02.5)	-(06.0)
Non-Major Ports	0.83	0.86	1.15	1.10	0.96	11.37
	-(04.7)	(03.8)	(34.6)	-(04.3)	-(13.0)	(1084.3)
All Ports	116.03	119.97	119.85	120.01	122.81	125.95
	(07.5)	(03.4)	-(00.1)	(00.1)	(02.3)	(02.6)

Figures in bracket represent percentage change over the previous year/period.
(P) Provisional.
**Kattupalli Port in Tamil Nadu provided container data in TEU's for the first time in 2019-20. The same is converted to tonnes (1 TEU = 14.7 Tonnes)

2.4.8 ANDHRA PRADESH

2.4.8.1 Andhra Pradesh has one major port at Visakhapatnam besides 13 non-major ports located at Bhavanapadu, Meghavaram, Bheemunipatnam, Gangavaram, Kakinada SEZ,

Kakinada Deep Water, Rawa, Narsapur, Machilipatnam, Nizamapatnam, Vodarevu, Mutyalammapalem and Krishnapatnam. Out of 13 non-major Ports; only 5 Ports handled cargo in the State which are: Kakinada Deep Water, Krishnapatnam, Gangavaram, Rawa and Kakinada Anchorage Port.

2.4.8.2 Ports in Andhra Pradesh collectively handled 172.6 million tonnes of cargo during of 2019-20 compared with 168.6 million tonnes in 2018-19 thus registering increase of 2.3 % in traffic handled by major and non-major ports of Andhra Pradesh. Non-major ports in Andhra Pradesh posted negative growth of 3.4% in 2019-20.

2.4.8.3 The trend in the cargo handled at both major and non-major ports of the state during the last few years and current year is given in **Table- 14**.

Table 14 - Andhra Pradesh: Trends in Cargo Handled at Major & Non-Major Ports						
(Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	58.00	57.04	61.02	63.54	65.30	72.72
	-(0.9)	-(1.7)	(7.0)	(4.1)	(2.8)	(11.4)
Non-Major Ports	83.42	72.73	69.60	86.29	103.33	99.85
	(42.1)	-(12.8)	-(4.3)	(24.0)	(19.8)	-(3.4)
All Ports	141.4	129.8	130.6	149.8	168.6	172.6
	(20.7)	-(8.2)	(0.7)	(14.7)	(12.6)	(2.3)
Figures in bracket represents percentage change over the previous year/period. (P) Provisional.						

2.4.9 ODISHA

2.4.9.1 Odisha has a Coast line of 480 Kms. from Andhra Pradesh border in Ganjam District to West Bengal border in Balasore District. It is endowed with conducive, unique, natural and strategic port locations. The Government of Orissa identified 14 potential sites for development of Minor Ports. To facilitate developers for development of Minor Ports, Government of Odisha framed the Port Policy during the year 2004.

2.4.9.2 The advantages for development of sea ports in Odisha includes availability of a vast hinterland generating cargo, comprising of other developing Eastern and Central Indian States, mineral rich hinterland which offers long term potential for cargo which need seaport facility in Odisha. Paradip port is the only major port in the State under the control of

Government of India. Out of 14 non-major Ports; only two ports handled cargo traffic in Odisha which are Gopalpur and Dhamra Port.

2.4.9.3 Non-major ports in Odisha collectively handled 35.27 million tonnes of cargo during 2019-20 compared to 22.19 million tonnes in the corresponding period of 2018-19 registering increase of 59.0% in traffic. However, the total cargo handled during 2019-20 was 147.96 million tonnes compared to 131.49 million tonnes in the corresponding period of 2018-19 registering an increase of 12.5% in traffic. The cargo handled at Major port has registered growth of 3.1% during 2019-20 as compared to same period of 2018-19.

2.4.9.4 The trends in the cargo handled at both major and non-major ports of the State during the last few years and current year are given in **Table 15**.

Table 15 - Odisha : Trends in Cargo Handled at Major & Non-Major Ports						
(Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	71.01	76.40	88.96	102.03	109.30	112.69
	(4.4)	(7.6)	(16.4)	(14.7)	(7.1)	(3.1)
Non-Major Ports	15.45	14.95	22.47	22.60	22.19	35.27
	(7.5)	-(3.3)	(50.3)	(0.5)	-(1.8)	(59.0)
All Ports	86.46	91.35	111.43	124.62	131.49	147.96
	(5.0)	(5.6)	(22.0)	(11.8)	(5.5)	(12.5)
Figures in bracket represents percentage change over the previous year/period. (P) Provisional.						

2.4.10 WEST BENGAL

2.4.10.1 The State of West Bengal has a coastline of about 158 kms which has two Docks at Kolkata Dock System (KDS) and Haldia Dock Complex (HDC) under a single major port and one non- major port. The trends in the cargo handled at major ports of the State during the last few years and current year are given in **Table 16**.

Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Major Ports	46.29 (11.8)	50.29 (08.6)	50.95 (01.3)	57.89 (13.6)	63.76 (10.1)	63.98 (00.3)
All Ports	46.29 (11.8)	50.29 (08.6)	50.95 (01.3)	57.89 (13.6)	63.76 (10.1)	63.98 (00.3)

Figures in bracket represents percentage change over the previous year/period.
P- Provisional

2.4.11 OTHER NON-MAJOR PORTS

2.4.11.1 The other non-major ports are spread across the Union Territories (UTs) of Daman & Diu, Puducherry, Lakshadweep and Andaman & Nicobar Islands. These ports in the UTs are administered through their respective Departments. Andaman & Nicobar Islands administration has constituted a 'Port Management Board' for the development of ports in the Islands. The three non-major ports of Daman & Diu and Lakshadweep are not handling any cargo traffic for the last few years.

2.4.11.2 The trends in the cargo handled at non-major ports of the Andaman & Nicobar Islands during the last few years and current year are given in **Table 17**.

Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Andaman & Nicobar Islands	1.16 (0.5)	1.32 (14.4)	1.28 (-3.6)	1.42 (11.1)	1.50 (5.4)	1.85 (23.8)

Figures in bracket represents percentage change over the previous year/period.
P:Provisional

2.4.11.3 In January 2006, the Government of Puducherry entered into a concession agreement with private developers for the development of deep water ports on BOT basis at Puducherry and Kariakal. The commercial operations started in April 2009.

2.4.11.4 The trends in the cargo handled at non-major ports of the UTs during the last few years and current year are given in **Table 18**.

Table 18 - Union Territories: Trends in Cargo Handled at Non-Major Ports (Million Tonnes)						
Major/Non-Major	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
Lakshadweep	0.12	-	-	-	-	
Puducherry	4.96	5.97	9.11	8.12	8.37	10.10
	-(21.1)	(20.5)	(52.5)	-(10.9)	(03.1)	(20.7)
Figures in bracket represents percentage change over the previous year/period. P-Provisional						

3. PERFORMANCE INDICATORS

3.1 Capacity Utilization for Major and Non-Major Ports

3.1.1 Over the years, cargo handling capacity of major ports has steadily increased to cater to the growing volume of internal and external trade. The capacity of the ports which was 172.59 million tonnes at the end of 1993-94 would be increased to a level of 1534.91 million tonnes at the completion of the year 2019-20. The provisional port-wise capacity during 2019-20 and the traffic handled at Major Ports during 2019-20 are given in **Table 19**.

Table 19 -Major Port-wise Capacity Utilization during 2019-20				
(Million Tonnes)				
S.No.	Name of Ports	Capacity	Traffic**	Capacity Utilization (%)
1	Kolkata Ports of Trust*	82.57	63.98	77.5
2	Paradip Port Trust	249.00	112.69	45.3
3	Visakhapatnam Port Trust	134.18	72.72	54.2
4	Kamarajar Ports Limited	91.00	31.75	34.9
5	Chennai Port Trust	135.00	46.76	34.6
6	V.O. Chidambaranar Port Trust	111.46	36.08	32.4
7	Cochin Port Trust	78.60	34.04	43.3
8	New Mangalore Port Trust	104.73	39.14	37.4
9	Mormugao Port Trust	63.40	16.02	25.3
10	Mumbai Port Trust	79.00	60.70	76.8
11	Jawaharlal Nehru Port Trust	138.87	68.45	49.3
12	Deendayal Port Trust	267.10	122.61	45.9
	Total	1534.91	704.93	45.9

Note: *Haldia Dock Complex included

**Provisional

Source: Port Wing of M/o Shipping for Capacity and Major Ports for Traffic

3.1.2 The above table shows that around 46% capacity has been utilized at Major Ports during 2019-20. The highest capacity utilization i.e. 77.5% is achieved at Kolkata Port Trust (including Haldia Dock Complex) followed by Mumbai Port Trust (76.8%), Visakhapatnam Port Trust (54.2%), JNPT (49.3%), Deendayal Port Trust (45.9%) and

Paradip Port Trust (45.3%) during 2019-20. The least capacity utilization was at Mormugao Port which was 25.3% only during 2019-20.

3.1.3 The **Table 20** below shows that around 62.2% capacity has been utilized at Non-major Ports during 2019-20. The highest capacity utilization i.e. 75.9% is achieved at Gujarat Maritime Board (GMB) followed by Puducherry (59.6%), Odisha (54.3%), Directorate of Ports, Andhra Pradesh (51.6%), Port Management Board, A&N Islands (45.0%), Tamil Nadu Maritime Board (TNMB) (43.5%), Maharashtra Maritime Board (MMB) (34.9%), Kerala (28.4%), Karnataka (18.7%) and Goa (0.1%) during the year 2019-20.

Table 20-Non-Major Port-wise Capacity Utilisation during 2019-20				
(Million Tonnes)				
S No	Name of Ports	Capacity	Traffic*	Capacity Utilisation (%)
1	Gujarat	542.81	411.79	75.9
2	Maharashtra	125.00	43.66	34.9
3	Tamil Nadu#	26.15	11.37	43.5
4	Goa	9.00	0.01	0.1
5	Kerala	0.55	0.16	28.4
6	Karnataka	5.00	0.94	18.7
7	Andhra Pradesh	193.40	99.85	51.6
8	Odisha	65.00	35	54.3
9	Puducherry	16.96	10.10	59.6
10	Andaman & Nicobar Islands	4.11	1.85	45.0
	Total	987.98	614.99	62.2

Source: State Maritime Board/ Directorate of Ports

*Provisional

Kattupalli Port in Tamil Nadu provided container data in TEU's for the first time in 2019-20

3.2 Cargo Traffic Targets during 2019-20 & achievement during 2019-20 for Major ports.

3.2.1 Total cargo handled at Major Ports during 2019-20 was 704.93 million tonnes against the target of 725 million tonnes, achieving 97.2% of the target in the year 2019-20.

3.3 Port Efficiency

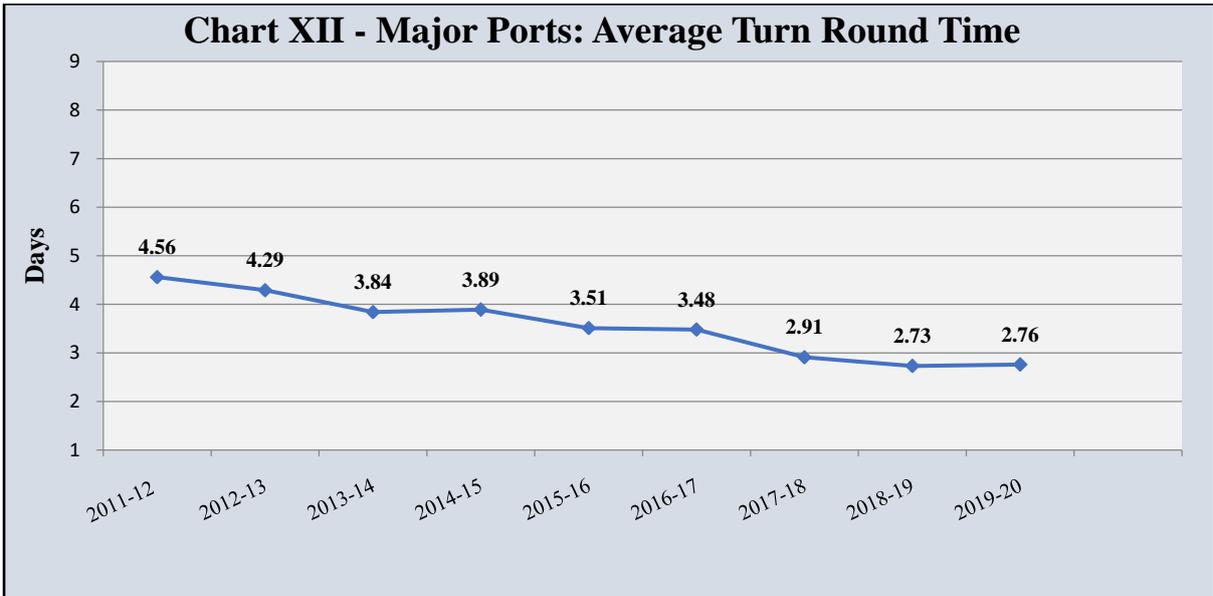
3.3.1 Efficiency at ports has an impact on transaction cost of shipping lines. Major Ports have improved their efficiency of operations as reflected in select physical performance indicators over the last several years. Some key operational indicators of physical performance pertaining to major ports for the select years are elaborated below.

Average Turn-Round Time (TRT)

3.3.2 This parameter has improved significantly since the past one and half decades for all the major ports. Average TRT for all major ports improved from 8.10 days in 1990-91 to 3.63 days in 2005-06. Thereafter the TRT has increased steadily to 3.89 days in 2014-15. The average TRT improved in 2017-18 to 2.91 days and further improved to 2.73 days during 2018-19. However, average TRT has reached to 2.76 days in the year 2019-20. The average TRT varied in the range between 1.79 days at V. O. Chindambarnar Port to 4.39 days at Deendayal Port during 2019-20. Among the 12 major ports; Average TRT has been improved at Vishakhapatnam Port, Kamarajar, Cochin Port, NMPT, JNPT, Mumbai Port and Deendayal Port during 2019-20. Port-wise TRT for selected years are given in **Table 21**.

Table 21: Average Turn Round Time						
						(days)
Port	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
1	2	3	4	5	6	7
Kolkata D.S	4.97	4.78	4.43	3.77	3.35	3.87
Haldia D.C	3.36	3.27	5.47	3.75	3.03	3.60
Paradip	7.01	4.50	4.99	3.31	2.51	2.98
Vishakhapatnam	5.67	3.84	3.75	2.58	2.51	2.48
Kamarajar (Ennore)	4.32	6.87	2.68	2.19	1.97	1.85
Chennai	2.54	2.53	2.51	2.21	1.98	2.06
Chidambaranar (Tuticorin)	3.37	3.53	4.00	2.40	1.76	1.79
Cochin	1.69	2.18	1.99	1.87	1.94	1.92
New Mangalore	2.46	2.63	2.35	2.04	1.93	1.91
Mormugao	3.97	3.37	3.43	3.15	3.48	3.54
J.L. Nehru	2.24	2.31	1.96	2.23	2.13	2.06
Mumbai	4.09	3.29	2.48	2.76	2.69	1.96
Deendayal	4.90	4.28	4.51	4.25	4.68	4.39
All Ports	3.89	3.51	3.48	2.91	2.73	2.76
Source: Major Ports, P: Provisional,						

Average Turn Round Time at major ports for selected years from 2011-12 to 2019-20 is presented in the **Chart XII** below.

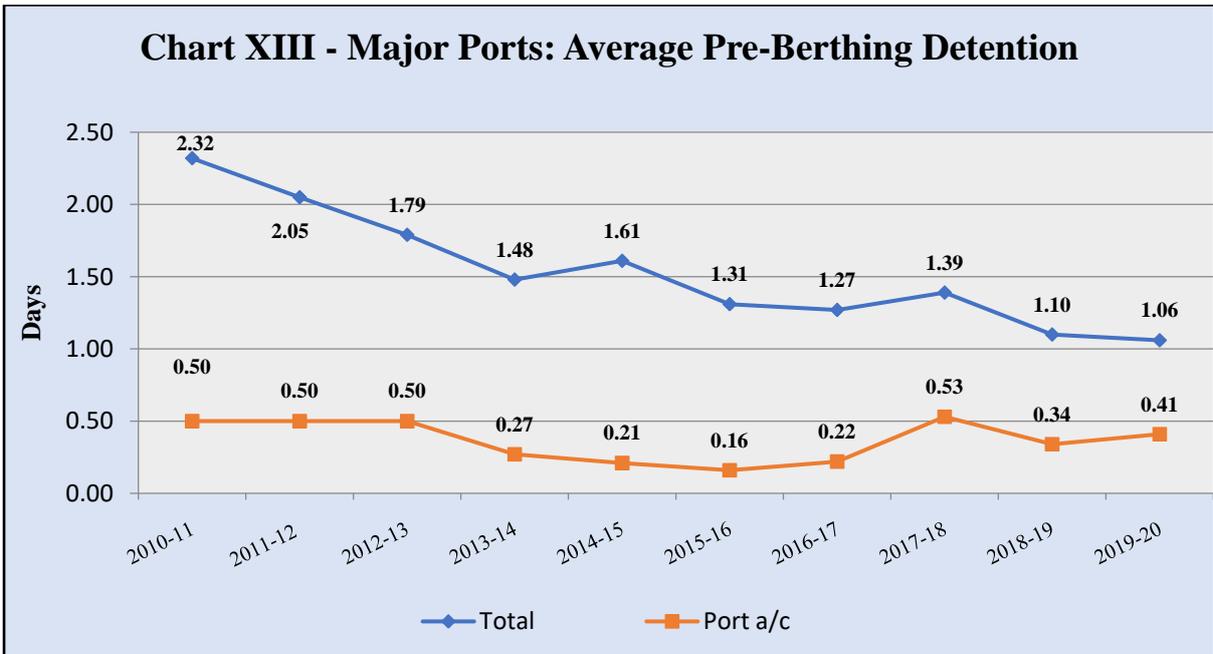


Source: Major Ports

Turn Round Time- Total time spent by a ship since its entry till its departure.

Average Pre Berthing Detention Time (PBDT)

3.3.3 The average overall pre berthing detention time for all major ports declined from 2.16 days in 1990-91 to 2.05 days in 2011-12 and in 2018-19 and 2019-20 average PBDT edged up to 1.10 days and 1.06 days respectively. The trajectory of weighted average of pre-berthing detention time at Major Ports – total and on Port account since 2010-11 to 2019-20 is shown in the **Chart XIII** below.



3.3.4 Average PBDT on port account has seen a sharper decline from 2.10 days in 1990-91 to 0.50 days in 2011-12. Average PBDT on port account were at 0.50 and 0.27 days in 2012-

13 and 2013-14 respectively. In 2018-19, the Average PBDT on port account declined to 0.34 days. However, average PBDT again increased to 0.41 days in 2019-20. Port-wise PBDT for select years is indicated in **Table 22**.

Table 22 : Average Pre-Berthing Detention						
(Days)						
Port	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
1	2	3	4	5	6	
Kolkata D.S	0.71	0.50	0.57	0.62	0.46	0.70
Haldia D.C	1.43	0.66	2.49	3.15	2.72	2.96
Paradip	4.11	2.05	2.47	0.87	0.30	0.64
Vishakhapatnam	2.59	1.47	1.22	2.37	1.29	1.22
Kamarajar	2.51	4.73	0.96	0.57	0.18	0.12
Chennai	0.41	0.44	0.38	0.86	0.15	0.07
Chidambaranar	1.07	1.33	1.80	1.13	0.68	0.65
Cochin	0.81	0.66	0.48	0.43	0.53	0.48
New Mangalore	0.60	0.76	0.00	1.16	1.10	1.26
Mormugao	1.61	1.38	1.67	1.31	1.24	1.21
J.L. Nehru	0.80	1.17	0.77	0.92	0.82	0.76
Mumbai	1.69	1.27	0.46	0.96	1.07	0.16
Deendayal	2.52	1.98	2.02	1.90	2.02	1.85
All Ports	1.61	1.31	1.27	1.39	1.10	1.06
Source: Major Ports, P: Provisional						

Pre-Berthing Detention - The time for which a ship waits before getting entry into berth.

Average Output Per Ship Berth-day

3.3.5 During the last 25 years this indicator has seen a tremendous improvement. Average Output per Ship-berth day has increased more than six times from 3,372 tonnes in 1990-91 to 21949 tonnes in 2019-20 for major ports. However, average output per ship berth-day during 2019-20 is marked by substantial variation across major ports ranging from a high 32001 tonnes in case of Paradip Port to a low of 7149 tonnes at Kolkata Dock System. This variation reflects the type of cargo being handled, level of mechanization and labour practices. Port-wise average output per Ship-berth-day for selected years is given in **Table 23**.

Table 23: Average Output per Ship Berth-day						
						(Tonnes)
Port	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)
1	2	3	4	5	6	7
Kolkata D.S	3084	3201	6080	6962	7765	7149
Haldia D.C	6802	9126	12537	13832	15083	15192
Paradip	17736	26965	30245	33440	36030	32001
Visakhapatnam	10640	17179	16823	17592	18281	20032
Kamarajar	22613	31106	26235	28456	27678	26581
Chennai	14464	18976	19220	19113	21001	20340
Chidambaranar	10468	13619	13612	15557	19494	22018
Cochin	16906	20962	23539	28143	30150	31236
New Mangalore	19856	16165	17094	16378	18126	19140
Mormugao	12272	21542	30414	24948	18685	19944
J.L.Nehru	21310	23792	23897	22526	25847	26379
Mumbai	11055	18020	20915	22996	25941	25608
Deendayal	15159	16538	18235	22903	21410	21109
All Ports	12993	16471	19080	20581	21846	21949
Source: Major Ports, P: Provisional						

3.3.6 The average output per ship-berth-day for the selected years since 2010-11 to 2019-20 is presented in the chart XIV below.

Chart XIV - Major Ports: Average Output per Ship-Berth Day



4. PRIVATE SECTOR/CAPTIVE/JOINT SECTOR PORT PROJECTS

Brief details of the ongoing Private Sector/Captive/Joint Sector Port Projects and a list of these projects under consideration as on 31.03.2020 are brought out in Appendix-I & Appendix-II in respect of Major Ports and in Appendix-III & Appendix-IV for Non – Major Ports.

APPENDICES

- I. Ongoing Private Sector/Captive/ Joint Venture Port Projects at Major Ports
- II. Under Formulation Private Sector/Captive/ Joint Venture Port Projects at Major Ports
- III. Ongoing Private Sector/Captive/ Joint Venture Port Projects at Non-Major Ports
- IV. Under Formulation Private Sector/Captive/ Joint Venture Port Projects at Non- Major Ports

Appendix – I

**Ongoing Private Sector/Captive/Joint venture Port Projects
(Major Ports)**

Sl. No.	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status
1	2	3	4	5	6
1.	Modification of existing Iron Ore Terminal to also handle Coal.	Kamarajar Port Ltd	12.00	22.9	Physical Progress - 71.85% Scheduled completion: 30.09.2020
2.	Development of Bulk Coal Terminal on Captive Basi	New Mangalore Port Trust	5.40	376.52	Commercial operation commenced from 22.06.2012.
3.	Provide Handling Equipment at Berth No.16 (Old B.No.12) for Handling Bulk Cargo & Containers under PPP Mode	New Mangalore Port Trust	6.73	469.46	Commercial operation commenced from 08.11.2019.
4.	Mechanization of Berth No. 14 by Providing Handling Equipment for Handling Container and Other Cargo on DBFOT Basis at NMPT	New Mangalore Port Trust	6.01 (in 2 phases)	280.71	The concession agreement has been signed on 27.01.2020 with M/s. JSW Mangalore Container Terminal Pvt. Ltd.
5.	Extension of existing Container terminal in Outer Harbour.	Visakhapatnam	0.54 MTEUs	633.11	Concessionaire was awarded on 02.03.2019. Physical progress is 33.99%.
6.	Mechanization of EQ- 1.2 & 3berths at Paradip Port on BOT basis	Paradip Port	30	1437.76	Terminal under construction.
7.	Development of New Coal Berth for handling of Coal Import at Paradip Port on BOT basis.	Paradip Port	10	655.56	Terminal under construction.
8.	Development of fourth container terminal	JNPT	60	7915.00	The work of 1 st Phase having investment of about Rs 4719 Cr was commissioned Dec.2017. The work of Phase =II development commenced from Dec.2019 & will be commissioned in Dec. 2022
9.	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa on BOOT basis.	Mormugao Port	19.6 MTA Rated	250.00	Operational since 19.06.2004

10.	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port Goa on DBFOT basis	Mormugao Port Trust	13.7 MTA Rated	406.00	Operational since 06.06.2014
11.	Redevelopment of Berths 8,9 and barge berth at the Port of Mormugao.	Mormugao Port Trust	19.22	1145.36	Concession Agreement signed between Mormugao Port and M/s Goa Sea Port Pvt. Ltd, Tuticorin was terminated on 14.02.2020.
12.	Up gradation of CJ-I and CJ-II (berth construction)	VOCPT	18.00	97.76	Construction of CJI has been completed on 21.04.2019
13.	Widening of the Existing Korampallam surplus course bridge and ROB	VOCPT	-	41.55	LOI issued on 10.04.2018 80% of work has been completed and remaining work is in progress.
14.	Development of barge Handling facility at Bharati Dock under PPP model	Chennai Port Trust	1.35	27.29	Project awarded to CBTPL on 3 1.03.2013, but due to non-fulfillment of condition precedent, termination order issued during February 2016. Consequently, the PPP operator initiated arbitration proceedings. The arbitral award was issued by the tribunal on 30.03.2018, in favour of Chennai Port. The Claimant, CBTPL filed O.P. 415 on 25.04.2018 in the High Court of Madras challenging the arbitral award. The Judgment on O.P. 415 of 2018 was passed on 30.04.2019 wherein the impugned award of the learned Arbitrator was set aside. Chennai Port Filed Original side Appeal (OSA No. 171 of 2019) before the Hon'ble High Court of Madras on 09.07.2019 challenging the above Judgement passed in Original petition No. 415 of 2018. The OSA 171 of 2019 came up to admission on 23.07.2019, the Hon'ble Division Bench, Madras High Court admitted the OSA and granted stay of the order passed on O.P. No. 415 of 2018 by an interim order dated 23.07.2019. Meanwhile, Work was awarded on 31.03.2018 for caryning out the project on the house mode and the work in progress.
15.	Berth No. 3 mechanization	Haldia Dock Complex, Kolkata Port Trust	3.53	331.94	<ul style="list-style-type: none"> • Date of OLI : 01.09.2020I
16.	Procurement of 1 No. Rail Mounted Quay Crane (RMQC)	Haldia Dock Complex, Kolkata Port Trust	NA	61.31	<ul style="list-style-type: none"> • Design document, date sheet & GA drawings under approval • Letter of credit will be open 30.07.2020, • Design of drawing to be approved

					on 15.07.2020
17.	Setting of 1 MW in solar power in township	Haldia Dock Complex	1 MW	5.93	<ul style="list-style-type: none"> Physical progress 10%, Financial progress 0%
18.	Fly over at Ranichak	Haldia Dock Complex		127.80	<ul style="list-style-type: none"> Physical 92.30% Financial 91.96 Excepted completion of time 17.08.2020
19.	Widening and strengthening of concrete road from G.C Berth main gate no. 13	Haldia Dock Complex		28.99	<ul style="list-style-type: none"> Physical progress 79% Financial progress 76% Expected completion date 30.06.2020
20.	Setting up of 2 nd railway line from Durgachak to HDC railway system	Haldia Dock Complex		117	<ul style="list-style-type: none"> Physical progress 53% Financial progress 76.69% Expected completion date 30.09.2020
21.	Construction of Liquid Cargo handling Jetty (Outer Terminal-II) near 2nd oil jetty	Haldia Dock Complex	2.0	81.24	<ul style="list-style-type: none"> Work order issued to RKCE project Ltd. 5th September 2019. Physical progress 3.37%
22.	Construction of hard stand with concrete power block including drainage facility behind Berth No. 5 (1.5 lakh sqm)	Haldia Dock Complex		51.03	<ul style="list-style-type: none"> Physical progress 20% Financial progress 18.18%
23.	Development of container Stacking yard at northern side of 3 NSD shed adjacent green verge for creation of a New Reefer Park and other allied works at NSD (A/c KDS)	Kolkata Port Trust		1.168	<p>* Expected Completion: 31.03.2020.</p> <p>* The completion of the project will be delayed due to the current lockdown.</p> <p>* It was planned to complete by 31.5.2020 subject to lifting/relaxation of lock down</p>
24.	Reconstruction of Bay No.4 & 5 of the CPY / reconstruction of damaged portions of Bay No.1 CPY (excluding rail line portion) and other allied works(A/c KDS)	Kolkata Port Trust		1.245	<p>* Expected completion date: 31.03.2020.</p> <p>* Already completed excluding site cleaning works.</p> <p>* The same would be done within seven days after lockdown restrictions are lifted.</p>
25.	Development of area between 1 CPY & Reefer Park area adjoining green verge area for CPY including relocation of existing Fire line & Cable Duct etc. at NS Dock (A/c KDS)			1.184	<ul style="list-style-type: none"> Expected date of Completion: 31.03.2020. The completion of the project will be delayed due to the current lockdown restrictions.
26.	Appointment of O&M operator for operation and maintenance of domestic cruise terminal at Mumbai	Mumbai Port		14.00	Completed

	Port.				
27.	Oil Jetty No. 7 at Old Kandla	Deendayal Port		42.40	18 months from the date of commencement of work subject to receipt of Environmental Clearance.
28.	Oil Jetty No.8 at old kandla	Deendayal Port		100.0	18 months from the date of commencement of work subject to receipt of Environmental Clearance
29.	Development of Marine Liquid Terminal facilities at OOT, Vadinar on captive use basis	Deendayal Port		448.0	36 months from the date of commencement of work. Concession of the Project awarded to the concessionaire on 16.10.19
30.	Development of oil jetty to handle liquid cargo and ship bunkering terminal at old Kandla-PPP Mode	Deendayal Port		233.5	24 months from the date of commencement of work. Compliance of Condition Precedent's fulfilment is in progress & after C.P's fulfilment Award of Concession will be issued.
<p>BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Source:- Major Ports Note: - The status of 1 to 25 Projects has been updated on 31st March 2020.</p>					

Appendix – II

Private Sector/Captive/Joint Venture Port Projects Under Formulation (Major Ports)

Sl. No	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status
1	2	3	4	5	6
1.	Development of Western Dock on BOT basis to handle cape size vessels	Paradip Port Trust	25 MTPA	2040	In Government approval stage.
2.	Development of Oil Jetty to handle liquid cargo ship bunkering Terminal	Deendayal Port Trust (Kandla)		233.50	Condition precedents stage.
3.	Development of Oil Jetty No.9 at Old Kandla on PPP Mode	Deendayal Port Trust (Kandla)		123.40	RFQ invited.
4.	Development of Oil Jetty No.10 at Old Kandla on PPP Mode	Deendayal Port Trust (Kandla)		123.12	RFQ invited.
5.	Development of Oil Jetty No.11 at Old Kandla on PPP Mode	Deendayal Port Trust (Kandla)		356.89	RFQ invited.
6.	Strengthening of oil jetty 1 at KPT	Deendayal Port Trust (Kandla)	0.78	5.0	Work awarded to M/s Indian Build Infrastructure Pvt. Ltd. On 20/05/14. Commercial Operations of OJ No 1 started on 30/04/2015.
7.	Development of Port based multi-product SEZ	Deendayal Port Trust (Kandla)	-	1095	In view of poor interest shown by the market due to gradual tapering off of the incentives which were to be provided by the government and also possibility of a new proposed coastal economic zone, the prospects of developing SEZ at kandla look very bleak. Hence, DPT is not pursuing the proposal of SEZ anymore and instead the port may focus on development of smart Industrial Port city and also the CEZ concept, as and when it is announced by NITI Aayog.
8.	Construction of Rubble bund at North of existing cooling water channel for reclaiming NCB III bridged material.	VOCPT	-	5.98	➤ M/s. NTCPWC, IITM Chennai has been engaged for preparation of revised DPR for maintenance and Capital dredging. After submission of DPR, port will submit the Dredging proposal for approval.

9.	Dredging in front of NCB-III at VOC Port	VOCPT	8.90	64.15	<ul style="list-style-type: none"> ➤ M/s. NTCPCWC, IITM Chennai has been engaged for preparation of revised DPR for maintenance and Capital dredging. After submission of DPR, port will submit the Dredging proposal for approval. ➤ Port has initiated action to engage DCI for PMC services.
10.	Development of Outer Harbour at Chennai Port (previously called Development of Mega Container/Terminal). Under PPP mode on DBFOT basis.	Chennai Port Trust	(32 MTPA)	5100	<p>The Mega container terminal project was restructured as outer Harbour Terminal due to the low revenue share quoted by bidders for mega container terminal.</p> <p>No RFQ were received for the restructured project. And since the consultant in his report indicated that the project was not financially viable, hence the board deferred the proposal for the period</p> <p>Meantime, Navy submitted a proposal for setting up a naval jetty and Basing facility for Indian Naval (IN) ship the outer harbour area and requested give a NOC to carry out the tranquility study on the proposal as requested Navy, NOC has been given vide this office letter dated 15.07.2017 for carrying out tranquility study on the proposal after getting NOC from ChPT, the Navy in February 2019 forwarded the conceptual project report submitted by IIT and informed that Eastern Naval Command is presently meeting infrastructure requirement through hiring/ leasing and the plan to develop a naval jetty ChPT is not being processed and its requirement will be reviewed in 2021-22. Hence developing a Naval Basin in the location earmarked for Outer Harbour area is dropped..</p> <p>M</p> <p>failed to take off due to low revenue share quoted by bidders and subsequent invitation did not receive offers. Even after restructured as Outer Harbor terminal there was no response to bid invitation on account of high capital cost and long gestation period. Meanwhile, Navy Commissioned a study through IIT- M for developing berths at new Outer Harbour. Further, Navy informed vide lr dt: 20.02.2019 that Feasibility of development of Naval Jetty as per the Conceptual Project report submitted by IIT-M is being examined by Navy and the decision will be conveyed subsequently.</p>
11.	Development of Rajiv Gandhi Dry Port and Multi Modal Logistic Hub for Chennai Port in SIPCOT industrial park at Mappedu, Sriperrumbudur; under PPP mode	Chennai Port Trust	18.45 MTPA	415	<p>121.74 acres of land at Mappedu acquired for long terms (99 years) lease from Sipcot, GoTN. Due to global recession and poor road connectivity PPP bids failed. Bids invited on land lease model were also fruitful as SIPCOT imposed sub-lease charges. NHAI & MoRTH have appointed consultant M/s. Howe for preparing Feasibility report to develop Multi Modal Logistic Park at 80 acres of lands owned by ChPT at Mappedu. The consultant has</p>

					submitted inception report. Further a meeting was held on 01.03.2019 wherein a presentation was made by the consultant. MOS through SDVL appointed consultant M/s. Crisil Risk & Infrastructure Solutions Ltd., Gurgaon for preparation of Feasibility Report and the consultant had submitted draft Feasibility report on 13.06.2019, comments has been sent and requested to revise the final feasibility report.
12.	Development of Dry Dock/ Ship Repair facility at Timber pond/Boat basin in Chennai Port	Chennai Port Trust		315	Open tenders were invited during December 2013 and November 2014 based on the Land lease Model for the Dry dock Facility failed to yield any response. Subsequently, as ICG offered to develop the Dry Dock on a 30 years lease, a draft MoU was sent to ICG during march 2015 As requested by ICG further extension upto 31.05.2019 was granted. Meanwhile MoD approved the proposal during April 2019 for 99 years leasing. Accordingly, the proposal of leasing Boat basin and timber point to IGL for 99 years was placed before the CHPT Board. After approval CHPT Board, the proposal was sent to MoS and the same was placed before the Empowered committee on 05.08.2019. Approval and same is awaited. Meanwhile IPA has appointed Consultant M/s. Royal Haskoning to explore the opportunity for development of ship repair facilities for DBFOT on PPP (Feasibility Report) in 3 ports viz., ChPT, JNPT and VoCPT. The consultant has submitted final feasibility report on 16.07.2019. Discussion with ICG will be held shortly.
13.	Development of Bharthi Dock -2(BD-II) as co- terminal in Chennai Port Trust	Chennai Port Trust	5MTPA	180	After examine options, it was decided to develop a coal Terminal through PPP mode to subject to favorable recommendations from the empowered committee constituted by Hon'ble Supreme Court. The port is taking measures to comply with the recommendations of the Empowered Committee. After requirements on the EC report satisfied, TNPCB will be informed.
14.	Development of JD (East) berths as Multi cargo Terminal.	Chennai Port Trust	8 MTPA	360	To be dropped on account of proposed merger with KPL as per the decision taken during video conferencing meeting held on 26.04.2019 to review of Sagarmala Project Coastal shipping activities of CHPT & KPL.
15.	Development of Captive Jetty by IOCL for handling POL, LPG	Kamarajar Port Limited	3 MTPA	465.0	* Concession Agreement signed on 09.06.2016. * MOEF & CC clearance obtained on 31.10.2018. * IOCL submitted performance BG for Rs. 23.25 Cr on 04.01.2020 * IE appointed for the project on 19.03.2020 * Investment approval from IOCL board is awaited. * Pre-Project activities underway by IOCL

16.	Development of Marine Liquid Terminal – II on DBFOT basis	Kamarajar Port Limited	3 MTPA	393	* LOA issued to Consortium of BPCL-HPCL on 14.02.2018. * Signing of agreement could not be achieved due to the ongoing litigations with the existing BOT operator of MLT-1(ETTPL). * At present mediation between both parties is underway.
17.	Argumentation of fire fighting system at HOJ – I & II including 2 nos Berge jetty including O& M for 10 years	Haldia Dock Complex,		98+20 (O&M)	• The approval of the project yet to be received from Ministry
18.	Setting up of a Liquid cargo handling jetty along with association facilities at Shalukkhali Haldia Dock System, Kolkata Port Trust on DBFOT basis for a period of 30 years..	Haldia Dock Complex, Kolkata Port Trust	2.04 MTPA	172.5	> EC obtained on 28.02.2020 > Probable date of commencement of work September 2020
19.	Construction of Third Chemical Beth at Pir Pau.	Mumbai Port	2.00 MTPA	95.0	Planning Stage.
20.	Construction of New Fish Jetty with approach Trestle, at Mallet Bunder, Mazgaon	Mumbai Port	1500 MTPA	79.0	Planning Stage.
21.	Development of Marina.	Mumbai Port	300 yachts	359.25	SFC approval awaited.
22.	Set-up, Operate and maintain floating storage and Regasification unit at Mumbai Harbour on Land license model.	Mumbai Port	5.0 MTPA	900.0	Due Dated of bid is 06.11.2019.
23.	Development of Marina in Mumbai Port on PPP model	Mumbai Port	4000 passenger per day	700.0	Tender is due on 03.12.2019.ASI clearance is still awaited
24.	Appointment of O & M operator for Mumbai international cruise terminal at BPX Indra Dock, Mumbai	Mumbai Port	138.0	Tender is due on 06.11.2019.
25.	Management Operation and Maintenance of KonojiAngre Island (KAI) at Tourist destination on PPP	Mumbai Port	400 Tourist (Average) per day	50.0	SFC approval is awaited.

	basis.				
26.	Selection of operator for JNPT-Mumbai port Barge/ship operations to reduce city congestion & create value for Trade on PPP mode.	Mumbai Port	560000 TEUs	65.0	Bids are being Invited.
27.	Conversion of 2 Berths as Container Jetty at Khidderpore Docks (PPP) at KDS	Kolkata Dock System of Kolkata Port Trust	1.50 MMTP A	200.00 (1 st Phase) (PPP) Mode	<ul style="list-style-type: none"> • Project approved by Board of Trustees of KoPT on 25th Feb 2020. • Draft SFC memo and DPR copy sent to MoS • TA has been appointed. • RFQ preparation in progress. • Dedicated Project Monitoring Unit appointed for the Project by KoPT • Draft RFQ, draft RFP and draft concession agreement is under finalization. • Final feasibility report by IPA was expected to be received by 15.05.2020
28.	Mechanization of EQ-7 berth.	Visakhapatnam			Submitted for approval of Board to place Order on M/s.IPRCL for preparation of TEFR.
29.	Mechanization of WQ-7 & 8 berths	Visakhapatnam			TEFR preparation by M/s.IPRCL is under progress.
30.	Creation of facilities for Domestic & International Cruise Terminal, Ropax and Ferry at B.no. 1,2,3, at the Port of Mormugao.	Mormugao Port Trust	-	100.00	Proposal submitted to Ministry for approval and 100 % funding of project.
<p>BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Source:- Major Ports Note: - The project status of 1 to 5, 8 to 18 and 27 to 30 is updated on 31st March 2020.</p>					

Ongoing Private Sector/Captive/Joint venture Port Projects (Non-Major Ports)

Sl. No	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
1.	Development of Mundra Port	Mundra (Gujarat)	250	19759	Phase-I of the Project completed & Operational 1.810 m Multipurpose jetty 2.1843 m container terminal & T-2 3. 1 SBM and other back up facilities <u>Phase-2:</u> 1.1510 m Coal Terminal, Wand Operational 2.810 m Container Terminal Operational 3.Second SBM Operational 4.3 Multipurpose Berth Operational 5.650m Container Terminal Operational. 6. 650.50 m Container Terminal operational. 7.One LNG berth is operational. 8.Started handling LPG cargo at Mundra <u>Phase- 3:-</u> DPR for development of Phase 3 has been submitted and the same is under consideration.
2.	Development of BGCT under phase I B at Hazira Development of Phase II assets	Hazira, (Gujarat)	35	3500	Completion of construction of the following: Phase 1B 1) 2 container berths are 3 general berths 2) breakwater 3) backup facility for handling the cargo. Out of two Multipurpose Berths under Phase-II, Construction of One berth of Total 182 m quay length has been completed and operational. Assets of 2 nd Multipurpose berth are under construction,
3.	Development of Solid Cargo Port Terminal	Dahej (Gujrat)	20	980	Two solid cargo berths cranes completed. 1)Backup area constructed. 2)Conveyor system for berth no. 1 completed as per DPR.
4.	Development of chhara Port	Chhara (Gujrat)	8	3220	CA signed on 29/1/2015. DPR has been approved and construction is in progress.
5.	Development of LNG Terminal at chhara Port	Chhara (Gujrat)	5	4233	Construction permission has been granted.
6.	Captive jetty by ABG Cement Ltd	Hazira (Gujarat)	2	100	Construction permission granted. Extension in construction period is granted by the board.
7.	Captive Finger jetty by M/s ISGEC for handling for ODC	Dahej (Gujarat)	0.5	3.00	Construction works of the jetty is in Progress.

	Cargo at Dahej SEZ				
8.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujarat)	5.0	3940	Construction is in Progress.
9.	Private jetty at Victor by Om sai Navigations Pvt.Ltd	Jafrabad (Gujarat)	0.5	39	Construction is in Progress.
10.	Ahir salt & Allied Product Pvt Ltd	Mithi roher Kutch (Gujarat)	0.7	192	Construction is in Progress.
11.	Mata Sitadevi Infrastructure & Research Pvt Ltd.	Megdalla	0.5	166	Construction is in Progress.
12	Multipurpose jetty terminal at Mankhurd (Dist. Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt.Ltd.	Trombay	4.5	750	Currently, Phase-1 of the project is ready and pre-operational activities are in progress. Cargo operational are expected to commission by end-2020. The project has also received EC for expansion. The port capacity will be 0.20 million tonnes for the 1 st year which will reach 4.5 MTPA by 20 th year.
13.	Multipurpose jetty terminal at village change (Tal. Uran, Dist. Raigad) in Karanja creek by M/s Karanja Terminal & Logistics Pvt.Ltd.	Karanja	4.8	1000	The port is operational in FY 2019-20 with 400m. cargo berth. Balance development upto 1000m. will be done in a phase-wise manner. Port capacity will be 4.8 MTPA in FY-2019-20. The ultimate capacity of 8.48 MTPA will be achieved by FY-2032.
14.	Expansion of existing captive jetty facilities at village Vave (Tal. Pen, Dist. Raigad)in Dharamtar creek by M/s JSW Dharamtar Port Pvt Ltd	Dharamtar	35.0	280	Construction of berth and related facilities, in progress. Out of proposed 1750 Mtrs. of quay length, about 1100 mtrs. is ready. While,the capacity of 2017-18 is 15 MTPA, the projected capacity of 35 MTPA will be achieved by FY2022.
15	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	Jaigad	80.0	2800	The port facility is currently operational with 06 (2 berths in Phase-I and 04 berths in Phase-II). Additional 03 berths (which includes LNG berth and POL) in phase-II are under Construction. The current capacity of 2017-18 is 50 MTPA and expected capacity is 80 MTPA will be achieved by FY 2022.
16	Completion of Balance work of breakwater at LNG terminal at Dabhol, Dist. Ratnagiri by M/s Konkan LNG	Dabhol	5.0	610	The work has been awarded to M/s L&T Construction. IIT-M has been appointed as Proof consultant. The work is expected to commence by end-2020. Currently, the port is operating only in fair weather due to absence of breakwater. The port would be able to operate all weather with optimum

	Pvt.Ltd.				capacity once the breakwater is ready.
17	Construction of Terminal Building	Panaji Port	N.A.	28.06	Construction work is in Progress.
18	E.I.A. Study of Sal	Panaji Port	N.A.	1.08	Final report of E.I.A. submitted by NIO. Tendering process is in progress.
19	E.I.A. Study of Talpona	Panaji Port	N.A.	0.85	Final report of E.I.A. submitted by NIO. Tendering process is in progress.
20	E.I.A. Study of Galgibag	Panaji Port	N.A.	0.7	Final report of E.I.A. submitted by NIO. Tendering process is in progress.
21	Construction of 4 Floating Jetties in the Mandovi&ChPOR river	Panaji Port	N.A.	12.0	1 floating jetty at Panaji completed & commissioned other three jetties expected to complete by the end of the year, delay due to covid-19.
22	Development of Honnavar port by M/s Honnavar Port Pvt. Ltd., Hyderabad	Karnataka Honnavar port	5MTPA	500	All Statutory clearance have been obtained and the construction of jetty is under progress.
23.	Captive Port facility M/s. Udangudi Power Corporation Limited.	Udangudi in Thoothukudi	6 MTPA	1254.61	Port has been notified. Construction of Port Structure Commenced.
24.	Phase-II Development of Krishnapatnam	Krishnapatnam Port	44.3 MTPA of Non-Container cargo+3.3 MTEUpa of container cargo.	10800	75% work completed.
25	Development of Karaikal Port through private investment on BOT basis	Karaikal, Puducherry	NIL	NIL	Commercial operations commenced in June 2009 and is functioning.
26	Development of Pondicherry Port as a Feeder Port to Chennai Port in association with Chennai Port Trust	Pondicherry	0.4	NIL	Cargo handling operations on regular basis to commence soon after dredging works under "Sagarmala" are completed.
27	Captive Port owned by M/s Chemplast Sanmar, Chennai	Captive Marine Terminal Facility, Karaikal.	NIL	NIL	Commercial operations commenced in September 2007 and is functioning.
28	Phase II expansion of Dhamra port	Dhamra Bhadrak	50 million tonnes per annum	3000	Under Execution
29	Development of LNG Terminal at Dhamra	Dhamra Bhadrak	Nominal 5 mtpa, Expandable to	5500 (Phase I)	Under Execution

			10mtpa		
30	Dhamra Port Railway doubling works	Dhamra Bhadrak	App.Length 62 km	650	Under Execution
31.	Expansion, Development and Operation of Gopalpur Port	Gopalpur Port Ltd	20	20	<p>1.All Weather Direct Berthing Port declared open for commercial Traffic with effect from 29th March 2013.</p> <p>2. Port Operational suspended with effect from 12th Oct 2013 due to the effect of very severe cyclone “Phailin”</p> <p>3.Port Re-commissioned its commercial Traffic with effect from 30th Oct, 2015.</p> <p>4. Completion of Breakwater, stockyards, materials handling system, development of internal roads and railway siding underway. Development of Internal Roads, and Railway siding underway.</p> <p>5. The present expense till March 2020 (Unaudited 167.06 million.</p>

Source:-State Maritime Boards

Note: - The project status is updated as on 31st March 2020.

Appendix – IV

Private Sector/Captive/Joint Venture Port Projects Under Formulation
(Non-Major Ports)

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
1.	GCPTL Proposed 2nd liquid jetty & allied infrastructure.	Dahej (Gujarat)	5	2500 (estimated)	DPR has been submitted which is being examined. Location for 2 nd jetty is being finalized.
2.	Development of LPG Terminal at Chhara Port	Chhara (Gujarat)	2.5	1400	GMB has recommended the proposal for in-principle approval under sub-concession to the Government.
3.	Development of Nargol Port	Valsad (Gujarat)			Transaction Advisor for development of Greenfield Port at Nargol has been appointed.
4.	Development of CNG and other terminals at North side of Bhavnagar Port	Bhavnagar Port	6	1841	Selection of development is under process.
5.	Captive jetty expansion by M/s. Sanghi CEMENT Ltd.	Jakhau, Gujarat	2	150	Environmental clearance is awaited.
6.	Captive jetty by M/s Archan Chemical Budh Bunder	Jakhau, Gujarat	2	135	In principle approval has been granted by GoG. Studies & investigations for DPR are under progress.
7.	M/s Sealand Port Pvt. Ltd (a group company of IL&FS) Coal Jetty&Multypurpose Jetty under Gujarat SEZ act	Nana Layja, Kutch, Gujarat	17	1000	In principle is granted by GoG (December 2014). DPR submitted
8.	M/s Sealand Port Pvt. Ltd (a group company of IL&FS) coal Multypurpose Jetty under Gujarat SEZ Act.	Nana Layja, Kutch, Gujarat	3	256	In principle approval is granted by GoG (December 2014). DPR submitted.
9.	Captive jetty by M/s Reliance Ports Terminal Ltd. 6 th oil tanker berth at sikka-A2	Sikka, Gujarat	7	180	Construction Permission granted.
10.	M/s Adani Cementation Ltd.	Dhnuay, Kutch	5.8	300	Board of GMB has granted in Principal approval for captive jetty as approved by GoG
11.	M/s. Shree Cement Ltd.	Dhunay, Kutch	3	300	GMB has granted in-principal approval SCI.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
12.	HPCL Rajasthan Refinery Ltd.	Modhva,	9	500	GMB has granted Survey permission
13.	HPCL --- Mittal Pipelines Ltd. (HMPL)	Mandvi Kutch	9	500	GMB has granted in-principal approval
14.	M/s RSPL (Rohit surfactants)	Devbhumi, Dwarka Gujarat	3.00	249	In-principal approval granted by Gujarat Maritime Board. Proposal is submitted to GOG for its approval.
15.	Construction of captive jetty at village Nandgaon (Tal. Satpati, Dist.Palghar) by JSW Infrastructure Ltd.	SatpatiNawapur Maharashtra	8.0	221	Project has received EC on 9.12.2016. However, the project could take off due to a petition filed in Hon. High Court. The court has dismissed the petition. Now the project proponent JSWL has reworked the project to reduce the scope of work and submitted the revised proposal. The same is being examined in order to process it for Board approval.
16.	Construction of captive jetty at village Korlai (Tal. Murud-Janjira,Dist.Raigad) in Revdanda creek by M/s indo Energy International Ltd.	Revdanda Maharashtra	11.75	437	The project is awaiting environmental clearance. The project proponent has submitted a proposal for change of classification of the project from captive jetty to multipurpose jetty, considering that the power purchase agreement with the Government is not forthcoming. The proposal is being processed for Board approval.
17.	Construction of captive jetty in Dharamtar in creek near village Shahabaz (Tal. Alibag Dist. Raigad) by M/s Adani Comentation Ltd.	Dharamtar Maharashtra	1.0	350	Letter of Intent (Lol) has been issued to Project Proponent (PP) on 03.07.2018 for 24 months. PP is in process of complying with terms and conditions of Lol including obtaining EC.
18.	Construction of captive jetty at village Nate (Tal. Rajapur, Dist. Ratnagiri) by M/sI-Log Ports Ltd.	Jaitapur	5.0	135	PP has reworked the project considering that the power purchase agreement with the Government is not forthcoming. The process is obtaining EC is underway. The project is facing some local issues.
19.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/S White Orchid Estate Pvt. Ltd.	Kiranpan	0.5	28	Consideration of jetty facilities completed. However, port operations are kept in abeyance due to legal matters pending in the court/ NGT.
20.	Development of port at Redi (Tal. Vengurla, Dist.	Redi	5.16	716	The project has received EC from MoEF&CC on 6.9.2018. Pre-construction activities are in progress.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
	Sawantwadi) by Redi port Ltd.				The construction is expected to commence in FY 2020-21 and commissioning of the port is expected by FY 2022-23. Redi port have a capacity of 5.16 MTPA in Phase-I (2014-17) which will ultimately reach up to 33.38 MTPA in Phase-V (2032-46)
21.	Construction of multipurpose jetty at villTargher (Tel. Panval, DistRiagad) by M/s Shri Sai Baba sand dredging Co. Pvt Ltd.	Ulwa-Belapur	0.3	3	Letter of Intent (LOI)has been issued to PP on 23.10.2018 for 24 months. PP is in a process of complying with terms and condition of Lol including obtaining EC.
22.	Construction of multipurpose jetty at villTargher (Tel. Panval, DistRiagad) by M/s Famous dredging Co.	Ulwa-Belapur	0.2	5	Letter of Intent(LOI)has been issued to PP on 23.10.2018 for 24 months. PP is in a process of complying with terms and condition of Lol including obtaining EC.
23.	Construction of multipurpose jetty in vasaicreeknearvillG hodbunder(Tel. Mira Bhayander. Dist Thane) by M/s Famous dredging Co.	Vasai	0.2	5	Letter of Intent(LOI)has been issued to PP on 4.10.2019 for 24 months. PP is in a process of complying with terms and condition of Lol including obtaining EC.
24.	Construction of captive jettyinBankot creek near villKarivane (Tel. Shrivardhan, DistRiagad) by M/s AshapuraMinechem Ltd.	Bankot	1.0	10	Letter of Intent(LOI)has been issued to PP on 6.07.2018 for 24 months. PP is in a process of complying with terms and condition of Lol including obtaining EC.
25.	Construction of Jetties under Sagarmala Project	Panaji Port	N.A.	73.04	EIA studies are completed and awaiting Public hearing for nine coastal passenger jetties.
26.	Demolision of light house for navigation at Campal.	Panaji Port	N.A.	0.12	Government approval obtained for demolition of existing structure subject to construction of new structure taken up simultaneously. Plan for new construction under preparation with PWD.
27.	Consultancy financial and transaction advisory services for	Panaji Port	N.A.	0.24	The file is sent for administrative approval for tendering process under BOOT Model.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
	development of Maritime school at Britona				
28.	Development of Belekeri port as a satellite port to NMPT at Keni near Belekeri in Ankola taluka of Uttara Kannada district	M/o Shipping Govt of India	10	1720	Government of India has prepared Techno Economical Feasibility Report (TEFR) for development of Belekeri Port as a satellite Port to NMPT at Keni near Belekeri. State Government has conveyed its willingness on 20.10.2016 to GOI
29.	Development of captive port at Pavinkurva, in Honnavar taluka of Utter Kannada District	Karnataka Port & IWT Department	10	1767	M/s JSW, Mumbai has submitted a proposal to develop Pavinkurve port under Swiss challenge method. Government of Karnataka has considered this proposal and M/s JSW, Mumbai prepared and submitted the DPR. The i-deck, are the transactional advisor for this project. Draft bid document- RFQ cum REP- have been prepared by M/s I-deck and submitted to the Government for Consideration.
30.	Captive port facility by M/s. Coastal Tamil Nadu Power Ltd.	Panaiyur Kancheepuram Tamil Nadu	13 MTPA	1832	Port has been notified. Statutory clearances pending.
31.	Development of Bulk Liquid Berth for handling L.N.G.	Karaikal Port Puducherry	5.0	2.61	Obtained Environmental Clearance from MoEF& CC: Government of Puducherry has issued "NOC" for LNG facility.

Source:-State Maritime Boards

Note: - The project status is updated as on 31st March 2020.

Annexure-I

Commodity-wise Traffic Handled at Major Ports

(000 Tonnes)

Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Kolkata	2016-17	905	0	0	0	20	762	86	2030	9887	636	3120	16810
	2017-18	781	0	0	7	172	623	307	236	9760	640	5504	17390
	2018-19	780	0	7	9	985	1935	175	8	9934	652	4718	18551
	2019-20 (P)	564	0	32	11	313	1875	753	38	9787	675	3930	17303
Haldia	2016-17	4766	2023	1160	1818	5523	3995	467	0	2467	136	11922	34141
	2017-18	5651	2490	1576	2181	7319	4456	702	0	2672	156	13454	40501
	2018-19	5277	3462	467	2531	8633	8503	600	0	3140	178	12599	45212
	2019-20 (P)	5733	4017	3148	2359	7679	7532	509	0	3032	169	12671	46680
Paradip	2016-17	27695	0	10250	25845	10162	139	4064	0	42	2	10761	88958
	2017-18	33776	0	12189	29047	12861	311	4449	0	113	7	9282	102028
	2018-19	38098	0	12206	32478	12377	337	4571	0	221	13	9015	109302
	2019-20 (P)	37329	0	22955	27003	11995	162	4556	0	222	0	8467	112689
Visakhapatnam	2016-17	13051	1633	11620	3471	4289	4198	2664	559	6428	367	13107	61020
	2017-18	13057	1686	10872	2948	5764	6431	2873	76	6835	389	12995	63537
	2018-19	14861	1460	10897	1851	5727	9582	3111	2	7959	451	9851	65301
	2019-20 (P)	17142	1773	14888	821	7553	9749	2958	0	8649	504	9189	72722
Chennai	2016-17	12216	0	0	0	0	0	268	571	28850	1495	8309	50214
	2017-18(P)	13497	0	0	0	0	0	230	274	29905	1549	7975	51881
	2018-19	13297	0	0	0	0	0	251	57	31263	1620	8144	53012
	2019-20 (P)	13423	0	0	0	0	0	187	0	26710	1384	6439	46759
Kamarajar	2016-17	2648	1411	0	23017	79	0	0	0	1	0	2864	30020
	2017-18	3021	1439	0	22973	199	0	0	0	52	3	2762	30446
	2018-19	3233	1512	0	23767	1236	0	220	0	1101	57	3429	34498
	2019-20 (P)	2993	2081	0	19360	905	0	99	0	2524	130	3784	31746
V.O.Chidambaranar	2016-17	439	228	0	10824	3426	0	1641	1906	12991	642	7008	38463
	2017-18	466	173	0	9795	0	2685	1401	1161	14191	698	6711	36583
	2018-19	459	135	215	8598	0	4640	785	0	14955	739	4555	34342
	2019-20 (P)	386	141	0	7190	71	6012	895	70	16436	804	4876	36077
Cochin	2016-17	15740	431	0	44	0	0	252	174	6840	491	1526	25007
	2017-18	18664	906	0	44	0	0	223	0	7694	556	1612	29143
	2018-19	21340	575	0	43	0	0	233	0	8116	595	1714	32021
	2019-20 (P)	22346	893	0	0	0	0	206	0	8629	620	1968	34042
New Mangalore	2016-17	23032	2027	2947	3533	3387	0	488	248	1411	95	2863	39936
	2017-18	22509	2209	4903	2492	4205	0	693	51	1744	115	3253	42059
	2018-19	23637	2209	4624	5061	329	1187	525	0	1920	132	3015	42507
	2019-20 (P)	20060	2553	4988	0	10	5133	641	0	2276	153	3483	39144
Mormugao	2016-17	627	0	15053	2514	8466	0	199	0	402	30	5920	33181
	2017-18(P)	629	0	10259	1999	8514	0	182	0	425	32	4889	26897
	2018-19	600	0	1653	4208	6066	0	268	0	467	37	4421	17683
	2019-20 (P)	658	0	1723	1550	7898	0	52	0	417	32	3718	16016
J. L. Nehru	2016-17	3829	0	0	0	0	0	0	0	54530	4500	3793	62152
	2017-18	4013	632	0	0	0	0	0	0	57866	4833	3493	66004
	2018-19	3999	803	0	0	0	0	0	0	62114	5133	3790	70705
	2019-20 (P)	3018	855	0	0	0	0	0	0	60940	5031	3636	68449
Mumbai	2016-17	35761	888	0	2608	1596	0	283	430	639	43	20924	63129
	2017-18	36745	934	0	2418	0	0	288	0	630	42	21887	62902
	2018-19	36435	863	7266	4695	1710	0	430	0	375	27	8860	60634
	2019-20 (P)	37212	910	7028	3691	2569	0	414	0	291	27	8582	60696
Deendayal (Kandla)	2016-17	59516	0	735	15059	496	0	3645	586	175	5	25230	105442
	2017-18	60452	1193	1371	13241	546	0	3704	598	1839	117	27156	110099
	2018-19	58930	1805	1479	16359	818	0	4245	730	3954	244	27082	115402
	2019-20 (P)	61562	4621	751	16821	1040	0	4650	847	6967	442	25347	122607
All Ports	2016-17	200225	8641	41765	88733	37444	9094	14057	6504	124663	8442	117347	648473
	2017-18	213261	11662	41170	87145	39580	14506	15052	2396	133726	9137	120973	679471
	2018-19	220945	12824	38814	99600	37881	26184	15414	797	145519	9877	101193	699170
	2019-20 (P)	222426	17844	55512	78806	40033	30463	15920	955	146879	9971	96090	704929

* Includes POL Crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only ** excludes pulses

P : Provisional

Source: Major Ports.

Commodity-wise Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2016-17	180315	9379	9730	62421	8704	53124	0	22066	345739
	2017-18	188465	11584	10509	65962	5475	66312	0	22462	370769
	2018-19	186734	14019	10536	76772	7194	74985	5675	28956	399197
	2019-20 (P)	190386	13702	11551	77456	8756	79235	5936	30706	411792
Maharashtra	2016-17	2161	15049	2506	11137	243	0	0	3798	34894
	2017-18	2528	13378	2125	15481	870	0	0	3523	37906
	2018-19	2655	17653	2329	18750	526	0	0	3874	45786
	2019-20 (P)	3779	9547	2425	22253	1003	0	0	4654	43661
Andhra Pradesh	2016-17	2712	2983	1656	39521	4870	4246	0	13615	69603
	2017-18	1449	5949	1731	45262	5106	7793	0	18995	86285
	2018-19	1398	8130	2389	56312	7486	8835	515	18785	103334
	2019-20 (P)	1406	5421	1134	54996	5241	9337	552	22312	99847
Goa	2016-17	0	117	0	0	0	0	0	0	117
	2017-18	0	72	0	0	0	0	0	0	72
	2018-19	0	0	0	0	0	0	0	15	15
	2019-20 (P)	0	2	0	0	0	0	0	6	8
Tamil Nadu	2016-17	302	0	0	0	36	0	0	814	1152
	2017-18	424	0	4	0	32	0	0	645	1103
	2018-19	574	0	0	0	109	0	0	277	960
	2019-20 (P)	492	0	89	0	44	10133	689	612	11370
Karnataka	2016-17	111	0	86	0	40	0	0	470	707
	2017-18	182	0	44	0	36	0	0	419	680
	2018-19	164	0	44	0	49	0	0	787	1044
	2019-20 (P)	156	0	33	0	54	0	0	693	935
Puducherry	2016-17	272	499	756	6967	63	0	0	555	9112
	2017-18	156	696	822	6094	62	1	0	289	8121
	2018-19	0	440	470	6338	350	0	0	772	8370
	2019-20 (P)	385	273	364	7862	295	0	0	922	10101
Odisha	2016-17	0	6427	50	13709	281	0	0	2006	22473
	2017-18	0	4916	29	13860	134	0	0	3656	22595
	2018-19	0	4579	0	12924	510	0	0	4172	22186
	2019-20 (P)	0	9729	175	15401	311	0	0	9654	35269
Kerala	2016-17	19	0	0	0	0	0	0	121	140
	2017-18	22	0	0	0	0	0	0	116	138
	2018-19	21	0	0	0	0	27	0	174	222
	2019-20 (P)	23	0	2	0	0	0	0	131	156
A & N	2016-17	178	0	386	0	0	442	0	270	1276
	2017-18	196	0	324	25	0	485	0	388	1418
	2018-19	203	0	329	0	0	619	59	343	1495
	2019-20 (P)	199	0	590	0	0	698	65	364	1851
Total	2016-17	186070	34454	15170	133755	14237	57812	0	43715	485213
	2017-18	193421	36596	15588	146684	11714	74591	0	50493	529088
	2018-19	191749	44821	16098	171096	16224	84467	6249	58154	582609
	2019-20 (P)	196825	38674	16363	177968	15704	99403	7242	70054	614989

* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil.

@ includes Thermal Coal, Coking coal, Other coal and Pet coal

\$ includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

& includes Fertilisers, FRM-Liquid, FRM_Dry and Rock Phosphate

Source: Non Major Ports/State Maritime Boards

Annexure-III

Overseas and Coastal-wise and Commodity-wise Traffic Handled at Major Ports

(000 Tonnes)													
Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Kolkata	2018-19 (O.)	180	0	0	9	985	1935	175	8	9863	644	4594	17749
	2018-19 (C.)	600	0	7	0	0	0	0	0	71	8	124	802
	2019-20 (O.)	105	0	32	11	313	1875	753	38	9638	660	3712	16477
	2019-20 (C.)	459	0	0	0	0	0	0	0	149	15	218	826
Haldia	2018-19 (O.)	878	3462	290	0	8043	8145	600	0	2009	112	11486	34913
	2018-19 (C.)	4399	0	177	2531	590	358	0	0	1131	66	1113	10299
	2019-20 (O.)	1374	4017	2938	0	7462	7416	509	0	1842	102	11928	37486
	2019-20 (C.)	4359	0	210	2359	217	116	0	0	1190	67	743	9194
Paradip	2018-19 (O.)	32572	0	6974	6394	11818	337	4571	0	37	1	8338	71041
	2018-19 (C.)	5526	0	5232	26084	559	0	0	0	184	12	677	38262
	2019-20 (O.)	31607	0	15476	5807	11920	162	4536	0	0	0	7772	77280
	2019-20 (C.)	5723	0	7478	21196	75.27	0	20	0	222	0	695	35409
Visakhapatnam	2018-19 (O.)	10521	1460	1476	0	5727	9582	3111	2	7525	424	9067	48471
	2018-19 (C.)	4340	0	9421	1851	0	0	0	0	434	27	784	16830
	2019-20 (O.)	12851	1773	4882	0	7355	9710	2958	0	8257	466	8463	56249
	2019-20 (C.)	4291	0	10006	821	198	39	0	0	392	38	726	16473
Chennai	2018-19 (O.)	9790	0	0	0	0	0	251	57	30345	1572	7667	48110
	2018-19 (C.)	3507	0	0	0	0	0	0	0	918	48	477	4902
	2019-20 (O.)	9841	0	0	0	0	0	187	0	25709	1332	6047	41784
	2019-20 (C.)	3582	0	0	0	0	0	0	0	1001	52	392	4975
Kamarajar	2018-19 (O.)	456	1512	0	7842	1163	0	220	0	1101	57	3178	15472
	2018-19 (C.)	2777	0	0	15925	73	0	0	0	0	0	251	19026
	2019-20 (O.)	297	2081	0	8495	905	0	99	0	2524	130	3594	17995
	2019-20 (C.)	2696	0	0	10865	0	0	0	0	0	0	190	13751
V.O.Chidambaram	2018-19 (O.)	392	135	215	2125	0	4640	781	0	11382	561	4403	24073
	2018-19 (C.)	67	0	0	6473	0	0	4	0	3573	178	152	10269
	2019-20 (O.)	319	141	0	2232	71	6012	895	70	12927	633	4705	27372
	2019-20 (C.)	67	0	0	4958	0	0	0	0	3509	171	171	8705
Cochin	2018-19 (O.)	15966	575	0	43	0	0	233	0	3660	303	601	21078
	2018-19 (C.)	5374	0	0	0	0	0	0	0	4456	291	1113	10943
	2019-20 (O.)	17599	893	0	0	0	0	206	0	3567	294	674	22939
	2019-20 (C.)	4747	0	0	0	0	0	0	0	5062	326	1294	11103
New Mangalore	2018-19 (O.)	20123	2209	2152	5061	329	1116	525	0	869	63	2363	34747
	2018-19 (C.)	3514	0	2472	0	0	71	0	0	1051	68	652	7760
	2019-20 (O.)	15140	2553	2494	0	10	5058	641	0	996	71	2214	29106
	2019-20 (C.)	4920	0	2494	0	0	75	0	0	1280	82	1269	10038
Mormugao	2018-19 (O.)	0	0	470	4208	6000	0	262	0	332	29	3610	14882
	2018-19 (C.)	600	0	1183	0	66	0	6	0	135	8	811	2801
	2019-20 (O.)	2	0	1723	1550	7842	0	37	0	304	24	2996	14454
	2019-20 (C.)	656	0	0	0	56	0	15	0	113	7	722	1562
J. L. Nehru	2018-19 (O.)	793	803	0	0	0	0	0	0	61327	5030	2756	65679
	2018-19 (C.)	3206	0	0	0	0	0	0	0	787	104	1034	5027
	2019-20 (O.)	1008	855	0	0	0	0	0	0	59793	4892	2611	64267
	2019-20 (C.)	2010	0	0	0	0	0	0	0	1146	140	1025	4181
Mumbai	2018-19 (O.)	19286	846	59	4678	924	0	430	0	92	2	7612	33927
	2018-19 (C.)	17149	17	7207	17	786	0	0	0	283	25	1248	26707
	2019-20 (O.)	19658	910	521	3691	1699	0	414	0	8	1	7394	34294
	2019-20 (C.)	17554	0	6507	0	869	0	0	0	283	25	1188	26401
Deendayal (Kandla)	2018-19 (O.)	50019	1805	1407	16359	818	0	4245	730	1521	95	25767	102671
	2018-19 (C.)	8910	0	72	0	0	0	0	0	2433	149	1315	12730
	2019-20 (O.)	52230	4621	269	16760	1038	0	4650	847	1036	69	24393	105846
	2019-20 (C.)	9332	0	482	61	2	0	0	0	5931	372	953	16761
All Ports	2018-19 (O.)	160976	12807	13043	46719	35807	25755	15404	797	130063	8893	91442	532813
	2018-19 (C.)	59969	17	25771	52881	2074	429	10	0	15456	984	9751	166358
	2019-20 (O.)	162030	17844	28334	38546	38615	30233	15885	956	126601	8674	86504	545549
	2019-20 (C.)	60396	0	27177	40260	1417	230	35	0	20277	1296	9587	159379

* Includes POL Crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only ** excludes pulses

P : Provisional

Source: Major Ports.

Commodity-wise and Overseas & Coastal Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
Gujarat	2018-19 (O)	161497	2757	2618	76161	7194	74740	5647	24945	349913
	2018-19 (C)	25237	11262	7918	611	0	245	29	4011	49284
	2019-20 (O)	172972	1632	3786	77118	8756	78711	5896	21929	364904
	2019-20 (C)	17414	12070	7765	338	0	524	39	8777	46888
Maharashtra	2018-19 (O)	2655	4957	172	11768	281	0	0	2668	22501
	2018-19 (C)	0	12696	2157	6981	244	0	0	1206	23286
	2019-20 (O)	3779	1427	388	14194	493	0	0	3069	23350
	2019-20 (C)	0	8121	2037	8059	510	0	0	1585	20311
Andhra Pradesh	2018-19 (O)	8	5727	2113	45909	7486	8735	513	18181	88160
	2018-19 (C)	1389	2403	276	10403	0	100	2	603	15174
	2019-20 (O)	1	3623	388	44277	5221	6847	419	21462	81819
	2019-20 (C)	1406	1798	746	10719	20	2491	133	850	18028
Goa	2018-19 (O)								0	0
	2018-19 (C)								15	15
	2019-20 (O)	0	0	0	0	0	0	0	0	0
	2019-20 (C)	0	2	0	0	0	0	0	6	8
Tamil Nadu	2018-19 (O)	281				109			270	660
	2018-19 (C)	293				0	0		7	300
	2019-20 (O)	433	0	89	0	44	10073	685	566	11206
	2019-20 (C)	58	0	0	0	0	60	4	45	164
Karnataka	2018-19 (O)	1		0		49			454	504
	2018-19 (C)	163		44		0			332	540
	2019-20 (O)	0	0	0	0	54	0	0	542	596
	2019-20 (C)	156	0	33	0	0	0	0	151	339
Puducherry	2018-19 (O)	0	55	55	5334	350	0		772	6565
	2018-19 (C)	0	385	415	1005	0	0		0	1805
	2019-20 (O)	0	0	108	6456	295	0	0	922	7782
	2019-20 (C)	385	273	256	1406	0	0	0	0	2319
Odisha	2018-19 (O)		2881		10698	510	0		3822	17911
	2018-19 (C)		1698		2226	0	0		350	4275
	2019-20 (O)	0	6884	0	14625	311	0	0	9484	31304
	2019-20 (C)	0	2844	175	776	0	0	0	170	3965
Kerala	2018-19 (O)	0					0		6	6
	2018-19 (C)	21					27		168	216
	2019-20 (O)	0	0	0	0	0	0	0	1	1
	2019-20 (C)	23	0	2	0	0	0	0	130	155
A & N	2018-19 (O)	11		0			0	0	56	67
	2018-19 (C)	192		329			619	59	287	1427
	2019-20 (O)	11	0	0	0	0	0	0	45	56
	2019-20 (C)	188	0	590	0	0	698	65	319	1794
Total	2018-19 (O)	164453	16376	4958	149870	15980	83476	6160	51175	486288
	2018-19 (C)	27295	28444	11140	21226	244	991	90	6979	96321
	2019-20 (O)	177196	13566	4760	156670	15174	95630	7001	58021	521017
	2019-20 (C)	19629	25108	11603	21297	530	3773	242	12033	93973

* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil.

@ includes Thermal Coal, Coking coal, Other coal and Pet coal

\$ includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

& includes Fertilisers, FRM-Liquid, FRM_Dry and Rock Phosphate

O=Overseas, C=Coastal

Source: Non Major Ports/State Maritime Boards

Commodity-Wise Capacity Available at Major Ports

(In Million Tonnes)

Commodities	KDS	HDC	PPT	VPT	EPL	ChPT	V.O.C.	CoPT	NMPT	MoPT	MbPT	KPT/DPT	JNPT	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
POL														
As on 31.3.14	4.50	17.00	43.00	25.65	3.00	17.67	2.30	24.01	49.17	1.50	32.00	66.60	5.50	291.90
As on 31.3.15	4.50	17.00	53.00	27.49	4.00	17.67	2.30	24.01	49.17	1.50	32.00	66.60	6.50	305.74
As on 31.3.16	4.50	17.00	54.50	27.49	4.00	17.67	3.15	24.01	49.17	1.50	34.50	70.82	6.50	314.81
As on 31.3.17	9.10	18.00	54.50	27.49	4.00	17.67	3.15	30.26	49.17	1.50	44.50	89.02	6.50	354.86
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
Iron Ore														
As on 31.3.14	-	6.00	4.50	12.50	6.00	8.00	-	-	7.50	27.50	-	-	-	72.00
As on 31.3.15	-	6.00	4.50	12.50	6.00	8.00	-	-	7.50	27.50	-	-	-	72.00
As on 31.3.16	-	6.00	6.39	12.50	6.00	8.00	-	-	7.50	27.50	-	-	-	73.89
As on 31.3.17		6.00	6.39	12.50	6.00	8.00			7.50	27.50				73.89
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
Coal														
As on 31.3.14	-	7.00	20.00	-	21.00	-	12.55	-	5.40	-	-	-	-	65.95
As on 31.3.15	-	7.00	21.00	-	24.00	-	12.55	-	5.40	4.61	-	-	-	74.56
As on 31.3.16	-	9.00	21.00	-	32.00	-	24.18	-	5.40	8.94	-	-	-	100.52
As on 31.3.17		10.00	32.00		32.00		26.82		7.67	8.94				117.43
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
Fertiliser														
As on 31.3.14	-	-	7.50	1.00	-	-	-	0.80	-	-	-	2.00	-	11.30
As on 31.3.15	-	-	7.50	1.00	-	-	-	0.80	-	-	-	2.00	-	11.30
As on 31.3.16	-	-	7.50	1.87	-	-	-	0.80	-	-	-	2.00	-	12.17
As on 31.3.17			8.00	1.87				1.13				2.00		13.00
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
Break-Bulk Cargo														
As on 31.3.14	6.74	15.75	33.80	47.09	1.00	17.92	22.21	12.35	15.70	7.65	11.53	26.52 *	0.90	219.16
As on 31.3.15	6.74	15.75	33.80	53.09	3.00	17.92	24.70	12.35	15.70	10.15	11.53	45.63	0.90	251.26
As on 31.3.16	6.74	29.89	37.55	59.69	3.00	22.92	24.70	12.35	15.70	10.85	14.83	51.04	0.90	290.16
As on 31.3.17	7.25	31.89	42.55	62.69	5.00	22.92	28.70	12.68	23.29	12.10	20.83	52.04	0.90	322.84
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
Container														
As on 31.3.14	5.90	4.00	-	2.68	-	42.45	5.00	12.50	-	-	1.00	7.20	59.48 @	140.21
As on 31.3.15	9.86	4.00	-	2.68	-	42.45	5.00	12.50	-	-	1.00	7.20	71.97@	156.66
As on 31.3.16	9.86	4.00		6.20		44.85	7.23	12.50				7.20	81.97	173.81
As on 31.3.17	9.86	4.00		6.20	10.00	44.85	7.23	12.50				7.20	81.97	183.81
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
TOTAL														
As on 31.3.14	17.14	49.75	108.80	88.92	31.00	86.04	42.06	49.66	77.77	36.65	44.53	102.32	65.88	800.52
As on 31.3.15	21.10	49.75	119.80	96.76	37.00	86.04	44.55	49.66	77.77	43.76	44.53	121.43	79.37	871.52
As on 31.3.16	21.10	65.89	126.94	107.75	45.00	93.44	59.26	49.66	77.77	48.79	49.33	131.06	89.37	965.36
As on 31.3.17**	26.21	69.89	143.44	110.75	57.00	93.44	65.90	56.57	87.63	50.04	65.33	150.26	89.37	1065.83
As on 31.3.18	31.57	51.00	239.00	131.09	84.00	134.00	94.83	74.50	98.00	63.00	79.00	253.20	118.00	1451.19
As on 31.3.19	31.57	51.00	239.00	131.09	91.00	134.00	111.46	78.60	98.00	63.40	79.00	267.10	138.87	1514.09
As on 31.3.20	31.57	51.00	249.00	134.18	91.00	135.00	111.46	78.60	104.73	63.40	79.00	267.10	138.87	1534.91

(* Port capacity re-rated by Ministry based on Berthing Policy as per international norms.

Figure in the parenthesis indicate the number of berths. BJ Barge jetties, T-Transshippers, A-Anchorage, SBM-Single Buoy Mooring

@ : Capacity of JNP Container Terminal (3berths), NSICT (2berths), GTIPL (3berths) and shallow water berth (1 no) has been taken as 21.57 MT, 17.40 MT, 31.80 MT and 1.20 MT respectively.

* After accounting the capacity due to productivity, addition of berth No. 13 & 15, MHC, Floating cranes

**Port capacity re-rated by Ministry based on berthing policy as per international norms. Major Ports re-rated capacity during 2016-17 was 1359 MTPA (Kolkata-27, Haldia-51, Paradip-234, Vizag-121, Kamarajar-66, Chennai-134, VOC-79, Cochin-74, NMPT-98, MPT-63, MbPT-78, JNPT-88 & DPT-246)

Source : Port Division, M/o Shipping.

Annexure-VI											
Commodity-Wise Capacity Available at Non-Major Ports											
(In Million Tonnes)											
Commodities	GMB	MMB	Goa	TNMB*	KMB*	Karnataka	APMB	Odisha	Pudducherry	A&N	Total
1	2	3	4	5	6	7	8	9	10	11	12
POL											
As on 31.3.15											0.00
As on 31.3.16											0.00
As on 31.3.17											0.00
As on 31.3.18	211.29								1.06	0.40	212.75
As on 31.3.19	220.15								1.06	0.40	221.61
As on 31.3.20	220.15						7.00	0.00	1.06	0.40	228.61
Iron Ore											
As on 31.3.15											0.00
As on 31.3.16											0.00
As on 31.3.17											0.00
As on 31.3.18	18.00										18.00
As on 31.3.19	18.00										18.00
As on 31.3.20	18.00		4.00				21.50	23.00			66.50
Coal											
As on 31.3.15											0.00
As on 31.3.16											0.00
As on 31.3.17											0.00
As on 31.3.18	75.69								9.00		84.69
As on 31.3.19	78.04								10.00		88.04
As on 31.3.20	78.04		2.00				84.20	37.00	10.00		211.24
Fertiliser											
As on 31.3.15											0.00
As on 31.3.16											0.00
As on 31.3.17											0.00
As on 31.3.18	22.29									0.01	22.30
As on 31.3.19	21.31									0.01	21.32
As on 31.3.20	21.31		1.00				12.00	1.00		0.01	35.32
Break-Bulk Cargo											
As on 31.3.15											0.00
As on 31.3.16											0.00
As on 31.3.17											0.00
As on 31.3.18	115.02								4.90	3.00	122.92
As on 31.3.19	117.21								5.90	3.00	126.11
As on 31.3.20	117.21		2.00				34.80	4.00	5.90	3.00	166.91
Container											
As on 31.3.15											0.00
As on 31.3.16											0.00
As on 31.3.17											0.00
As on 31.3.18	80.78									0.70	81.48
As on 31.3.19	88.10									0.70	88.80
As on 31.3.20	88.10						33.90	0.00		0.70	122.70
TOTAL											
As on 31.3.15	422.00	68.60	0.60	0.83	0.02	0.66	154.40	27.50	11.40	3.00	689.01
As on 31.3.16	466.00	69.80	0.43	0.86	0.02	0.84	154.40	27.50	14.90	3.00	737.75
As on 31.3.17	501.00	85.80	0.12	1.17	0.01	0.71	154.40	27.50	14.90	3.00	788.61
As on 31.3.18	523.07	100.90	0.07	1.10	0.01	0.68	178.00	34.50	14.96	4.11	857.40
As on 31.3.19	542.81	102.40	0.02	2.15	0.55	17.80	178.00	47.50	16.96	4.11	912.30
As on 31.3.20	542.81	125.00	9.00	26.15	0.55	5.00	193.40	65.00	16.96	4.11	987.98

Note:-*State of Kerala has not provided their cargo capacity for the year 2019-20.Hence last year information has been repeated.

Source : Non-Major Ports/State Maritime Board