

भारत के पत्तन क्षेत्र का अद्यतन
UPDATE ON INDIAN PORT SECTOR
(30.09.2023)



भारत सरकार
GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING & WATERWAYS
परिवहन अनुसंधान प्रभाग
TRANSPORT RESEARCH WING
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PREFACE

Update on Indian Port Sector is a bi-annual publication of Ministry of Ports, Shipping & Waterways. This publication comprehensively reflects the cargo handled by Major Ports and Non-Major Ports in the country. On the basis of information received from various arms of the Ministry the 42nd edition of the publication has been prepared.

This edition covers the latest available data from April- September, 2023-24 and is divided into four sections covering Recent trends in Cargo traffic, Performance of Maritime States, Performance indicators of Major Ports and Non- Major Ports and Private sector/captive/joint sector port projects.

Transport Research Wing (TRW) in the Ministry of Ports, Shipping and Waterways had prepared this edition of the publication. I would like to complement the efforts made by the officials in TRW to bring out this edition in time.

I would take this opportunity to thank the Major Ports, State Maritime Boards/ UTs for their contribution in providing the information. Suggestions from the users of the information are welcome to enable further improvements in the quality and coverage of this publication in future.


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New Delhi
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Abbreviation Used

APMB	Andhra Pradesh Maritime Board
CoPA	Cochin Port Authority
CPA	Chennai Port Authority
CPDG	Captain of Port Department Goa
DPA	Deendayal Port Authority
GMB	Gujarat Maritime Board
JNPA	Jawahar Lal Neharu Port Authority
KMB	Kerala Maritime Board
KPL	Kamarajar Port Limited
MMB	Maharashtra Maritime Board
MPA	Mumbai Port Authority
MoPA	Mormugao Port Authority
NMPA	New Mangalore Port Authority
PBDT	Pre- Berthing Detention
PDP	Port Department Puducherry
PPA	Paradip Port Authority
P&IWTO	Port & Inland Water Transport Odisha
SMPHDC	Syama prasad Mookerjee Port Haldia Dock Complex
PMBA&N	Port Management Board Andaman & Nicobar
TMB	Tamil Nadu Maritime Board
TEUs	Twenty Tonnes Equivalent Units
TRT	Turn Around Time
VOC	V.O.Chidambaranar Port Authority
VPA	Visakhapatnam Port Authority

C O N T E N T S

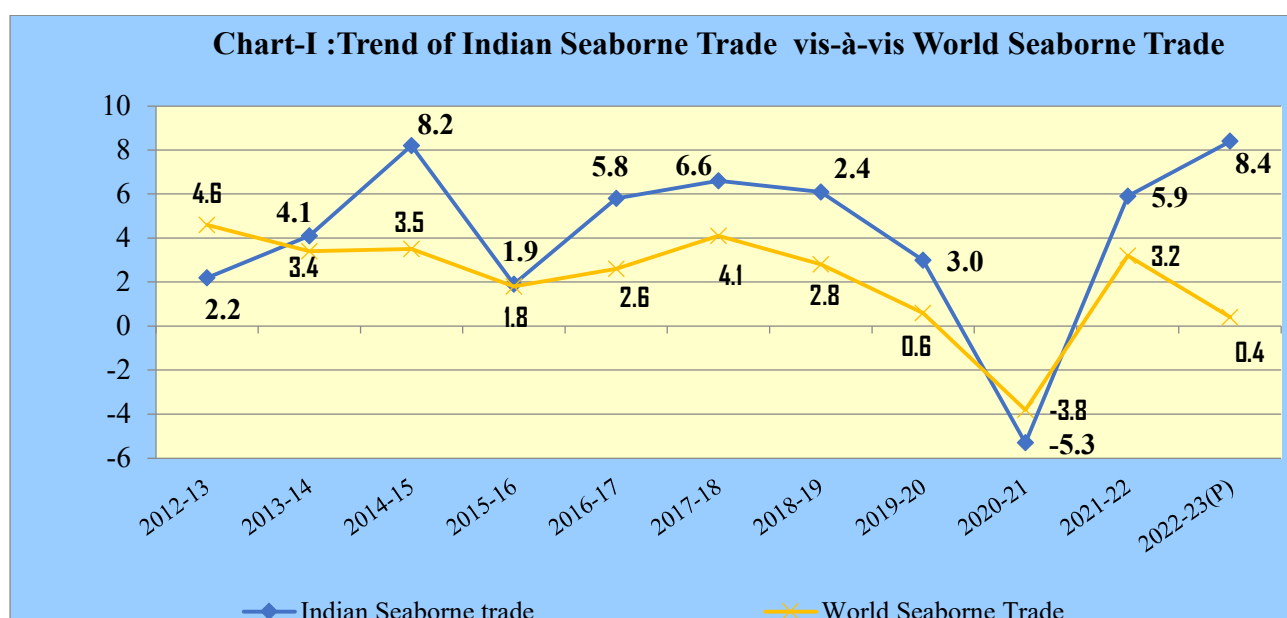
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1. RECENT TRENDS IN CARGO TRAFFIC

1.1 India: Seaborne trade and world seaborne trade

The volume of seaborne cargo handled by ports is comprised of global (i.e. overseas cargo) and domestic (i.e. coastal cargo) activities. India has a coast-line of around 7517 kms with 12 Major Ports under Ministry of Ports, Shipping and Waterways and 64 Non-Major Ports under 10 State Maritime Boards (SMB) and Directorate of Ports (DoP).

The world Seaborne trade has declined from 3.2% in 2021 to 0.4% in 2022. During the comparable period Indian Seaborne trade has increased from 5.9% in 2021-22 to 8.4% in 2022-23. The trend of India's Seaborne trade and World Seaborne trade during 2012-13 to 2022-23(P) is given in Chart-I.



Source: - Basic Port Statistics of India, Major Ports, State Maritime Board, UTs and Review of Maritime Transport 2023 (UNCTAD, United Nation, 2023)

1.2 Cargo Traffic at Indian Ports

During April - September, 2023-24, Major and Non-Major Ports in India have handled a total Cargo of 726.63 million tonnes registering a growth of 2.4% over the April- September 2022-23. During April-September, 2023-24 cargo handled at Major and Non Major Ports registered growth of 2.5% and 2.2% respectively. The share of Non- Major Ports to the total traffic handled at Indian Ports has declined from 45.9% in 2022-23 to 45.8% in the April-September 2023-24. Trend in traffic handled at Major Ports and Non-Major Ports is given in Table 1(a).

Table 1 (a)- Trends in Cargo handled at Major and Non-Major Ports							
(Million Tonnes)							
Type of Ports	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September	
						2022-23	2023-24 (P)
Major Ports	699.05	704.93	672.68	720.05	784.27	384.28	393.72
	(2.9)	(0.8)	-(4.6)	(7.0)	(8.9)	(10.6)	(2.5)
Non-Major Ports	582.61	615.04	577.30	603.75	651.02	325.76	332.91
	(10.1)	(5.6)	-(6.2)	(4.6)	(7.9)	(13.0)	(2.2)
All Ports	1281.66	1319.97	1249.99	1323.80	1435.29	710.04	726.63
	(6.1)	(3.0)	-(5.3)	(5.9)	(8.4)	(11.5)	(2.4)

Source- Major Ports and Non-Major Ports / State Maritime Board/ UTs

(P) – Provisional

1.2.1 Overseas and Coastal Cargo traffic handled at Indian Ports during April- September 2022-23 and 2023-24

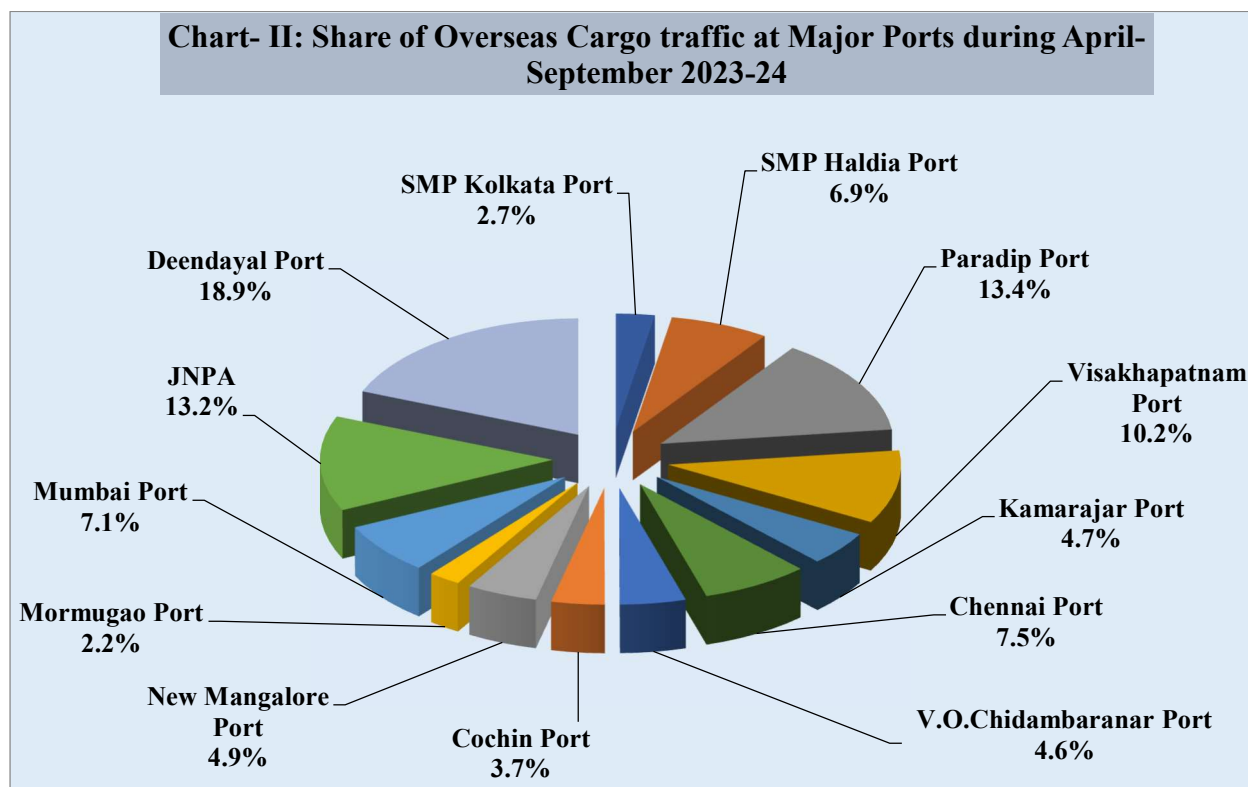
The overseas cargo handled at Indian Ports increased by 1.9% during April-September, 2023-24 as compared to April- September 2022-23 and the Coastal cargo handled increased by 4.1% during the same period. The overseas cargo handled at Major Ports increased by 2.0% from 297.05 million tonnes during April-September, 2022-23 to 303.0 million tonnes during April-September 2023-24. Coastal Cargo handled at Major Ports also increased by 4.0% from 87.23 million tonnes during April-September, 2022-23 to 90.72 million tonnes handled during April-September 2023-24. Overseas cargo handled at Non-Major Ports during April- September 2023-24 increased by 1.8% to 267.72 million tonnes from 263.09 million tonnes during April - September 2022-23. Coastal cargo handled at Non-Major Ports during April- September 2023-24 also increased by 4.2% to 65.19 million tonnes from 62.67 million tonnes handled during April- September 2022-23. Overseas and coastal cargo traffic handled at Indian Ports during April-September, 2023-24 and April-September, 2022-23 is presented in Table-1(b).

Table 1(b)- Overseas and Coastal Traffic handled at Indian Ports during April-September 2022-23 and 2023-24						
(Million Tonnes)						
Major/Non-Major	April- September					
	2022-23			2023-24 (P)		
	Overseas	Coastal	Total	Overseas	Coastal	Total
Major Ports	297.05	87.23	384.28	303.00	90.72	393.72
	(11.3)	(8.0)	(10.6)	(2.0)	(4.0)	(2.5)
Non-Major Ports	263.09	62.67	325.76	267.72	65.19	332.91
	(4.1)	(72.2)	(12.7)	(1.8)	(4.2)	(2.2)
All Ports	560.14	149.90	710.04	570.72	155.91	726.63
	(7.8)	(28.0)	(11.5)	(1.9)	(4.1)	(2.4)

Source- Major Ports and Non-Major Ports / State Maritime Board/ UTs

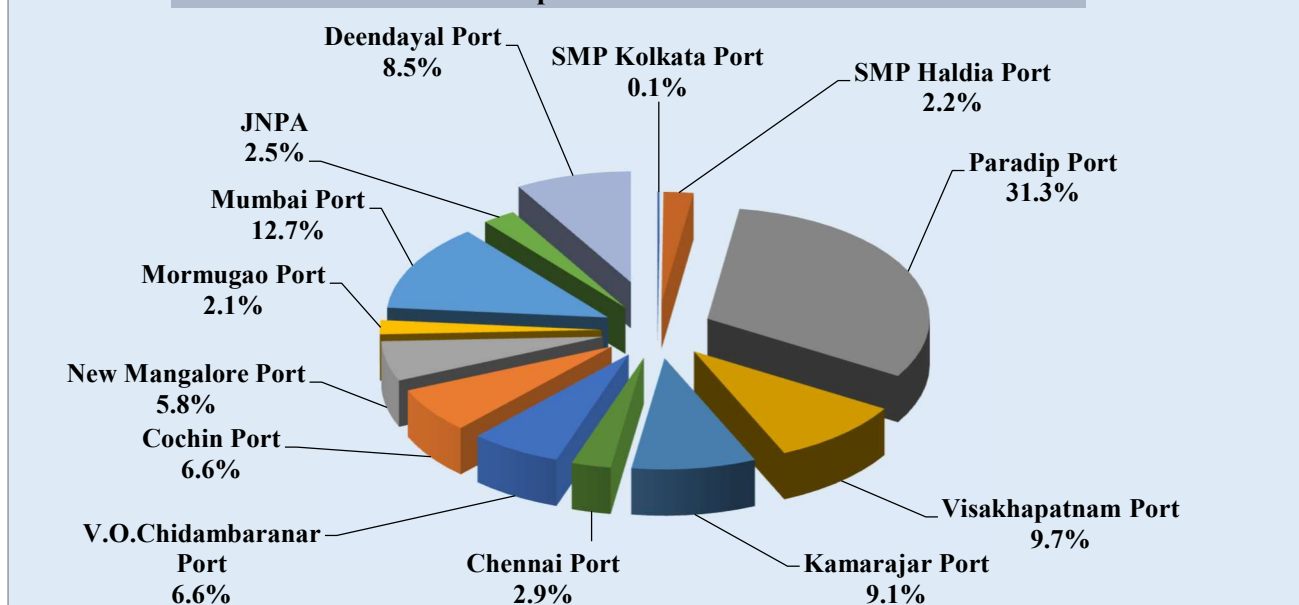
(P) - Provisional

1.2.1.1 Overseas Cargo handled at Major Ports: Among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 57.30 million tonnes with a share of 18.9% followed by Paradip Port (13.4%), JNPA (13.2%), Vishakhapatnam Port (Vizag) (10.2%), Chennai Port (7.5%), Mumbai Port (7.1%), SMP Haldia Dock (HDC) (6.9%), New Mangalore Port (4.9%), Kamarajar Port (4.7%), V.O. Chidambaranar Port (4.6%), Cochin Port (3.7%), SMP Kolkata Dock (KDS) (2.7%) and Mormugao Port (2.2%) during April-September, 2023-24 (Chart-II).



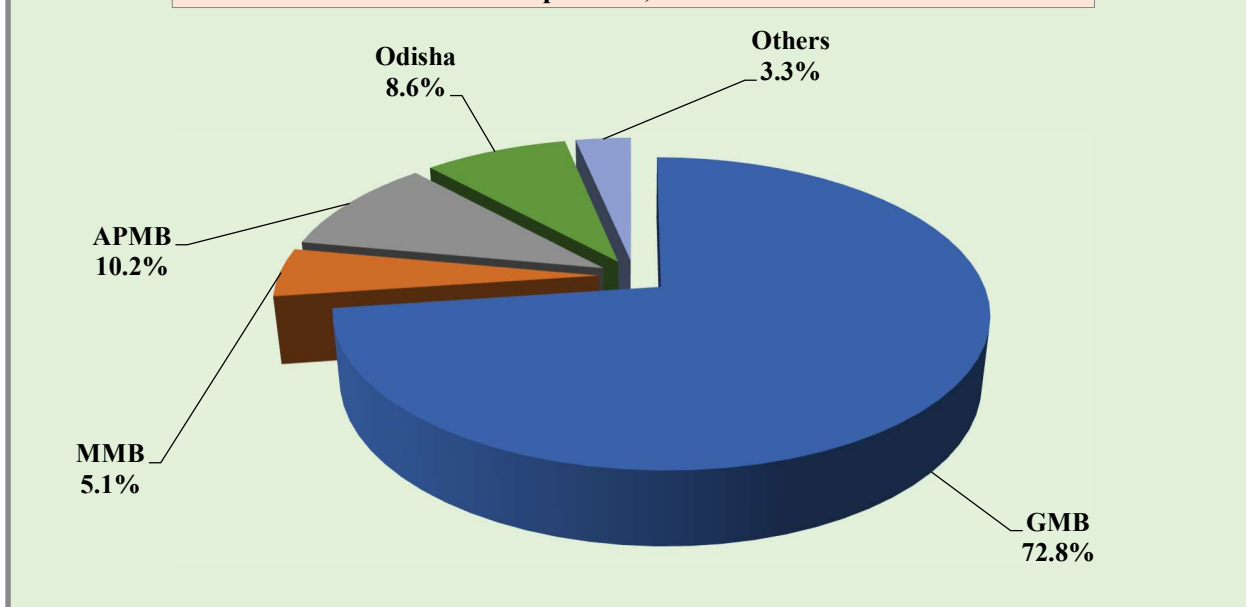
1.2.1.2 Coastal cargo handled at Major Ports: Among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 28.40 million tonnes with a share of 31.3% followed by Mumbai Port (12.7%), Visakhapatnam Port (9.7%), Kamarajar Port (9.1%), Deendayal Port (8.5%) , V.O.Chidambaranar Port and Cochin Port (6.6%) each, New Mangalore Port (5.8%), Chennai Port (2.9%), JNPA (2.5%), Haldia Dock (HDC) (2.2%), Mormugao Port (2.1%) and Kolkata Dock (KDS) (0.1%) during April- September, 2023-24 (Chart-III).

Chart-III: Share of Coastal Cargo traffic at Major Ports during April - September 2023-24

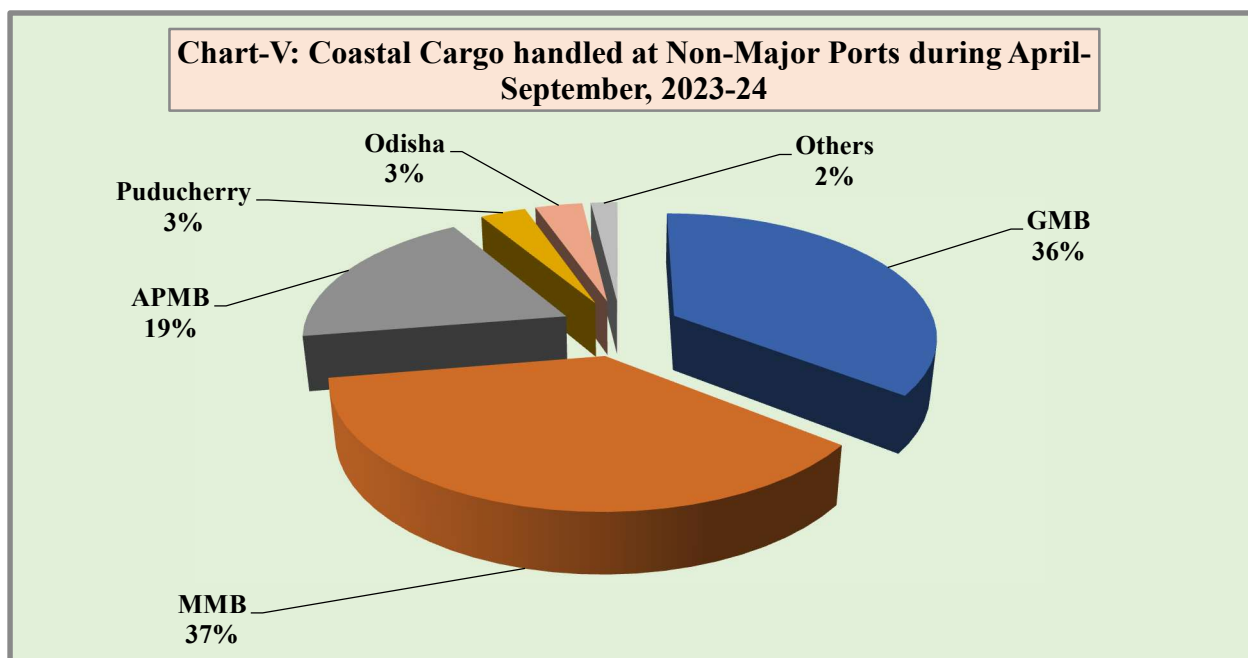


1.2.1.3 Overseas Cargo handled at Non Major Ports: Among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum overseas cargo of 194.94 million tonnes with a share of 72.8% followed by Andhra Pradesh Maritime Board (APMB) (10.2%), Directorate of Ports Odisha (8.6%), Maharashtra Maritime Board (MMB) (5.1%) and Others (3.3%). (Others include Tamil Nadu Maritime Board (TNMB) 1.8%), Port Department Puducherry (1.3%), Directorate of Ports Karnataka (0.2%) and Port Management of Board Andaman & Nicobar Islands (0.03%)) during April - September, 2023-24 (Chart-IV).

Chart-IV Overseas Cargo traffic handled at Non-Major Ports during April - September, 2023-24



1.2.1.4 Coastal cargo handled at Non-Major Ports: Among the Non-Major Ports, Maharashtra Maritime Board (MMB) handled the maximum Coastal Cargo of 24.03 million tonnes with a share of 37% followed by Gujarat Maritime Board (GMB) (36.0%), Andhra Pradesh Maritime Board (APMB) (19.0%), Directorate of Ports Odisha (4%), Puducherry (3%) and Others (2.0%). (Others include Andaman & Nicobar Islands (1.28%), TMB (0.23%), Lakshadweep (0.2), Karnataka (0.14%), KMB (0.4%) and Goa (0.01%)) during April-September, 2023-24 (Chart-V).



1.3 Cargo Traffic at Major Ports

Cargo traffic at India's 12 major ports during April-September, 2023-24 was 393.72 million tonnes registering a growth of 2.5% over the previous year.

During April- September, 2023-24, Paradip Port recorded highest growth in traffic of 8.6% followed by Mumbai Port (8.2%), SMP Kolkata Dock (7.7%), New Mangalore Port (5.5%), JNPA (5%), Chennai Port and Murmogao Port (4.7%) each, Visakhapatnam Port (2.8%), V.O. Chidambaranar Port (2.7%), Kamarajar Port (1.7%), Cochin Port (1.3%) and SMP Haldia (0.1%). The only Major Port which recorded negative growth in traffic during April-September, 2023-24 was Deendayal Port (8.4%).

Table 2 : Cargo traffic handled at Major Ports									
(000' Tonnes)									
Ports	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April- September		% change April- Septemb er - 2023-24 w.r.t to 2022-23	Percent share
						2022- 23	2023- 24 (P)		
1	2	3	4	5	6	7	8	9	10
SMP Kolkata Port	63763	63983	61368	58175	65660	30528	31159	2.1	7.9
SMP Kolkata Port	18551	17303	15900	15298	17052	7683	8279	7.7	2.1
SMP Haldia Port	45212	46680	45468	42877	48608	22845	22880	0.2	5.8
Paradip Port	109302	112689	114549	116134	135329	63697	69147	8.6	17.6
Visakhapatnam Port	65301	72722	69843	69030	73750	38547	39611	2.8	10.1
Kamarajar Port	34498	31746	25889	38742	43507	22095	22478	1.7	5.7
Chennai Port	53012	46758	43553	48564	48949	24162	25303	4.7	6.4
V.O.Chidambaranar Port	34342	36076	31790	34119	38041	19318	19840	2.7	5.0
Cochin Port	32021	34038	31503	34551	35256	17006	17233	1.3	4.4
New Mangalore Port	42508	39145	36500	39296	41417	19109	20168	5.5	5.1
Mormugao Port	17683	16017	21988	18456	17334	8234	8622	4.7	2.2
Mumbai Port	60634	60696	53324	59891	63606	30514	33010	8.2	8.4
JNPA	70706	68449	64809	75996	83861	40173	42176	5.0	10.7
Deendayal Port	115401	122606	117566	127100	137561	70894	64971	-8.4	16.5
All Ports	699171	704925	672682	720054	784270	384277	393716	2.5	100.0

Source- Basic Port Statistics of India and Major Ports

(P) - Provisional

Amongst the Major Ports, Paradip Port handled the maximum cargo traffic of 69.15 million tonnes with a share of 17.6% in total cargo handled at major ports during April-September, 2023-24 followed by Deendayal Port (16.5%), JNPA (10.7%), Visakhapatnam Port (10.1%), Mumbai Port (8.4%), Chennai Port (6.4%), Haldia Dock Complex (5.8%), Kamarajar Port (5.7%), New Mangalore Port (5.1%), V.O. Chidambaranar Port (5.0%), Cochin Port (4.4%), Mormugao Port (2.2%) and Kolkata Dock System (2.1%) (Table 2).

1.3.1 Commodity wise growth of cargo traffic at Major Ports

At broad commodity level, during April-September, 2023-24, Fertiliser (Finished) posted highest growth rate of 18.2% followed by Iron Ore (15.8%), Container (7.6%), FRM Dry (7.5%), POL (2.0%), Other Cargo (1.1%) and Thermal Coal (1.0%). as compared to 2022-23.

Food grain recorded the highest negative growth of 79.1% during April-September, 2023-24 followed by Coking Coal (4.6%) as compared to April-September, 2022-23.

Table 3 gives the details of Commodity wise cargo traffic handled at Major Port from financial year 2018-19 to April- September, 2023-24.

Table 3 : Commodity wise traffic handled at Major Ports									
(000' Tonnes)									
Commodities	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September		% change April-September - 2023-24 w.r.t to 2022-23	Percent share
						2022-23	2023-24 (P)		
1	2	3	4	5	6	7	8	9	10
POL*	220940	221634	191063	202748	219826	108448	110625	2.0	28.1
Iron Ore @	38814	55681	64330	51320	46420	19988	23139	15.8	5.9
Fertiliser #	15414	16154	17947	16091	16166	7629	8593	12.6	2.2
1. Finished	8428	9555	10381	7493	7888	3663	4329	18.2	1.1
2. Raw(Dry)	6986	6599	7566	8598	8278	3967	4265	7.5	1.1
Coal	137481	118879	102928	117375	144917	73119	72796	-0.4	18.5
1. Thermal Coal	99600	78771	68881	84370	106313	53896	54454	1.0	13.8
2. Coking Coal	37881	40109	34047	33006	38603	19223	18342	-4.6	4.7
Food Grain %	798	406	1555	7129	6936	4835	1010	-79.1	0.3
Container (Tonnes)	145522	146861	143710	166907	170285	84084	90440	7.6	23.0
Others	140202	145310	151149	158485	179720	86173	87112	1.1	22.1
Total	699171	704925	672682	720054	784270	384277	393716	2.5	100.0
* 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: Basic Port Statistics of India and Major Ports									

In terms of composition of cargo traffic handled during April-September, 2023-24 at Major Ports, the largest commodity group (with share in percent in total cargo handled) was POL (28.1%), Container traffic (23.0%), Others cargo (22.1%), Coal (18.5%), Iron ore (5.9%), Fertilizer (2.2%) and Food Grain (0.3%).

The Port-wise and Commodity-wise shares in total cargo traffic during April-September, 2023-24 are depicted in the Chart-VI and Chart-VII respectively.

Chart-VI: Major Ports-Port wise share in traffic handled during April-September, 2023-24

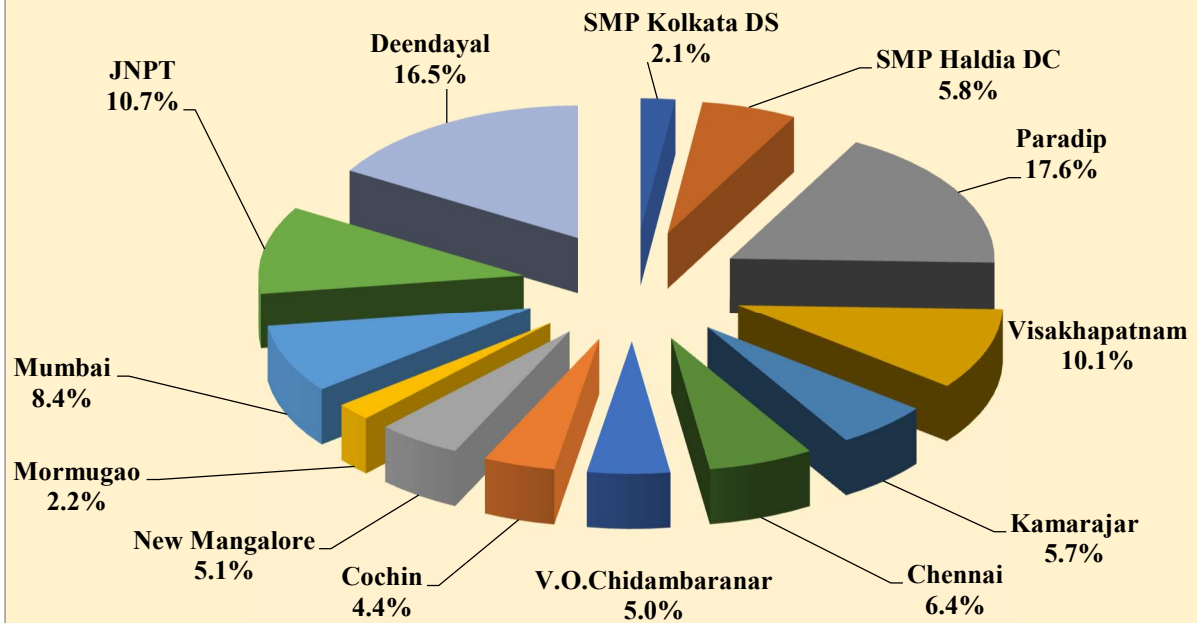
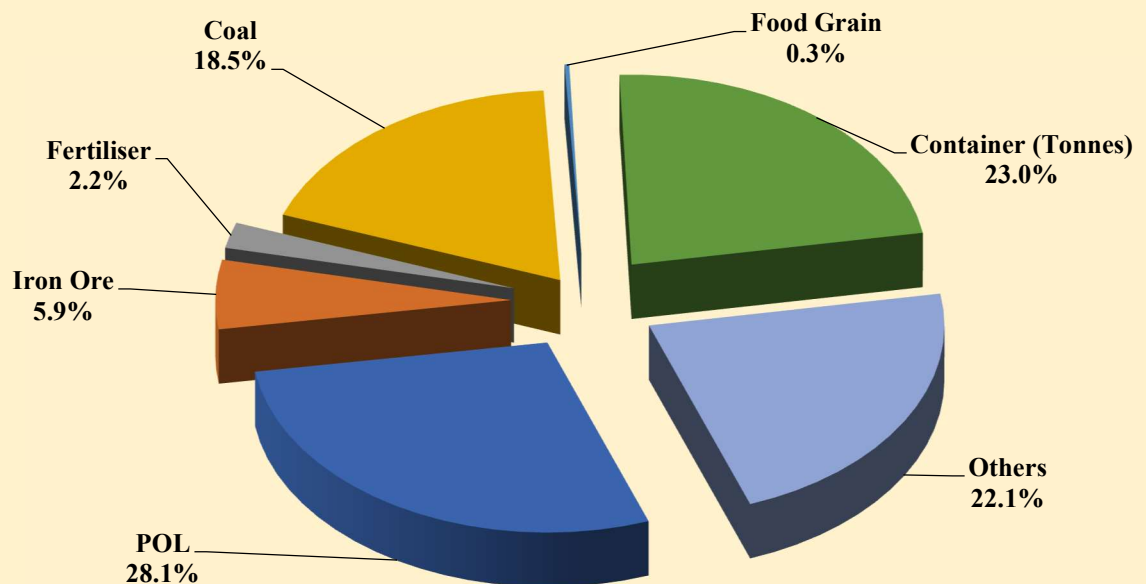


Chart-VII : Major Ports-Commodity-wise share in traffic handled during April-September, 2023-24



The Port-wise & commodity-wise traffic handled at Major Ports from 2021-22 to 2022-23 and April-September, 2022-23 and 2023-24 is given at Annexure-I and port wise commodity wise traffic handled in Overseas and Coastal during April- September, 2022-23 and April - September, 2023-24 is given at Annexure-III.

1.3.2 Container traffic at Major Ports

Container traffic (tonnes), which largely reflects trade in manufactures and components increased by 7.6% during 2023-24 from 84.084 million tonnes during April-September, 2022-23 to 90.44 million tonnes handled during April– September, 2023-24. In terms of Twenty Foot Equivalent Units (TEUs), containers handled increased by 6.7% from 5.68 million during April-September, 2022-23 to 6.06 million handled during April-September, 2023-24.

Among the major ports, Vishakhapatnam Port recorded highest growth in container traffic (in tonnes) of 45.3% followed by New Mangalore Port (18.3%), SMP Kolkata Port (17.4%), Paradip Port (14.0%), Deendayal Port (12.4%), Kamarajar Port (9.4%), Chennai Port (6.9%) and JNPA (5.2%) Major Ports which witnessed highest fall in container traffic were Mormugao Port (100%) followed by Mumbai Port (13.7%), V.O.Chidambaranar Port (3.5%), Cochin Port (1.7%) and SMP Haldia Port (0.3%).

JNPT continues to be the leading container handling port in the country with a share of 42.4% in terms of tonnage and 51.3% in terms of TEUs in the total container traffic at major ports during April-September, 2023-24 followed by Chennai Port (16.7%), V.O. Chidambaranar Port (8.3%), Kamarajar Port(7.1%), Visakhapatnam Port (6.5%), SMP Kolkata Dockyard System (5.5%), Cochin Port (5.4%), Deendayal Port (5.0%), New Mangalore Port (1.6%) and SMP Haldia (1.2%), in term of tonnes during April-September, 2023-24 (Table 4).

Table 4: Container traffic at Major Ports												
(in '000' tonnes/ numbers)												
PORT	2021-22		2022-23 (P)		April- September				% change April- September - 2023-24 w.r.t to 2022-23		Percent Share	
					2022-23		2023-24 (P)					
	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU
1	2	3	4	5	6	7	8	9	10	11	12	13
SMP Kolkata Port	8441	570	8520	569	4268	291	5011	322	17.4	10.9	5.5	5.3
SMP Haldia Port	3353	165	2067	107	1065	54	1062	57	-0.3	5.0	1.2	0.9
Paradip Port	184	10	192	11	88	6	100	6	14.0	-5.7	0.1	0.1
Visakhapatna m Port	8583	512	8460	522	4048	262	5882	363	45.3	38.5	6.5	6.0
Chennai Port	30925	1602	28377	1470	14131	732	15112	783	6.9	6.9	16.7	12.9
Kamarajar Port	9269	480	10617	550	5837	303	6387	331	9.4	9.5	7.1	5.5
V.O.Chidamb arananar Port	15905	781	14678	734	7799	390	7526	376	-3.5	-3.5	8.3	6.2
Cochin Port	10278	736	9986	695	5000	347	4917	358	-1.7	3.1	5.4	5.9
New Mangalore Port	2309	152	2369	166	1230	88	1455	103	18.3	16.2	1.6	1.7
Mormugao Port	184	14	28	3	16	2	0	0	-100	-100	0.0	0.0
JNPA	69092	5685	76194	6190	36448	2960	38354	3111	5.2	5.1	42.4	51.3
Mumbai Port	238	25	225	21	123	0	106	10	-13.7	3034.8	0.1	0.2
Deendayal Port	8620	493	8556	492	4032	246	4530	243	12.4	-1.4	5.0	4.0
All Ports	167381	11225	170269	11531	84084	5682	90440	6063	7.6	6.7	100	100
Note: CP - Corresponding period of previous year; (P) - Provisional; Tn - tonnes; TEU –twenty foot equivalent unit in thousands												
Source: BPS and Major Ports												

1.4 Cargo Traffic at Non-Major Ports

Non-major ports handled 45.8% of total maritime cargo traffic of the country during April- September, 2023-24.

Table 5 represents maritime State-wise share and growth of traffic handled at Non-Major Ports from 2018-19 to April- September, 2023-24.

Table 5 : Cargo traffic handled by Non-Major Ports by Maritime States/UTs (000'Tonnes)										
Maritime State/UT	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September		% Change over previous year		Percent Share
						2022-23	2023-24 (P)	2022-23	2023-24 (P)	
Gujarat	399197	411791	387572	405394	416359	208424	218103	5.3	4.6	65.5
	(68.5)	(67.0)	(67.1)	(67.1)	(64.0)	(64.0)	(65.5)			
Maharashtra	45786	43661	39844	52474	71257	31848	37776	123.6	18.6	11.3
	(7.9)	(7.1)	(6.9)	(8.7)	(10.9)	(9.8)	(11.3)			
Andhra Pradesh	103334	99905	89637	87984	101433	53107	39693	11.3	-25.3	11.9
	(17.7)	(16.2)	(15.5)	(14.6)	(15.6)	(16.3)	(11.9)			
Goa	15	8	35	27	8	2	6	-82.8	233.9	0.0
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
Tamil Nadu	960	11370	7407	7840	9871	4883	4931	36.3	1.0	1.5
	(0.2)	(1.8)	(1.3)	(1.3)	(1.5)	(1.5)	(1.5)			
Karnataka	1044	935	785	787	1057	532	508	107.0	-4.5	0.2
	(0.2)	(0.2)	(0.1)	(0.1)	(0.2)	(0.2)	(0.2)			
A&N Islands	1495	1851	1433	1535	1875	914	904	46.4	-1.2	0.3
	(0.3)	(0.3)	(0.2)	(0.3)	(0.3)	(0.3)	(0.3)			
Odisha	22186	35269	43033	41543	38711	20979	25138	-4.5	19.8	7.6
	(3.8)	(5.7)	(7.5)	(6.9)	(5.9)	(6.4)	(7.6)			
Kerala	222	156	113	140	109	180	29	5.7	-37.5	0.0
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)	(0.0)			
Puducherry	8370	10101	7330	5839	10120	4896	5682	93.8	16.0	1.7
	(1.4)	(1.6)	(1.3)	(1.0)	(1.6)	(1.5)	(1.7)			
Lakshadweep	0	0	116	184	218	0	145	-	-	0.0
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
All M.States/UTs	582609	615046	577303	603747	651017	325765	332914	12.6	2.2	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;

P- Provisional

Source: Non-Major Ports/ State Maritime Board/ UTs

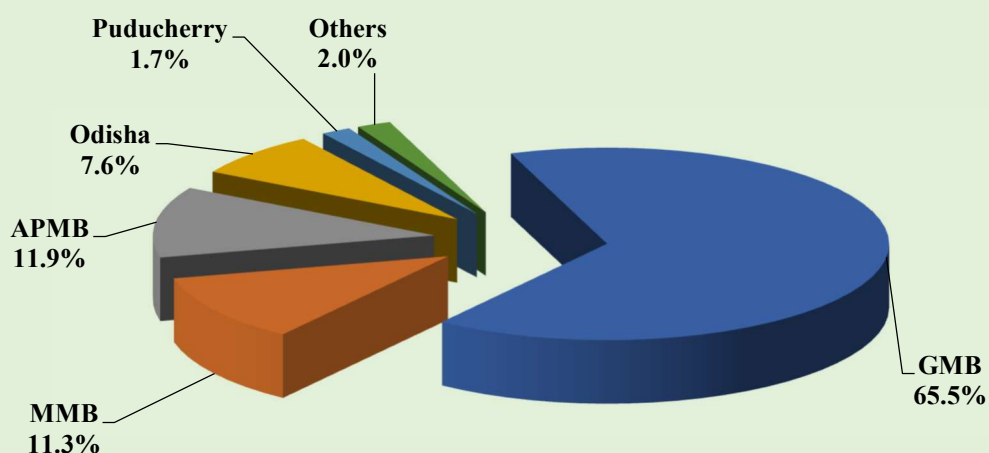
The cargo handled by the Non-Major Ports during April- September, 2023-24 increased by 2.2% from 325.76 million tonnes April-September, 2022-23 to 332.91 million tonnes during April – September, 2023-24. Gujarat accounted for 65.5% of the traffic handled by the non-major ports followed by Andhra Pradesh (11.9%), Maharashtra (11.3%), Odisha (7.6%),

Puducherry (2.0%) and others (2.0%). (Others include Tamil Nadu (1.5%), Andaman and Nicobar (0.27%), Lakshadweep (0.05%), Kerala (0.01%) and Goa (0.002%)). Four Maritime States, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 96.3% of the total cargo traffic handled by the non-major ports during April – September, 2023-24. Goa has highest growth of 233.9% during April - September, 2023-24 as compared to April-September 2022-23 followed by Odisha (19.6%), Maharashtra (18.6%), Puducherry (16.0%), Gujarat (4.6%) and Tamil Nadu (1.0%). Kerala (83.8%) recorded highest negative growth in traffic during April-September, 2023-24 followed by Andhra Pradesh (25.3%), Karnataka (4.5%) and Andaman & Nicobar Island (1.2%). The Non- major port wise share of Maritime States/UTs in total traffic handled during April-September, 2023-24 is depicted in Chart-VIII.

Table 6 gives the details of commodity-wise traffic handled at Non-Major Ports from April-September 2023-24. The table shows that the two commodities, viz. POL and Coal accounted for three- fifth of the total cargo handled at the non-major ports during April-September, 2023-24.

Table 6: Commodity-wise cargo traffic handled by Non-Major Ports										
(000'Tonnes)										
Commodity	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September		% Change over previous year		Percent Share
						2022-23	2023-24 (P)	2022-23	2023-24(P)	
POL*	191749	197158	157628	163045	164262	90802	99521	-5.1	9.6	29.9
	(32.9)	(32)	(27.3)	(27.0)	(25.2)	(27.9)	(29.9)			
Iron Ore**	44823	39968	42989	42453	51849	21790	33544	12.7	53.9	10.1
	(7.7)	(6.5)	(7.4)	(7.0)	(8.0)	(6.7)	(10.1)			
Building Material\$	16162	15004	13885	12697	12479	5609	6423	-9.8	17.3	1.9
	(2.8)	(2.4)	(2.4)	(2.1)	(1.9)	(1.7)	(1.9)			
Coal@	171096	178525	153841	144922	179866	99802	89352	49.2	-10.5	26.8
	(29.4)	(29.0)	(26.6)	(24.0)	(27.6)	(30.6)	(26.8)			
Fertilizer & FRM&	16224	15959	13413	13878	14769	7680	8863	16.2	6.1	2.7
	(2.8)	(2.6)	(2.3)	(2.3)	(2.3)	(2.4)	(2.7)			
Others	142555	168433	195547	226753	227791	100081	95210	5.8	-4.2	28.6
	(24.5)	(27.4)	(33.9)	(37.6)	(35.0)	(30.7)	(28.6)			
All	582609	615046	577303	603747	651017	325765	332914	12.6	2.2	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 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: BPS and Non Major Ports/State Maritime Boards										

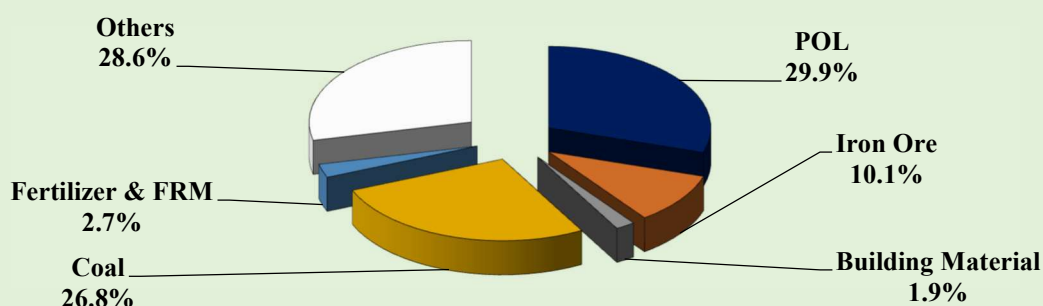
Chart VIII : Non-Major Ports-share of Maritime States/UTs in Traffic Handled during April- September, 2023-24



The percentage share of POL is maximum (29.9%) followed by Other Cargo (28.6%), Coal (26.8%), Iron Ore (10.1%), Fertilizer & FRM (2.7%) and Building Materials (1.9%) during April-September, 2023-24. Iron Ore registered the highest growth of 53.9% during April-September, 2023-24 as compared to April-September, 2022-23 followed by Building Material (14.5%), POL (9.6%) and Fertilizer & FRM (6.1%). Coal recorded the negative growth rate of 10.5% followed by Others cargo (4.2%) during April-September, 2023-24.

The Commodity-wise composition of traffic during April-September, 2023-24 is depicted in Chart- IX.

Chart- IX: Non-Major Ports-Commodity Composition of Traffic Handled April- September 2023-24



Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2020-21 to 2023-24 during April-September, 2023-24 is given at Annexure-II and Port-wise/ Commodity-wise Overseas & Coastal traffic handled during April-September, 2022-23 and April-September, 2023-24 is given at Annexure-IV.

2. PERFORMANCE OF MARITIME STATES

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 217 notified non-major (minor/intermediate) ports along the coast-line and sea-islands. These 217 Non-major ports are located in Gujarat (48), Maharashtra (48), Goa (5), Daman & Diu (2), Karnataka (13), Kerala (17), Lakshadweep (10), Tamil Nadu (17), Puducherry (3), Andhra Pradesh (15), Odisha (14), West Bengal (1) and Andaman & Nicobar Island (24). Out of these 217 Non-major ports, only some ports are well developed and provide all-weather berthing facilities for cargo handling. Only 68 Non-major Ports are cargo handling Ports. 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 Authority' except for the port of Kamarajar (Ennore) which is a corporatized entity.

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.

2.1 Maritime States Development Council (MSDC)

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 & 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 18th meeting of MSDC was held on 24.06.2021 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, draft Indian Port Bill, 2021 (**IP Bill, 2021-22) was discussed to replace the Indian Port Act, 1908 along with progress on National Maritime Heritage Museum (NMHC) and review of Sagarmala projects.

2.2 Maritime States – Non-Major Ports

Non-major Ports in India collectively handled 332.91 million tonnes of traffic during April- September, 2023-24 as compared to 325.77 million tonnes of cargo handled during same period of April-September, 2022-23 recording growth of 2.2.

2.2.1 GUJARAT

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 Port (Kandla) is a major port. Out of 48 non-major ports, 18 non-major ports in the State are handling cargo. The remaining 30 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

The trends in the cargo handled at both major and non-major ports of the State from 2018-19 to April- September, 2023-24 are given in Table 7.

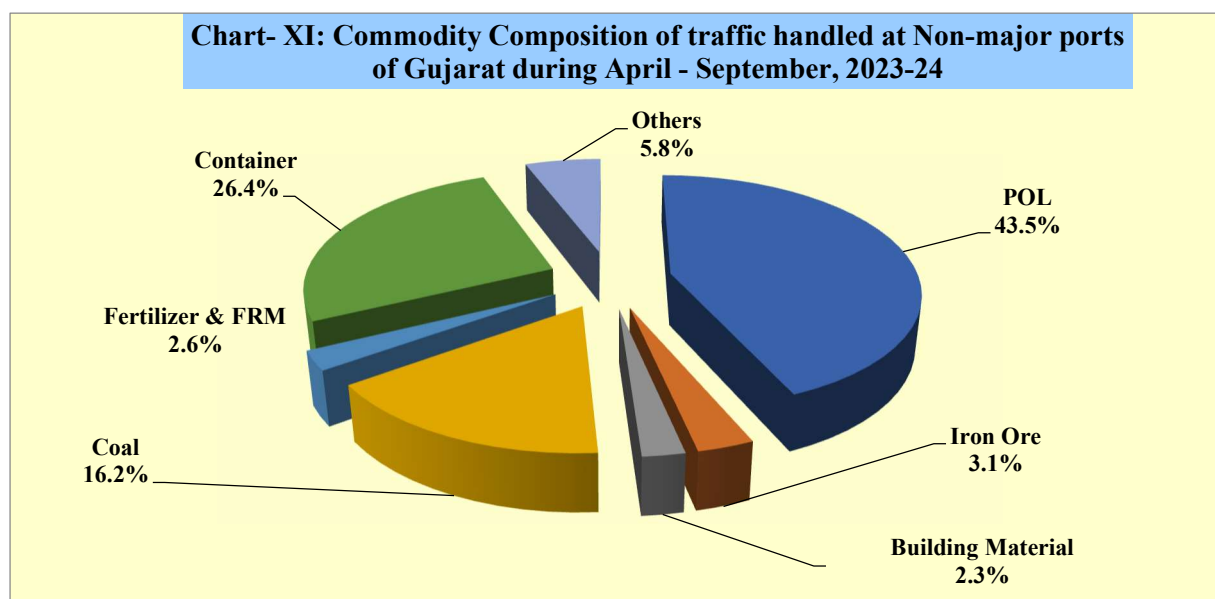
Table 7 - Gujarat: Trends in Cargo Handled at Major & Non-Major Ports						(Million Tonnes)	
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23(P)	April- September	
						2022-23	2023-24 (P)
Major Ports	115.40	122.61	117.57	127.10	137.56	70.89	64.97
	(4.8)	(6.2)	-(4.1)	(8.1)	(8.2)	(12.5)	-(8.4)
Non-Major Ports	399.20	411.79	387.57	405.39	416.36	208.42	218.10
	(7.2)	(3.2)	-(5.9)	(4.6)	(2.7)	(5.3)	(4.6)
All Ports	514.60	534.40	505.14	532.49	553.92	279.31	283.07
	(7.0)	(3.8)	-(5.5)	(5.4)	(4.0)	(7.0)	(1.3)

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

(P) Provisional

It is noteworthy that all ports (major and non-major) located along the coast of Gujarat handled 39.0% of the total cargo handled by Indian ports during April- September 2023-24. The total cargo traffic handled at the major and non-major ports of Gujarat during April-September, 2023-24 was 283.07 million tonnes as against 279.31 million tonnes during April-September, 2022-23, reflecting an increase of 1.3%. In particular, non-major ports of Gujarat alone handled around 77.1% of total cargo traffic at India's non-major ports during April-September, 2023-24.

Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development non-major ports on its coastline. The share of commodity-wise traffic handled by non-major ports of Gujarat during April-September, 2023-24 is depicted in Chart-XI.



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 2023-24, total cargo handling capacity in the non-major port sector in Gujarat was 593.0 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 2018-19 onwards the capacity of Non-Major Ports increased every year. In 2022-23, the capacity utilization was 70.2%. However, during April – September, 2023-24 it increased to 36.8% against 35.1% in April-September, 2022-23.

Table 8 - Gujarat: Non Major Ports - Capacity & Utilization						
(Million Tonnes)						
Item	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Capacity*	543	543	545	552	593	593
	(03.8)	(00.0)	(00.3)	(01.4)	(07.4)	(00.0)
Cargo Handled	399.20	411.79	387.57	405.39	416.36	218.10
% Utilization	73.5	75.9	71.2	73.4	70.2	36.8

*Including Lighterage Port Capacity;

Figures within parenthesis indicate capacity addition in % age during the year

(P) Provisional

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.

2.2.2 MAHARASHTRA

The State has a coastline of around 653 km, with 2 major ports viz. Mumbai port and Jawahar Lal Nehru Port and 48 non-major ports. Out of 48 non-major ports only 16 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 April-September, 2022-23 was 102.53 million tonnes as compared to 113.16 million tonnes handled during April-September, 2023-24 registering an increment of 10.4%. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 66.6 % while share of Non-Major Ports was only 33.4%.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to April- September, 2023-24 is given in Table 9.

Table 9 : Maharashtra: Cargo traffic handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April- September	
						2022-23	2023-24 (P)
Major Ports	131.34	129.15	118.13	135.89	147.47	70.69	75.19
	(1.9)	-(1.7)	(84.8)	(5.2)	(24.8)	(9.0)	(6.6)
Non-Major Ports	45.79	43.66	39.84	52.47	71.26	31.85	37.78
	(20.8)	-(4.6)	-(8.7)	(31.7)	(35.8)	(123.6)	(18.6)
All Ports	177.13	172.81	157.98	188.36	218.72	102.53	113.16
	(6.2)	-(2.4)	-(8.6)	(19.2)	(16.1)	(29.7)	(10.4)

Figures in bracket represent percentage change over the previous year/period.

P- Provisional

2.2.3 GOA

Goa with a coastline of about 118 kms is criss-crossed by 7 rivers. Apart from the major port at Mormugao, there are 5 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%.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to April- September, 2023-24 is given in Table 10.

Table 10: Goa : Trends in Cargo traffic handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April- September	
						2022-23	2023-24 (P)
Major Ports	17.68	16.02	21.99	18.46	17.33	8.23	8.62
	-(34.3)	-(9.4)	(37.3)	-(16.1)	-(6.1)	-(12.3)	(4.7)
Non-Major Ports	0.02	0.01	0.04	0.03	0.01	0.002	0.01
	-(79.2)	-(46.7)	(341.9)	-(23.6)	-(70.4)	-(82.0)	(233.9)
All Ports	17.70	16.03	22.02	18.48	17.34	8.24	8.63
	-(34.4)	-(9.5)	(37.4)	-(16.1)	-(6.2)	-(12.3)	(4.8)

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

(P) Provisional.

2.2.4 KARNATAKA

Karnataka has a coastline of about 280 kms. At present, there is one major sea port, the New Mangalore Port and 13 non-major ports in Karnataka. Out of 13 non-major ports, 2 ports handled cargo during April-September, 2023-24 in the state which is: Old Mangalore and Karwar port. During April-September, 2023-24, non- major ports in the State handled 0.51 million tonnes cargo as compare to 0.53 million tonnes handled April-September, 2022-23. The total cargo handled in the Karnataka state was 20.68 million tonnes during April-September, 2023-24 as compared to 19.64 million tonnes during April-September, 2022-23.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to April- September, 2023-24 is given in Table 11.

Table 11 : Karnataka: Trends in Cargo traffic handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April- September	
						2022-23	2023-24 (P)
Major Ports	42.51	39.14	36.50	39.30	41.42	19.11	20.17
	(1.1)	-(7.9)	-(6.8)	(7.7)	(5.4)	(7.0)	(5.5)
Non-Major Ports	1.04	0.94	0.79	0.79	1.06	0.53	0.51
	(53.5)	-(10.4)	-(16.0)	(0.3)	(34.3)	(107.0)	-(4.5)
All Ports	43.55	40.08	37.28	40.08	42.47	19.64	20.68
	(1.9)	-(8.0)	-(7.0)	(7.5)	(6.0)	(8.4)	(5.3)

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

(P) Provisional.

2.2.5 KERALA

Kerala has a coastline of 570 kms, with one major port at Cochin and 17 non-major ports. In Kerala, the four cargo handling non-major ports are: Vizhinjam, Neendakara, Beypore and Azhikkal. The total cargo handled during April-September, 2023-24 in Kerala state was 17.26 million tonnes as compared to 17.05 million tonnes handled during April-September, 2022-23 reflecting growth of 1.2%.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to April- September, 2023-24 is given in Table 12

Table 12- Kerala : Trends in Cargo traffic handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September	
						2022-23	2023-24 (P)
Major Ports	32.02	34.04	31.50	34.55	35.26	17.01	17.23
	(9.9)	(6.3)	-(7.4)	(9.7)	(2.0)	(6.0)	(1.3)
Non-Major Ports	0.22	0.16	0.11	0.14	0.11	0.18	0.03
	(60.9)	-(29.7)	-(27.6)	(23.8)	-(22.1)	(309.5)	-(37.6)
All Ports	32.24	34.19	31.62	34.69	35.36	17.19	17.26
	(10.1)	(6.1)	-(7.5)	(9.7)	(1.9)	(6.8)	(1.2)

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

(P) Provisional.

2.2.6 TAMIL NADU

Tamil Nadu has a coastline of about 906 km, with 3 major ports at Chennai, Kamarajar (Ennore) and Chidambaranar (Tuticorin) and 17 non-major ports. Out of 17 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.

During April-September, 2022-23, the non-major ports in Tamil Nadu collectively handled 4.88 million tonnes of cargo traffic as compared to 4.93 million tonnes in April-September, 2023-24, showing growth of 1.0%. The total cargo in Tamil Nadu State has been increased to 72.55 million tonnes in 2023-24 from 70.46 million tonnes in 2022-23 reflecting an increase of 3.0%. The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to April- September, 2023-24 is given in Table 13.

Table 13 - Tamil Nadu: Trends in Cargo traffic handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September	
						2022-23	2023-24 (P)
Major Ports	121.85	114.58	101.23	121.43	130.50	65.58	67.62
	(2.5)	-(6.0)	-(11.7)	(19.9)	(7.5)	(10.0)	(3.1)
Non-Major Ports	0.96	11.37	7.41	7.84	9.87	4.88	4.93
	-(13.0)	(1084.3)	-(34.9)	(5.8)	(26.0)	(309.5)	(1.0)
All Ports	122.81	125.95	108.64	129.27	140.37	70.46	72.55
	(2.3)	(2.6)	-(13.7)	(19.0)	(8.6)	(13.3)	(3.0)

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

2.4.7 ANDHRA PRADESH

Andhra Pradesh has one major port at Visakhapatnam besides 15 non-major ports located at Bhavanapadu, Meghavaram, Bheemunipatnam, Gangavaram, Kakinada SEZ, Kakinada Deep Water, Rawa, Narsapur, Machilipatnam, Kalingapatnam, Nakkapalli, Ramayapattanam, Nizamapatnam, Vadarevu, and Krishnapatnam. Out of 15 non-major Ports; only 5 Ports handled cargo in the State which are: Kakinada Deep Water, Krishnapatnam, Gangavaram, Rawa and Kakinada Anchorage Port.

Non-major ports in Andhra Pradesh collectively handled 39.69 million tonnes of cargo during April-September, 2023-24 as compared to 53.11 million tonnes in April-September, 2022-23 registering decline of 25.3% in traffic. The total cargo handled during April-September, 2023-24 was 79.3 million tonnes compared to 91.7 million tonnes in the corresponding period of April-September, 2022-23 registering an decline of 13.5% in traffic. The cargo handled at Major port has registered an increase of 2.8% during April-September, 2023-24 as compared to April-September, 2022-23.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to April- September, 2023-24 is given in Table 14.

Table 14 : Andhra Pradesh: Trends in Cargo traffic handled at Major & Non-Major Ports							
Major/Non-Major	(Million Tonnes)						
	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September	
						2022-23	2023-24 (P)
Major Ports	65.30	72.72	69.84	69.03	73.75	38.55	39.61
	(2.8)	(11.4)	-(4.0)	-(1.2)	(6.8)	(15.4)	(2.8)
Non-Major Ports	103.33	99.91	89.64	87.98	101.43	53.11	39.69
	(19.8)	-(3.3)	-(10.3)	-(1.8)	(15.3)	(11.3)	-(25.3)
All Ports	168.6	172.6	159.5	157.0	175.2	91.7	79.3
	(12.6)	(2.4)	-(7.6)	-(1.5)	(11.6)	(13.0)	-(13.5)

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

(P) Provisional.

2.2.8 ODISHA

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.

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.

Non-major ports in Odisha collectively handled 25.14 million tonnes of cargo during April-September, 2023-24 as compared to 20.98 million tonnes in April-September, 2022-23 registering increase of 19.8% in traffic. The total cargo handled during April-September, 2023-24 was 94.29 million tonnes compared to 84.67 million tonnes in the corresponding period of 2022-23 registering an increase of 11.4% in traffic. The cargo handled at Major port has registered an increase of 8.6% during April-September, 2023-24 as compared to same period of 2022-23.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to April- September, 2023-24 is given in Table 15.

Table 15 : Odisha : Trends in Cargo Handled at Major & Non-Major Ports							
(Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September	
						2022-23	2023-24 (P)
Major Ports	109.30	112.69	114.55	116.13	135.33	63.70	69.15
	(7.1)	(3.1)	(1.7)	(1.4)	(16.5)	(13.4)	(8.6)
Non-Major Ports *	22.19	35.27	43.03	41.54	38.71	20.98	25.14
	-(1.8)	(59.0)	(22.0)	-(3.5)	-(6.8)	-(4.5)	(19.8)
All Ports	131.49	147.96	157.58	157.68	174.04	84.67	94.29
	(5.5)	(12.5)	(6.5)	(0.1)	(10.4)	(8.4)	(11.4)

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

*: Dhamra Port has started operations in May 2011.

(P) Provisional

2.2.9 WEST BENGAL

The State of West Bengal has a coastline of about 158 kms which has two Docks at SMP Kolkata Dock System (SMPKDS) and SMP Haldia Dock Complex (SMPHDC) under a single major port and one non- major port. The trend in the cargo handled at major ports of the State from 2018-19 to April- September, 2023-24 is given in Table 16.

Table 16: West Bengal: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September	
						2022-23	2023-24 (P)
Major Ports	63.76	63.98	61.37	58.18	65.66	30.53	31.16
	(10.1)	(0.3)	-(4.1)	-(5.2)	(12.9)	(12.1)	(2.0)
All Ports	63.76	63.98	61.37	58.18	65.66	30.53	31.16
	(10.1)	(0.3)	-(4.1)	-(5.2)	(12.9)	(12.1)	(2.0)

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

P- Provisional

2.2.10 OTHER NON-MAJOR PORTS

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 trend in the cargo handled at non-major ports of the Andaman & Nicobar Islands from 2018-19 to April- September, 2023-24 is given in Table 17.

Table 17 : Union Territory: Trends in Cargo Handled at A & N Islands Port (Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April-September	
						2022-23	2023-24 (P)
Andaman & Nicobar Islands	1.50	1.85	1.43	1.54	1.88	0.91	0.90
	(5.4)	(23.8)	-(22.6)	(7.1)	(22.8)	(46.3)	-(1.2)

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

P- Provisional

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. Non- Major ports Puducherry collectively handled 5.68 million tonnes of cargo during April- September 2023-24 as compared to 4.90 million tonnes in same period 2022-23 registering increase of 16.0%.

The Non-Major Port Lakshadweep collectively handled 0.14 million tonnes of cargo April-September 2023-24.

The trend in the cargo handled at non-major ports of the UTs from 2018-19 to April-September, 2023-24 is given in Table 18.

Table 18 : Union Territories: Trends in Cargo Handled at Non-Major Ports							
(Million Tonnes)							
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23(P)	April-September	
						2022-23	2023-24 (P)
Lakshadweep	-	-	0.12	0.18	0.22	-	0.15
	-	-	-	(59.0)	(18.5)	-	-
Puducherry	8.37	10.10	7.33	5.84	10.12	4.90	5.68
	(03.1)	(20.7)	-(27.4)	-(20.3)	(73.3)	(93.7)	(16.0)
All Ports	8.37	10.10	7.45	6.02	10.34	4.90	5.83
	(03.1)	(20.7)	-(26.3)	-(19.1)	(71.6)	(84.3)	(19.0)

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

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 1629.86 million tonnes at the completion of April - December 2023. The provisional port-wise capacity during April-December, 2023-24 and the traffic handled at Major Ports during April to September, 2023-24 are given in Table 19.

Table 19 :Major Port-wise Capacity Utilisation during April- September, 2023-24 (P) (Million Tonnes)				
S.No.	Name of Ports	Capacity (Up to December 2023)	Traffic** (Up to September 2023)	Capacity Utilisation (%)
1	SMP Kolkata Ports Authority*	93.02	31.16	33.5
2	Paradip Port Authority	289.75	69.15	23.9
3	Visakhapatnam Port Authority	148.18	39.61	26.7
4	Kamarajar Ports Limited	94.00	22.48	23.9
5	Chennai Port Authority	136.00	25.30	18.6
6	V.O.Chidambaranar Port Authority	111.46	19.84	17.8
7	Cochin Port Authority	79.90	17.23	21.6
8	New Mangalore Port Authority	114.96	20.17	17.5
9	Mormugao Port Authority	63.40	8.62	13.6
10	Mumbai Port Authority	84.00	33.21	39.5
11	Jawaharlal Nehru Port Authority	145.87	42.18	28.9
12	Deendayal Port Authority	269.32	64.97	24.1
	Total	1629.86	393.91	24.2

Note: *Haldia Dock Complex included

**Provisional

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

The above table shows that around 24.2% capacity has been utilized at Major Ports during April- September, 2023-24. The highest capacity utilization i.e. 39.5% is achieved at Mumbai Port Trust followed by SMP Kolkata Port Authority (including Haldia Dock Complex) (33.5%), JNP Authority (28.9%), Visakhapatnam Port Authority (26.7%), Deendayal Port Authority (24.1%), Kamarajar Port & Paradip Port Authority (23.9%) each, and Cochin Port Authority (21.6%) during April-September, 2023-24. The least capacity utilization was at Mormugao Port Authority which was only 13.6% during April - September, 2023-24.

Table 20 shows that around 31.5% capacity has been utilized at Non-major Ports during April-September, 2023-24. The highest capacity utilization i.e. 54.8% is achieved at Tamil Nadu Maritime Board (TNMB) followed by Gujarat Maritime Board (GMB) (36.8%), Odisha (35.9%), Maharashtra Maritime Board (MMB) (32.1%), Puducherry (31.7%), A&N Islands (22.0%), Andhra Pradesh Maritime Board (19.2%), Karnataka (10.2%), Kerala Maritime Board (2.7%) and Lakshadweep (2.5%) during April-September, 2023-24.

Table 20-Non-Major Port-wise Capacity Utilisation during April- September 2023-24 (P)				
(Million Tonnes)				
S.No.	Name of Non-Major Ports	Capacity	Traffic* (Up to September 2023)	Capacity Utilisation (%)
1	Gujarat	593.00	218.10	36.8
2	Maharashtra	117.55	37.78	32.1
3	Tamil Nadu	9.00	4.93	54.8
4	Goa	25.05	0.006	0.0
5	Kerala	1.07	0.029	2.7
6	Karnataka	5.00	0.51	10.2
7	Andhra Pradesh	207.00	39.69	19.2
8	Odisha	70.00	25.14	35.9
9	Puducherry	17.95	5.68	31.7
10	Andaman & Nicobar Islands	4.11	0.90	22.0
11	Lakshadweep	5.82	0.14	2.5
	Total	1055.55	332.91	31.5

Source: State Maritime Board/ Directorate of Ports UTs

* Provisional

3.2 Cargo Traffic Targets during 2023-24 & achievement during April – September, 2023-24 for Major ports.

Total cargo handled at Major Ports during April- September, 2023-24 was 393.72 million tonnes against the target of 845 million tonnes, achieving 46.6% of the target in the April - September, 2022-23.

3.3 Port Efficiency

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

3.3.1 Average Turn-Round Time (TRT)

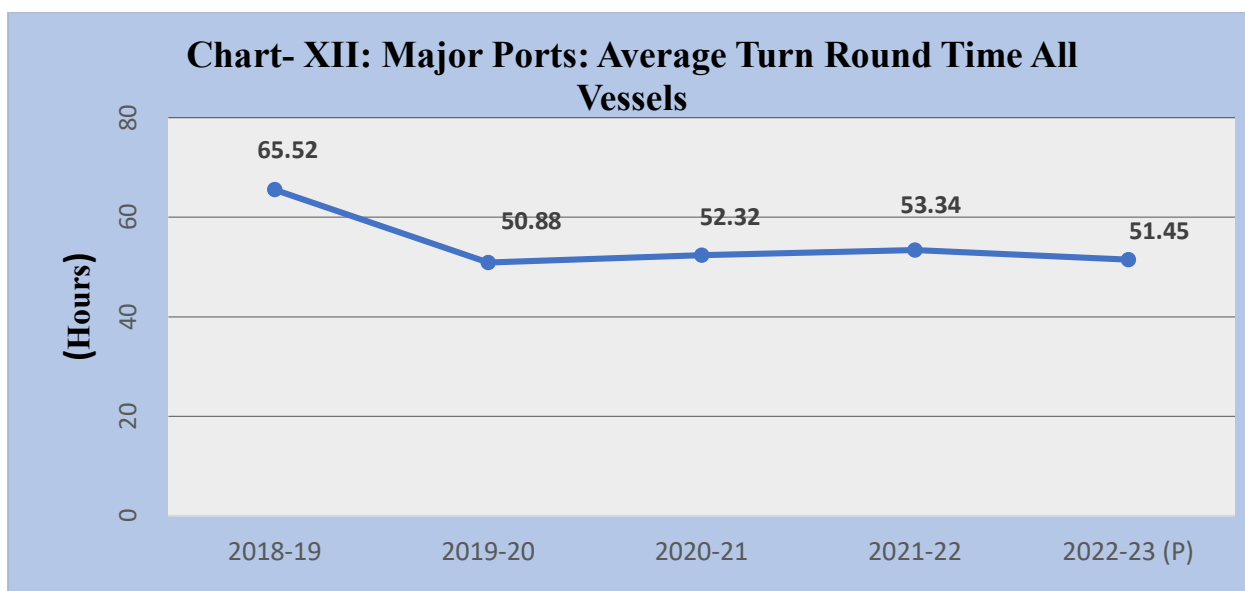
The average TRT during April- September, 2023-24 was 50.24 hours as compared to 52.63 hours during corresponding period 2022-23. The average TRT varied in the range between 27.07 hours at JNPT to 72.86 hours at Mumbai Port during April- September 2023-24. Among the 12 major ports; Average TRT has been improved at Paradip Port, Vishakhapatnam Port, Kamarajar Port, Chennai Port, V.O. Chidamabaranar, Cochin Port, Mormugao Port and Deendayal Port during April-September, 2023-24. Port-wise TRT for selected years is given in Table 21.

Table 21: Average Turn Round Time							
Port	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	(In hours)	
						April- September	
						2022-23	2023-24 (P)
1	2	3	4	5	6	7	8
SMP Kolkata DS	80.48	76.14	51.01	82.80	49.26	53.14	56.49
SMP Haldia D.C	72.75	66.00	69.79	51.19	51.52	49.98	54.48
Paradip Port	60.35	56.09	58.08	53.16	46.27	48.76	41.36
Vishakhapatnam Port	60.22	58.27	66.00	73.83	73.19	75.52	64.83
Kamarajar Port	47.27	41.49	42.96	46.38	45.26	46.90	43.76
Chennai Port	47.41	48.00	51.36	53.19	48.08	44.95	44.81
V.O.Chidambaranar Port	42.30	40.08	40.80	48.54	46.89	50.22	47.34
Cochin Port	46.67	34.80	35.76	45.87	33.41	40.24	33.73
New Mangalore Port	46.21	45.60	47.52	47.99	44.90	50.28	53.33
Mormugao Port	83.50	55.92	57.84	63.94	54.59	68.17	59.07
J.L.Nehru Port	51.13	29.54	28.56	28.04	30.15	29.12	27.07
Mumbai Port	64.50	40.80	49.68	57.99	50.40	59.46	72.86
Deendayal Port	112.24	60.99	62.16	59.99	77.58	70.15	63.00
All Ports	65.52	50.88	52.32	53.34	51.45	52.63	50.24

Source: Major Ports

P: Provisional

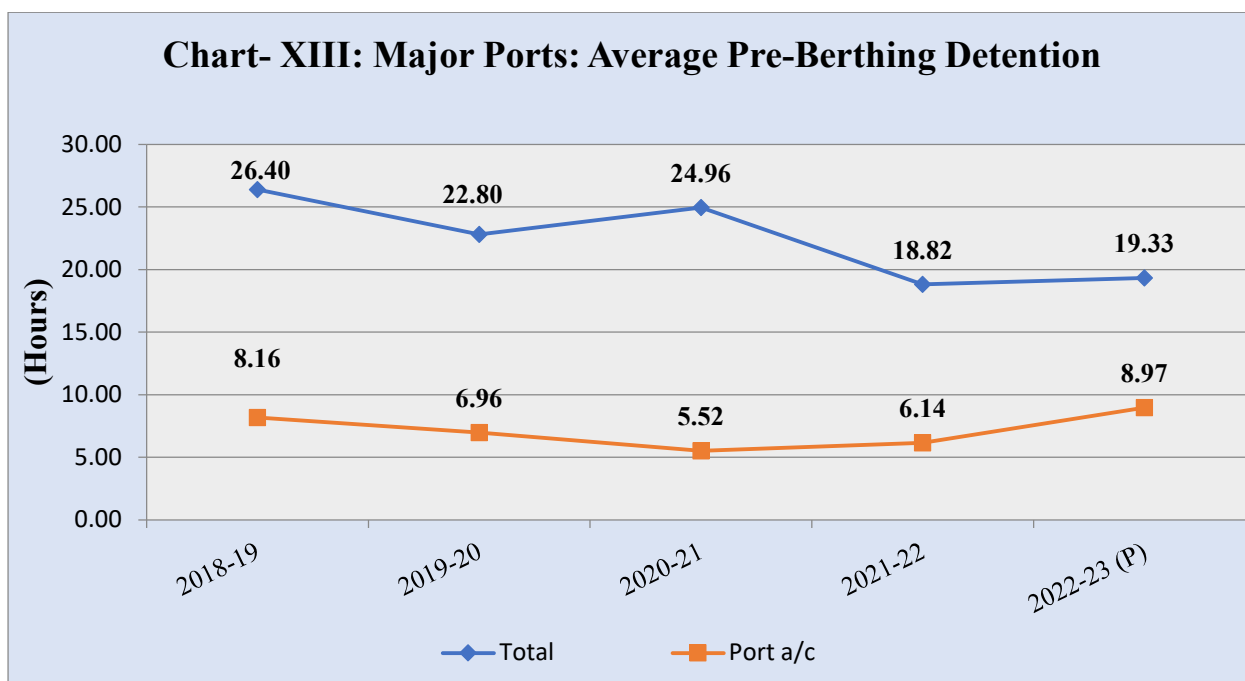
Average Turn Round Time at major ports for selected years from 2018-19 to 2022-23 (P) may be seen in Chart- XII.



From 2018-19, as per new definition of TRT, from Pilot boarding to de-boarding only.
Source: Major Ports

3.3.2 Average Pre Berthing Detention Time (PBDT)

The average pre berthing detention time during April- September, 2023-24 was 18.85 hours as compared to 26.07 during April- September, 2022-23. The trajectory of weighted average of pre-berthing detention time at Major Ports – Total and on port account since 2018-19 to 2022-23(P) may be seen in Chart- XIII.



The Port-wise PBDT from 2018-19 to April- September, 2023-24 is given in Table 22.

Table 22 : Average Pre-Berthing Detention							
Port	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	(In hours) April- September	
						2022-23	2023-24 (P)
1	2	3	4	5	6	7	8
SMP Kolkata DS	11.11	16.77	12.24	14.75	10.97	13.20	20.30
SMP Haldia D.C	65.28	70.95	65.04	31.10	27.45	26.04	0.89
Paradip Port	7.14	15.32	6.24	2.44	1.68	1.99	32.37
Vishakhapatnam Port	30.95	1.22	1.20	0.90	1.78	1.78	0.57
Kamarajar Port	4.21	2.88	1.92	0.85	1.06	1.01	0.76
Chennai Port	3.49	0.00	0.00	0.07	0.00	0.00	0.00
V.O.Chidambaranar Port	16.26	15.61	12.00	11.63	30.52	29.11	34.48
Cochin Port	12.67	11.44	15.36	11.23	6.04	5.60	6.88
New Mangalore Port	26.38	30.13	26.16	28.54	31.63	42.79	20.53
Mormugao Port	29.83	29.05	30.24	18.85	16.15	17.80	22.63
J.L.Nehru Port	19.77	18.38	21.84	21.58	26.56	30.30	18.44
Mumbai Port	25.58	3.74	2.40	0.95	0.50	0.55	0.00
Deendayal Port	48.50	44.43	67.44	56.42	54.11	94.63	54.61
All Ports	26.40	22.80	24.96	18.82	19.33	26.07	18.85

Source: Major Ports,

P: Provisional

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

The Average PBDT on port account during April- September, 2023-24 was 6.46 hours as compared to 14.64 hours during April- September, 2022-23. Port- wise Average PBDT Port account from 2018-19 to April- September, 2023-24 is given in table 22 A.

Table 22 A : Average Pre-Berthing Detention Port Account							
Port	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	(in hours) April- September	
						2022-23	2023-24(P)
1	2	3	4	5	6	7	8
SMP Kolkata DS	0.02	1.11	0.40	1.10	0.67	0.65	20.30
SMP Haldia D.C	16.90	24.07	3.17	0.13	1.55	1.76	0.11
Paradip Port	7.14	15.32	6.20	2.41	1.68	1.99	1.70
Vishakhapatnam Port	30.95	1.22	1.15	0.90	1.78	1.78	0.57
Kamarajar Port	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Chennai Port	0.00	0.00	0.00	0.00	0.00	0.00	0.00
V.O.Chidambaranar Port	2.67	2.83	3.43	4.10	9.97	13.68	10.86
Cochin Port	0.00	0.47	0.00	0.00	0.00	0.00	0.00
New Mangalore Port	9.08	13.33	12.54	12.18	7.99	6.00	7.52
Mormugao Port	3.94	1.49	2.75	2.69	1.81	2.97	1.96
J.L.Nehru Port	6.59	5.22	6.34	8.07	7.62	8.19	6.37
Mumbai Port	0.01	0.26	0.95	0.35	0.00	0.00	0.00
Deendayal Port	9.91	8.32	17.32	22.98	36.68	78.09	23.30
All Ports	8.16	6.96	5.52	6.14	8.97	14.64	6.46

Source: Major Ports,

P: Provisional

3.3.3 Average Output Per Ship Berth day

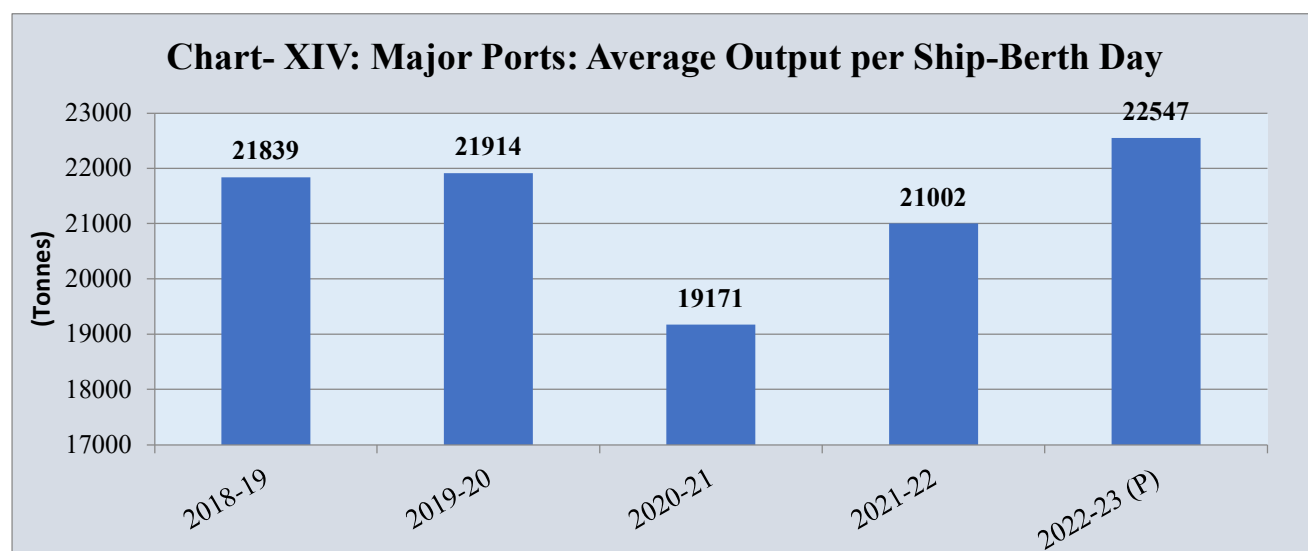
During Average Output per Ship Berth day has seen tremendous improvement in last 30 years from 3,372 tonnes in 1990-91 to 22547 tonnes in 2022-23. The average Output per Ship-berth day during April-September, 2023-24 was 22059 as compared to 22136 tonnes during April-September, 2022-23. However, average output per ship berth-day during April-September, 2023-24 is marked by substantial variation across major ports ranging from a high 38994 tonnes in Paradip Port to 8163 tonnes at SMP Kolkata Dock. This variation reflects the type of cargo being handled, level of mechanization and labor practices. Port-wise average output per Ship Berth day from 2018-19 to April- September, 2023-24 is given in Table 23.

Table 23: Average Output per Ship Berth-day							(Tonnes)
Port	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	April- September	
						2022-23	2023-24 (P)
1	2	3	4	5	6	7	8
Kolkata D.S	7765	7174	8210	7424	9880	11259	8163
Haldia D.C	15083	15192	14243	14589	15450	15570	13957
Paradip	36030	32001	30224	33635	37568	36078	38994
Visakhapatnam	18281	20032	17238	16069	16646	16506	17973
Kamarajar	27678	26581	23945	24292	29417	28702	30077
Chennai	21001	20340	20331	20152	20249	22460	18668
Chidambaranar	19494	19334	19302	19994	18224	18032	18194
Cochin	30150	31258	30915	31513	33560	31688	34476
New Mangalore	18126	19140	19048	19627	22328	23426	22029
Mormugao	18685	19944	24305	18872	24755	20199	18620
J.L.Nehru	25847	28296	27711	29418	25580	27286	28684
Mumbai	25941	25608	23659	20053	24006	20933	27313
Deendayal	21373	21109	10467	18975	20369	19391	17635
All Ports	21839	21914	19171	21002	22547	22136	22059

Source: Major Ports,

P: Provisional

The average output per ship berth day from 2018-19 to 2022-23 (P) is presented in Chart- XIV.



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 30.09.2023 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 As on 30.09.2023
1	2	3	4	5	6
1.	Construction of IOCL Captive jetty	Kamarajar Port Limited	3.00	921	Work is in progress. Expected completion- 31.12.2024.
2.	Construction and Operation of a Captive Jetty (Berth No.15) and Associated Facilities for Handling Bulk Quantity of Coal.	New Mangalore Port Authority	5.40	376.52	Commercial operation commenced on 22.06.2012.
3.	Mechanisation of Berth No. 16 for providing handling equipments for handling bulk cargo on DBFOT basis.	New Mangalore Port Authority	6.73	469.46	Commercial operation commenced on 08.11.2019.
4.	Mechanisation of Berth No. 14 for handling containers and other clean cargo on PPP mode at NMPA.	New Mangalore Port Authority	6.02 (in two phases)	280.71	Construction works of Phase-I development completed on 28-03-2022. Commercial operation commenced on 29-03-2022.
5.	Deepening and optimization of Inner Harbour facilities including Development of Western Dock on BOT basis to handle Cape size vessels.	Paradip Port Authority	25 MTPA	3004.63	Award of Concession issued in favour of the selected Concessionaire on 17.10.2023 for a Concession Period of 30years. Project is under construction and TDC for Phase-I: 16.10.2026.
6.	Development of fourth container terminal (Phase-II).	JNPA	30 MTPA	3196.0	On December, 2014, JNPT awarded the concession for the prestigious 4th container terminal to M/s. Bharat Mumbai Container (Subsidiary of PSA, Singapore) on DBFOT basis with a capacity of 4.8 million tonnes with Quay length of 2 kms. the project is

					taken up in 2 phases. the construction of phase-1 is completed and operation was commenced from 22.12.2017. The project work of phase-II is under progress and scheduled completion of is April, 2025. The progress of work is 4.46%.
7.	Development of Additional Liquid Cargo Terminal.	JNPA	4.5	181	The construction work is in progress through EPC contract and 78% progress is achieved. Expected date of completion is May 2023.
8.	“Conversion of 9th berth as Container Terminal on DBFOT basis through PPP Mode”	VOCPA	7.2 MTPA (6 Lakh TEUs)	43417	➤ Construction phase is under progress.
9.	Mechanization of NCB III for handling Dry Bulk cargoes at VOCPA on DBFOT basis through PPP Mode for a period of 30years.	VOCPA	6.96 MTPA	265.15	➤ RFQ opened on 10.07.2023 and it is under evaluation. ➤ Security clearance is yet to be received from MOPSW.
10.	Procurement of 3rd RMQC.	HDC, SMP, Kolkata	0.25	52.82	Completed on 31-05- 2023 Fin. 70.00%.
11.	Augmentation of Fire Fighting system at HOJ-I&II including 2 nos. Barge Jetties including O&M for 10 years.	HDC, SMP, Kolkata	Nil	107.49	Completed on 31-05-2023 Fin. 90.00%.
12.	Supply, installation, testing, commissioning along with other allied works for augmentation of GC Berth Substation.	HDC, SMP, Kolkata	Nil	7.78	Work in Progress. Phy: 95%.
13.	Construction of wind screen at dock zone of HDC for Phase-I.	HDC, SMP, Kolkata	Nil	12.5	Work in Progress. Phy: 5%.
14	Rejuvenation of Khidderpore Docks (PPP).	KOLKATA DOCK SYSTEM of SMP, KOLKATA	3.00 MTPA (1st Phase) 2.48 MTPA	181.81 (PPP Mode) 95.66 (1 st Phase)	Concession agreement signed on 26-September-2022. Work order issued to IE (Voyants) on 06.04.2023. Award of Concession issued on 24.06.2023. Designed for equipment details submitted by the concessionaire is

			(2nd Phase)	86.15 (2nd Phase)	under vetting by the Independent Engineer (IE) Completion targeted by Dec 2024.
15.	Development of Multimodal Logistics Park at Mappedu, Chennai.	Chennai Port Authority		1423.5	<p>MoRT&H approved the Management model for implementation of “Establishment of Multimodal Logistics Parks (MMLP)” through PPP mode, by forming an SPV with Stakeholders viz. NHLML, ChPA, TIDCO and RVNL (all government bodies) as equity partners and the MMLP infrastructure to be developed by a private developer. The project is implemented by NHLML/NHAI. MoU was signed between NHLML, ChPA and TIDCO on 12.10.2021, for the “Establishment of Multimodal Logistics Park at Mappedu” and Supplementary MoU has been executed on 24.05.2022, among NHLML, ChPA, TIDCO and RVNL.</p> <p>The Hon’ble Prime Minister has laid the foundation stone for the project on 26.05.2022. Total Estimate Cost: Rs.1423.50 Cr. (including Rs.782.58 Cr. to be invested by the Concessionaire) NHLML invited RFP for Selection of Concessionaire for “Development Operation and Maintenance of the Multimodal Logistics Park (MMLP) through (DBFOT) basis”. Bid opened on 27.08.2022.</p> <p>LoA issued on 11.11.2022 to M/s Reliance Industries Limited, Navi Mumbai. Concession Agreement executed between the SPV, Chennai MMLP Private Limited and M/s Reliance Mappedu Multimodal Logistics Park Limited on 26.12.2022. The Development of MMLP is envisaged in Phases:</p> <ul style="list-style-type: none"> • Phase-1 is to be completed by 2 years from Appointed Date at an investment cost of Rs.349.78 Cr. – Area – 64 Acres (Approx.)

					<ul style="list-style-type: none"> • Phase-2 is to completed within 10 years from the Appointed Date at an investment cost of 122.52 Cr - Area – 64 Acres (Approx.) • Phase-3 is to completed within 15 years from the Appointed Date at an investment cost of Rs.310.28 Cr - Area – 64 Acres (Approx.) Period of Project: 45 years (including the construction period from the Appointed Date).
16.	Development of Container Terminal at Tuna-Tekra, Deendayal Port on BOT basis under PPP mode.	Deendayal Port Authority	32.91 (2.19 MTEUs)	453.98	<p>PPPAC in its meeting held on 09.06.2022 recommended “In principle and Final Approval” for the proposal to the component Authority. The Draft Cabinet note seeking approval of the CCEA for implementation of the Project has been sent to MoPSW.</p> <p>RFQ invited on 01.07.2022 with scheduled Application Due date of 17.08.2022. Five parties have sought clarifications in respect of the RFQ. On 29.07.2022, Pre-application conference was conducted, which was attended by 03 parties.</p> <p>On 04.08.2022, response to the 72 queries raised by the five Parties were uploaded on the website of DPA and sent to all 5 parties. On the Request of the parties the RFQ application due date is extended from 17.08.2022 to 31.08.2022.</p> <p>On 08.08.2022, one party has sought clarification for additional 07 quarries. On 12.08.2022, the Response to additional 07 queries along the amended response to earlier query no 56 & amendment no 01 to RFQ were sent all the 5 parties and also hosted on the website of DPA.</p>

				<p>On 31.08.2022, 03 Parties have submitted the RFQ and the same were opened.</p> <p>On 02.09.2022, 02 Parties were asked to furnish the information with respect to the Security Clearance Documents and the same was furnished on 05.09.2022 & 06.09.2022. The security clearance documents were sent to the MoPSW on 09.09.2022 for obtaining the Security Clearance. On 12.09.2022, 02 Parties were asked to furnish the information with respect to the RFQ Submission and the same was furnished on 18.09.2022&19.09.2022.</p> <p>The Board of DPA vide Resolution No. 114 had Provisionally Pre-Qualified all the RFQ applicants. On 13.10.2022, MoPSW granted Security Clearance to all the 03 Pre-Qualified Bidders. Accordingly, On 14.10.2022, the RFP was invited among all the 03 Pre-Qualified Bidders.</p> <p>The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 12.10.2022 approved the Cabinet Note for the Subject Project. All the Three Pre-Qualified Bidders have deposited the cost for the Purchase of RFP and accordingly, the bidding documents i.e. RFP, DCA &FR were issued to them.</p> <p>On 11.11.2022, 02 Pre-Qualified Bidders have submitted the Queries with respect to Bidding Document. On 15.11.2022, The Pre-Bid conference was held in the presence of Port Officials, TA,</p>
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					<p>M/s. iDECK& Representatives of 03 Provisionally Pre-Qualified Bidders. On 05.12.2022, With the approval of the Competent Authority, The Bid Due Date was extended from 06.12.2022 to 04.01.2023 and the same was intimated to all the Pre-Qualified Bidders. On 28.12.2022, With the approval of the Competent Authority, The Authority's Response to Pre-Bid Queries along with the Addendum and Annexures were sent to all the Pre-Qualified Bidders through E-Mail and the Hard Copies of the same was sent on 30.12.2022. Subsequently, on 28.12.2022, 02 Pre-Qualified Bidders have requested the Authority to Extend the Bid Due Date by 04 Weeks and from 04.01.2023 to 23.01.2023. On 30.12.2022, One Provisionally Pre-Qualified Bidder has raised some queries by referring the Authority's response to Pre-Bid Queries. On 02.01.2023, The Bid Due Date was extended from 04.01.2023 to 20.01.2023 and Accordingly, Addendum No. 02 was issued and the same was intimated to all the Provisionally Pre-Qualified Bidders. On 09.01.2023, One Provisionally Pre-Qualified Bidder have submitted Additional Queries and have also requested to extend the Bid Due Date from 20.01.2023 to 27.01.2023. On 10.01.2023, One Provisionally Pre-Qualified Bidder have submitted Additional Queries and have also requested to extend the Bid Due Date appropriately. On 12.01.2023, Addendum to Pre-Bid Query No. 37 & 110 was issued and the Bid</p>
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					<p>Due Date was extended from 20.01.2023 to 27.01.2023 as per Addendum No. 03 to RFP. The same were intimated to all the Provisionally Pre-Qualified Bidders. On 25.01.2023, all the Provisionally Pre-Qualified Bidders were informed about the Extended Scheduled date for Submission of Bid i.e., 27.01.2023 @ 11:00 Hrs and were also requested to Submit their Bid on or Before 27.01.2023 @ 11:00 Hrs. On 27.01.2023, The RFP (Bid) was opened. Two Provisionally Pre-Qualified Bidders i.e., M/s. Adani Ports and SEZ Ltd., Ahmedabad & M/s. Hindustan Infralog Private Limited, Mumbai have submitted their Bid. Based on the RFP Evaluation Report, M/s. Hindustan Infralog Private Limited, Mumbai was declared as the selected Bidder with the highest royalty offer of Rs. 6500/- Per TEU of Container Cargo. The Bank Guarantee submitted by Both the Provisionally Pre-Qualified Bidders were confirmed from their respective Banks and Accordingly, The Letter of Award (LoA) was issued to M/s. Hindustan Infralog Private Limited, Mumbai and the same was acknowledged and accepted by M/s. Hindustan Infralog Private Limited, Mumbai on 30.01.2023.</p> <p>On the request of M/s. Hindustan Infralog Private Limited, the time period for execution of Concession Agreement between the Authority and SPV was extended time to time up to 30.08.2023.</p>
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					On 25.08.2023 Signing of Concession Agreement between Deendayal Port Authority and M/s. Hindustan Gateway Container Terminal Kandla Private Limited was executed.
17.	Development of Multipurpose Cargo Berth Off Tuna Tekra Outside Kandla Creek At Kandla on BOT basis.	Deendayal Port Authority	18.33	225.06	<p>PPPAC in its meeting held on 09.06.2022 recommended “In principle and Final Approval” for the proposal to the component Authority. Accordingly, RFQ has been invited with last date of 22.08.2022. The Draft Cabinet note seeking approval of the CCEA for implementation of the Project has been sent to MoPSW. On 03.08.2022, Pre-application conference was conducted, which was attended by 03 parties.</p> <p>On 10.08.2022, response to the 55 queries raised by the five Parties were uploaded on the website of DPA and sent to all 5 parties. On the Request of the parties the RFQ application due date is extended from 23.08.2022 to 06.09.2022.</p> <p>On 12.08.2022, Amendment no 01 to RFQ was sent to all 05 parties and was hosted on website of DPA.</p> <p>On 23.08.2022, one party has requested for extension of RFQ Application due date up to 27.09.2022. On 02.09.2022, One Party has requested for extension of RFQ Application due date up to 01 Month.</p> <p>On 06.09.2022, 04 Parties have submitted the RFQ and the same were opened.</p> <p>On 12.09.2022, 03 Parties were asked to furnish the information</p>

					<p>with respect to the Security Clearance Documents and the same was furnished on 12.09.2022, 14.09.2022 & 16.09.2022. The security clearance documents were sent to the MoPSW on 16.09.2022 for obtaining the Security Clearance. On 16.09.2022, 02 Parties were asked to furnish the information with respect to the RFQ Submission and the same was furnished on 17.09.2022 & 18.09.2022. The Board of DPA vide Resolution No. 114 had Provisionally Pre-Qualified all the 04 RFQ applicants. Accordingly, On 14.10.2022, Pending Security Clearance from MoPSW, the RFP was invited among all the 04 Provisionally Pre-Qualified Bidders. The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 12.10.2022 approved the Cabinet Note for the Subject Project. All the 04 Provisionally Pre-Qualified Bidders have deposited the cost for RFP and accordingly, the bidding documents i.e, DCA, RFP & FR were issued to them. Meanwhile on 02.11.2022, MoPSW intimated the authority regarding grant of Security Clearance to 03 provisionally Pre-Qualified Bidders. On 14.11.2022 & 16.11.2022, 02 provisionally Pre-Qualified Bidders have submitted the Queries with respect to Bidding Documents. On 18.11.2022, The Pre-Bid conference was held in the presence of Port Officials, TA, M/s. iDECK & Representatives of 03 provisionally Pre-Qualified Bidders. On 05.12.2022, With the</p>
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					<p>approval of the Competent Authority, The Bid Due Date was extended from 09.12.2022 to 09.01.2023 and the same was intimated to all the 04 provisionally Pre-Qualified Bidder. On 28.12.2022, With the approval of the Competent Authority, The Authority's Response to Pre-Bid Queries along with the Addendum and Annexures were sent to all the 04 provisionally Pre-Qualified Bidder through E-Mail and the Hard Copies of the same was sent on 30.12.2022. Subsequently, on 28.12.2022, 02 provisionally Pre-Qualified Bidders have requested the Authority to Extend the Bid Due Date by 05 to 06 weeks and 45 days. On 02.01.2023, The Bid Due Date was extended from 09.01.2023 to 25.01.2023 and further Bid Due Date was extended upto 01.06.2023 and Accordingly, Addendum No. 09 to RFP was issued and the same was intimated to all the Pre-Qualified Bidders. Due to NO response from the Pre-Qualified Bidders RFP was discharged and same has been intimated to the Pre-Qualified Bidders.</p> <p>Based on the approval of Authority, RFQ (2nd Attempt) floated on 30.06.2023. Only one party has submitted pre-bid query. Due to poor response from the market the entire bidding schedule was further extended by 21 days for the 5th time. On 29.09.2023, One Party had deposited the Cost of RFQ and subsequently, RFQ was issued.</p>
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18.	Development operation and maintenance of Oil jetty No 09 on PPP mode.	Deendayal Port Authority	3.2	12.34	<ul style="list-style-type: none"> SFC Memo along with RFP, DCA, F.R. & RFQ sent to MoS on 27/07/2020 Observations on SFC Proposal from D.W. (MoS), DoEA (MoF) & NitiAayog, IFW (MoS) and Deptt. of Legal affairs have been complied. Resultantly, revised SFC Memos for OJ-9 & 10 and Revised DCAs sent to MoS TAMP approved Tariff for OJ-9&10 SFC meeting for OJ 10 held on 26.11.20. SFC meeting for OJ 09 held on 10.12.20. SFC recommendations and Ministry approval for OJ- 9&10, under PPP Mode received on 19/04/2021. Clarification/guidance sought from the Ministry regd. issuance of global RFQ. MoPSW has sent a letter to DoEA, MoF to seek above clarifications. On 01.09.2021, Department of Expenditure, MoF, through MoPSW clarified that the restrictions imposed on issue of Global Tender Enquiry (GTE), vide this Department's OM No. F. 12/17/2019-PPD dated 15.05.2020, are not applicable in selection of partners for Public Private Partnership (PPP) infrastructure projects. However, as per approval, initially only Oil jetty no 09 will
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					<p>be implemented. The Award for Oil Jetty No.10 shall be issued only after 04 months from date of Award of Concession for Oil Jetty No.09. Same analogy with Oil Jetty 11.</p> <ul style="list-style-type: none"> • Accordingly, RFQ for OJ-9 issued w.e.f 10/9/2021 with Application Due Date as 27/10/2021 and extended upto 16/11/2021. No party requested for further extension. However, no response / RFQ received. • During the VC review meeting conducted by the Secretary (PSW), the DPT was directed to issue the revised RFQ, modified based on the new MC-2021 immediately and all revised bidding documents, modified based on the MCA-2021, will be approved at respective Board level. • Accordingly, RFQ for OJ-9 issued w.e.f 14/12/2021 with Application Due Date as 29/01/2022. The same is extended to 31.01.2022. • On 31.01.2022, 05 parties have submitted their RFQ applications. • In the meantime, as directed by the MoPSW in the meeting held on 17.01.2022, the RFP, along with bidding documents FR and DCA (based on MCA 2021 & approved by the Board on 10.01.2022) invited along with RFQ. • The pre-bid conference held on 21/02/2022.
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					<ul style="list-style-type: none"> • The “Authority’s Response to RFP pre-bid queries” uploaded on 28/02/2022. • Meantime, the Transaction Advisor, while evaluating RFQ application of M/s. APSEZL raised a legal issue w.r.t. Cl. 2.2.8 of RFQ document. Subsequently, opinion was obtained from the Port Advocate at Gujarat High court and accordingly UNDERTAKING obtained from the RFQ applicant M/s. APSEZL, that decision regarding qualification of APSEZL in OJ-9 shall be taken based on the final decision of prequalification of APSEZL in 14th Cargo Berth at DPA under PPPP. • Subsequently, the Board has resolved to disqualify M/s. APSEZL in 14th Cargo Berth project in line with Cl. 2.2.8 of RFQ. • Accordingly, the RFQ Evaluation Report submitted by the Transaction Advisor and same approved by the Board in its meeting held on 12/08/2022, wherein, 03 parties have qualified and 02 parties disqualified for 2nd stage of bidding i.e. RFP. • Meantime, M/s. APSEZL, vide letter dtd. 08/09/2022, along with Hon’ble Supreme Court, ORDER passed on 05/09/2022, have requested DPA to review its decision of disqualifying APSEZL in OJ-09 in context of supreme Court order which has mention of not considering the Termination Order of VPT dtd. 26/12/2020, as
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					<p>a non-compliance of Cl. 2.2.8 of RFQ.</p> <ul style="list-style-type: none"> • In this regard, Legal opinion received by the Port Legal Advisor and also from ASG, New Delhi. • Accordingly, the T.A. has submitted the REVISED RFQ EVALUATION REPORT thereby Qualifying M/s. APSEZL for OJ-09. • The Board has approved to Qualify the M/s. APSEZL in the subject project & same intimated to the party. • Meantime, M/s. KOTPL has filed a CMA-66/2021 in Gandhidham District Court and also invoked ARBITRATION under provision of C.A. w.r.t. Oil Jetty cum Ship bunkering project under PPP, thereby challenging the development and operation of Oil Jetties 7 to 11. Both the statutory litigations are being dealt and appropriately defended by the DPA. • In the meantime, MoPSW vide letter dated 22.06.2022 communicated the Security Clearance of all five RFQ Applicants. • As advised by the Port Advocates, legal opinion from ASG has been sought for moving forward in the project in context of litigations and arbitration invoked against development of OJ 7 to 11 by M/s. KOTPL. • ASG vide communication dtd.24/07/2022 has issued his OPINION.
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					<ul style="list-style-type: none"> • As per opinion of ASG, modifications are to be done in the bidding docs i.e. RFP & DCA by inserting some caveats in order to safeguard the interest of the Authority. Hence, these modified docs shall again require approval of the SFC. Accordingly, the supplementary SFC memo along with modified bidding documents i.e. RFP and DCA have been sent to MOPSW on 13/12/2022 for approval. SFC Meeting held on 31/03/2023. As per direction of MOPSW Proposal for revised bid document's, invitation of fresh RFQ and discharge of current RFP approved by competent authority. Global NIT for RFQ (4th attempt) issued on 5th May 2023 and earlier RFP dated 21/01/2022 discharged. • Application Due Date was on 22.06.2023 and NIL response from the market for the Subject Project. • In Consistency with the decision taken in the chintan shivir held in May 2023, MoPSW has been requested to Accord in principal approval to develop the jetty through EPC. • MOPSW has sought some clarification which are being complied.
19.	Development operation and maintenance of Oil jetty No 10 on PPP mode	Deendayal Port Authority	3.2	12.31	SFC approval received April-2021. As per SFC approval, RFQ will be issued after 4 months post award of Concession of OJ 9
20.	Development operation and maintenance of Oil jetty No 11 on PPP mode	Deendayal Port Authority	3.2	36.17	SFC approval received April-2021. RFQ will be issued only after 4 months of award of Concession for OJ 10

21.	Development of Marine Liquid Terminal Facilities consisting of SPM and two product jetties in DPT waters at OOT, Vadinar for handling Crude and Petroleum Products on Captive Use Basis.	Deendayal Port Authority	24.5	44.8	<p>Total LD levied on M/s CETL (period of delay 16/2/2021 to 31/08/2023) is Rs. 20,76,48,000. However, payment of LD is awaited from M/s CETL.</p> <ul style="list-style-type: none"> • 25/11/2022 The Chairperson of the - Conciliation & Settlement Committee (CSC) conducted meeting with DPA officials & M/s CETL officials w.r.t. matter referred to the CSC dated 12(13)/9/2022 i.e. Recovery of outstanding License Fee payable by M/s CETL to DPA. • 20/12/2022 M/s NEL again requested DPA for time limit extension for completion of construction up to August, 2026. • 29/12/2022- With reference to request of M/S NEL video communication dated 8/4/2022 & 20/12/2022, a request letter has been sent to the MoPSW, Gol to give further advice/direction in the matter. • 14/02/2023 In reference to DPA Letter dated 29(30)/12/2022, the MoPSW, GOI asked certain clarifications from DPA (Cost Benefit/Loss analysis on account of three years requested extension during which no business being carried out in the period of extension). • 18/04/2023 Letter sent to M/s CETL to confirm that they would compensate Rs 62.04 Crores, on Commencement to Commercial Operations, which would otherwise be a loss to DPA. • 25/04/2023 M/s CETL submitted response stating as under:
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					<p>We request DPA to kindly waive the requirement to DPA, we agree to the compensation of Rs 62.04 Crores in five equal installments i.e 12.40 Crores every year once CETL starts Commercial Operation.</p> <ul style="list-style-type: none"> • 25/04/2023 M/s CETL submitted response stating as under: <p>We request DPA to kindly waive the requirement to DPA, we agree to the compensation of Rs 62.04 Crores in five equal installments i.e 12.40 Crores every year once CETL starts Commercial Operation.</p> <ul style="list-style-type: none"> • 5/04/2023 In response to MoPSW letter dated 14/02/2023, DPA submitted desired details to MoPSW, GOI and requested that MoPSW may take a holistic view before arriving at final decision in the matter. • In continuation to DPA letter dated 25/4/2023, an email dated 3/5/2023 has been sent to the MOPSW, Gol highlighting para (f) (which was already contained in the letter dated 25/4/2023) i.e. "The Land leased by DPA is actually in the sea and has zero alternate use. As already EOI for Captive use has been invited 3 times and third time only one application has been received". • In continuation to DPA email dated 3/5/2023 , a letter has been sent to MoPSW , GOI incorporating following <p>“this project will add 24.5 MMTPA to the capacity of Deendayal Port Authority and the</p>
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					<p>land has no alternate economic use.</p> <p>In view of the above, it is recommended that, the MOPSW.GOI may kindly consider the request of M/s CETL for extension of time period for completion of construction up to August, 2026.</p> <ul style="list-style-type: none"> • On 08/05/2023 CSC was conducted. • On 15/5/2023, the MOPSW, Gol has requested DPA to confirm from M/s Nayara energy (CETL) that by which date, they will complete the expansion of its existing refinery as the utilization of subject facilities depends on completion of the expansion of the existing refinery. • Accordingly, a letter sent to M/s CETL to provide clarification asked by the MoPSW,Gol on 16/05/2023. • In continuation to letter dated 15/5/2023, the MoPSW,Gol asked additional clarifications on 17/05/2023. • On 18/5/2023 In response to DPA letter,M/s CETL submitted response w.r.t. MOPSW letter dated 15/5/2023. • On 19/5/2023, DPA submitted desired details to the MoPSW,Gol (w.r.t. MoPSW letter & Email dated 15/5/23 & 17/5/2023). • A joined meeting through VC under the Chairmanship of JS (Ports) MoPSW,GOI with DPA and M/s Nayara Energy Limited held on 07.06.2023, the MOPSW
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					<p>directed that “ Nayara Energy Limited will submit the firm timelines for the each of the activities including Preliminary Study, Detailed Feasibility Study, completion of expansion of their existing Refinery and execution/implementation of the subject project. Moreover, Nayara Energy will also submit their firm commitment regarding completion of expansion of their existing Refinery and execution/implementation of the subject project within the requested extension of construction time period i.e. up to August 2026”.</p> <ul style="list-style-type: none"> • The MoPSW vide letter dated 13.06.2023 requested DPA to get the aforementioned timelines and commitments from Nayara Energy Limited in the matter and examine the same and submit a consolidated proposal with the recommendation of the Port Authority to the Ministry, by 23.06.2023. • On 14.06.2023, DPA requested M/s CETL to submit details asked by the MoPSW, GOI latest by 20/06.2023. <p>Accordingly Nayara Energy submitted details vide letter dated 22.06.2023.</p> <p>*After obtaining approval of the Competent Authority, desired details will be sent to MoPSW, GOI in response to MoPSW letter dated 13.06.2023.</p> <ul style="list-style-type: none"> • On 22/06/2023 , M/S CETL to submitted details .
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					<ul style="list-style-type: none"> On 22/09/2023 The MOPSW,GoI asked DPA to confirm whether the Board resolution (Regarding levy of LD on M/s CETL as per Article 6.9 of the CA - Board Meeting 10/1/2022) holds good even today. If not, fresh approval of the Board with exact details of the proposal may be obtained, which needs to be considered by the Ministry. <p>Note: PRESENT STATUS: The construction Period (revised) 42 months have elapsed on 15/02/2023 but M/s CETL not initiated project Implementation.</p>
22.	Development of Oil Jetty to handle Liquid Cargo and Ship Bunkering Terminal at Old Kandla.	Deendayal Port Authority	3.39	34.3	<p>Awarded on 11.12.2020 Completion Time: 24 Months (by 10.12.2022)</p> <p>KOTPL could not complete construction of project in the given time.</p> <p>Prior to completion of Scheduled construction period, M/s KOTPL has sought extension of construction period up to 31/12/2024 on account of Force Majeure. The same was not accepted by DPA.</p> <p>Project has been DELAYED.</p> <p>Delay Attributed to Concessionaire.</p> <p>Interim 2nd, 3rd, 4th& Final 5th Milestones were delayed and Liquidated Damages were imposed on M/s KOTPL.</p> <p>On time to time M/s KOTPL paid LD upto July 2023. Further DPA raised Demand note up to 31.10.2023</p>

					<p>On 23.09.2023, M/s KOTPL deposited Rs 71,24,800 towards LD under protest for the period from 01.08.2023 to 30.09.2023.</p> <p>Construction works at site has been stopped from 05/02/2023</p> <p>Due to occurrence of Event of Default as per Article 15.1(a)(i)&(ii) DPA has issued Consultation Notice on 27.06.2023 to Concessionaire & Lenders.</p> <p>One of the lenders Indian Bank Ltd. vide mail dated 11.07.2023, informed the Authority that M/s KOTPL has repaid the entire outstanding on term loan and they are no more part of the Facility while another Lender L&T Financial Services Ltd. informed the Authority vide mail dated 08.07.2023 that they have withdrawn the facility issued to M/s KOTPL for the Project.</p> <p>On 12.07.2023 based on the request of M/s KOTPL Consultation meeting rescheduled from 12.07.2023 to 20.07.2023.</p> <p>As jointly agreed between parties in the Consultation meeting M/s. KOTPL submitted the documents and same were sent to IE for scrutiny.</p> <p>Based on the recommendation of IIT Madras and opinion of TA, On 06.09.2023 DPA granted the remedial time for completion of remaining construction work by 05.09.2024 subject to fulfilling certain conditions.</p>
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					<p>By invoking the Arbitration, M/s KOTPL has disputed the followings:</p> <ul style="list-style-type: none"> Operationalization of Additional Oil jetties no 7 to 11. Liquated damages levied by DPA due to non-achieving of the Milestones. <p>M/s KOTPL by filing Amended SOC has prayed for:</p> <ul style="list-style-type: none"> Extension of time under Project Schedule until July 31,2024. Award M/s KOTPL the licence fee paid for the particular period as damages since the project site was not fully available. Claim of Rs 6,62,25,600/- along with interest from 15.07.2023 till payment and further amount paid towards LD along with interest <p>All the disputes are pending adjudication.</p>
23..	<p>Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa. On BOOT basis</p> <p>a)Bulk cargo Berth No. 5A&6A</p> <p>b)Enhancement of Cargo Handling capacity by installing rapid in motion wagon loading facility by SWPL</p>	Mormugao Port Authority	<p>(a) 5.00</p> <p>(b) 2.50</p>	<p>(a) 250</p> <p>(b) 45</p>	<p>(a) Terminal operational since 19.06.2004</p> <p>(b) Rapid in motion wagon loading facility operational from 26.07.2014</p>
24.	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port , Goa on DBFOT basis .	Mormugao Port Authority	4.61	404.97	Terminal in operation since 06.06.2014.

25.	Development of International & Domestic Cruise Terminal & other allied facilities at Mormugao Port . O&M.	Mormugao Port Authority	NIL	21.0	Concession Agreement signed on 21.09.2023.
26.	Setting of a Floating Storage Regasification Unit (FSRU) in Mumbai Harbour.	Mumbai	5	900	Condition precedent in progress.
27.	Development of Kanhoji Angre Island as Tourist destination.	Mumbai	200 pax	50	Condition precedent in progress.
28.	Development, Operation and Maintenance of Mumbai International Cruise Terminal at Indira Dock, Mumbai on DBFOT (PPP) basis.	Mumbai	500 cruise ships per annum	192	Work in progress.
29.	upgradation of existing hospital of 243 beds to 600 bedded Superspeciality Hospital.	Mumbai	357 Hospital beds	693	Financial closure not achieved. The financial document submitted by Concessionaire was not acceptable. The matter is before the High Power Committee set up by the MoPSW. Report awaited.
30.	Development of Container Terminal on BOT basis.	Mumbai	0.8	1015	<ul style="list-style-type: none"> • Project stalled & declared as NPA since 2013. • ICTPL Claims: Rs.2967 Cr. • MbPA filed counter claim of Rs.2406 Cr. • Arbitration process has been deferred. • Referred to CSC. • CS proceedings on.
31.	Mechanization of coal handling Facilities and up-gradation of General Cargo Berth (GCB) at outer Harbour of Visakhapatnam Port Trust to cater to 200000 DWT vessels on DBFOT basis.	Visakhapatnam Port Authority	10.18 MTPA	444.10	The terminal is under commercial Operations.
32.	Up-gradation of the existing Outer Harbour facility (Phase-I) at Visakhapatnam Port Trust for Iron ore handling on DBFOT basis.	Visakhapatnam Port Authority	16.2 MTPA	580.89	The terminal is under commercial Operations.

33.	Establishing of Container Terminal and to operate, maintain and manage the same on B.O.T, Basis Including Supply, Installation and Operation of Container Handling Equipment at multipurpose Berth, Outer Harbour.	Visakhapatnam Port Authority	0.474 MTEUs.	100	The terminal is under commercial Operations.
34.	Extension of existing Container Terminal at Outer Harbour of Visakhapatnam Port on DBFOT basis.	Visakhapatnam Port Authority	0.54 MTEUs	633.11	The terminal is under commercial Operations.
35.	Development of two multipurpose berths EQ-8 & EQ-9 in the Northern Arm of Inner harbour at Visakhapatnam Port Trust on BOT basis.	Visakhapatnam Port Authority	EQ-8 = 4.50MTP A EQ-9 = 3.40MTP A	327.30	The terminal is under commercial Operations
36.	Development of East Quay-10 berth in the Northern Arm of Inner Harbour of Visakhapatnam Port on DBFOT basis.	Visakhapatnam Port Authority	1.84 MTPA	55.38	The terminal is under commercial Operations
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

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 As on 30.09.2023
1	2	3	4	5	6
1.	NDC-3 berth for mechanized dry bulk cargo handling on captive basis.	Paradip Port Authority	15	750.0	Techno-Economic Feasibility Reports under preparation.
2.	NDC-4 berth for mechanized dry bulk cargo handling on captive basis.	Paradip Port Authority	15	750.0	Techno-Economic Feasibility Report under preparation.
3.	Mechanization of existing Multi Purpose Berth for handling Clean Cargo.	Paradip Port Authority	3.5	500.0	Techno-Economic Feasibility Report under preparation.
4.	Mechanization of SQ berth.	Paradip Port Authority	2.5	200.0	Techno-Economic Feasibility Report under preparation.
5.	Mechanization of CQ-I & II berths.	Paradip Port Authority	20	1100.0	Techno-Economic Feasibility Report under preparation.
6.	Modernisation of IOB and SQ2 berths.	Paradip Port Authority	15	500.0	Techno-Economic Feasibility Report under preparation.
7.	Operationalization of Additional Liquid Terminal on on PPP Mod.	JNPA		92.0	Under tendering process.
8.	Development of JNPA Hospital on PPP basis.	JNPA		48.0	Under tendering process.
9.	Deployment of 4 numbers of HMCs not older than 10	VOCPA	-	182.8	Tender document under finalization.

	years with 120-Ton capacity or above at VOC Port operated berths on Licence mode for a period of 5 years.				
10.	Dredging in front of NCB II	VOCPA	6.96	118.37	Tender under evaluation.
11.	Development of Outer Harbour Container Terminal Project on DBFOT Basis.	VOCPA	80	7056.0	PPPAC meeting to be held on 08.11.23
12.	Mechanization of Berth No. 2 (previous berth no.3).	HDC, SMP, Kolkata	3.744 MMTPA	298.26	LOA placed on 10.02.2022. Concession Agreement signed on 15.09.2022. Independent Engineer work order issued on 05-07-2023. Award of concession on 14-07-2023. Backup area clearing and levelling work in progress.
13.	Setting up of Liquid Cargo Handling Jetty along with associated facilities at Shalukkhali, Haldia Dock- II, Haldia Dock Complex, Kolkata Port Trust on DBFOT basis for a period of 30 years.	HDC, SMP, Kolkata	2.43	253.65	Award of Concession on 17.08.2022 to HOGTPL. AECOM appointed as a Independent Engineer (IE) and IIT-M as a consultant. Land handover by HDC to Concessioner on 31-08-2023. Physical work to be commenced by Concessioner on December 2023.
14.	Mechanization of Berth No. 5 at HDC.	HDC, SMP, Kolkata	5	365.88	Details of bidders and shortfall documents forwarded to Ministry on 16-03-2023 seeking security clearance and same is awaited. RFP issued on 21-07-2023 & Pre bid conference held on 04-08-2023. Pre bid queries sent to bidders on 29-09-2023. RFP to be opened on 13-12-2023 subject to Security Clearance from ministry.
15.	Rejuvenation of Khidderpore Docks (PPP).	KOLKATA DOCK SYSTEM of SMP, KOLKATA	Total: 5.48 MMTPA 3.00 MMTPA	INR 181.81 Cr. (PPP Mode) INR 95.66 Cr.	<ul style="list-style-type: none"> LoI issued on 25.03.2022. Concession Agreement signed on 26.09.2022. Concessionaire: Century Ports Limited.

			(Phase-I) (2025-26) 2.48 MMTPA (Phase-II) (2029-30)	(1st Phase) INR 86.15 Cr. (2nd Phase)	Expected COD (Phase-I): October 2024.
16.	Redevelopment of Berth No. 9 and three Barge Berths	Mormugao Port Authority	12	842	1) The said project approved by the Ministry on 25.04.2022. 2) RFP opened on 27.06.2023. Two qualified bidders has not participated in the RFP bid. 3) Environmental Clearance and CRZ clearance has been issued by MoEF&CC on 06.07.2023.
17.	Operation & Maintenance of Berth no. 10 & 11 on PPP-OMT basis.	Mormugao Port Authority	6.0	139.63	1) Ministry has approved the project on 24.02.2023 2)) RFP opened on 10.10.2023. One Bid received.
18.	Mechanisation of WQ-7 & WQ-8 Berths through PPP Mode at Visakhapatnam Port Authority on DBFOT basis.	Visakhapatnam Port Authority	6.14 MTPA	288.47	➤ Concession Agreement signed on 09.05.2023. ➤ Compliance to the conditions precedent is under progress as per the provisions of Concession Agreement. ➤ Scheduled date of Award of Concession is November 2023 (likely). ➤ Completion of work is November 2025 (likely).
19.	Mechanisation of EQ-7 Berth through PPP Mode at Visakhapatnam Port Authority on DBFOT basis.	Visakhapatnam Port Authority	3.61 MTPA	200.99	➤ Concession Agreement signed on 10.03.2023. ➤ Concessionaire submitted the documents in compliance to the conditions precedent as per the provisions of Concession Agreement and the same is under circulation for vetting by internal departments/ divisions. ➤ Scheduled date of Award of Concession is November 2023 (likely). ➤ Completion of work is November 2025 (likely).
20.	Revamping of Existing West Quay-6 (WQ-6) terminal in the Northern Arm of Inner Harbour of Visakhapatnam Port for handling of	Visakhapatnam Port Authority	5.18 MTPA	165.70	Signing of Concession Agreement November' 2023 (likely) Award of Concession January 2024 (likely) Completion : July 2025 (likely).

	Dry Bulk Cargo on DBFOT basis.				
21.	Development and Mechanization of Existing EQ-6 Berth in the Inner Harbour of Visakhapatnam Port for handling of all type of cargoes on DBFOT basis.	Visakhapatnam Port Authority	2.62 MTPA	66.12	Bids opened on 06.07.2023. Evaluation is under progress.
22.	Establishment of Super specialty Hospital on PPP mode.	NMPA	150 Bedded	111.0	RFP opened. One Bid received. Under evaluation.
23.	Concessioning of B.No.9 for handling LPG/POL products and chemicals on PPP model.	NMPA	6 MT (3 to 9)	316.4	DPR prepared by NTCPCWC. Appointment of T.A. is under process.
24.	Handing over of Berth No.13 on Captive Mode for handling LPG/POL products.	NMPA	4 MT	100.0 (tentative)	Feasibility study under progress.
25.	Construction of Harbour Wall Berths.	Mumbai	3.5	150.00	Bids opened. Security clearance awaited.
26.	Development of Marina in Mumbai Port on PPP basis.	Mumbai	300 yachts	575.00	SFC clearance received on 28.4.2023. Revised RFP invited. Bid due on 10.10.2023.
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

Appendix – III

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 As on 30.09.2023
1	2	3	4	5	6
1.	GCPL Proposed 2 nd Berth and allied infrastructure.	Dahej (Gujrat)	7	3322	DPR is approved and construction has been granted. Construction is in Progress.
2.	Development of BGCT under Phase I B at Hazira Development of Phase II assets.	Hazira Gujarat	12	3500	Completion of construction of following: Phase I B 1) 2 container berths and general cargo berths 2) breakwater 3) backup facility for handling the cargo. Multipurpose Berth under Phase II, Construction of One berth of total 182 m quay length has been completed and operational. DPR for remaining assets of Phase – II has been approved and construction permission has been granted.
3.	Development of Chhara Port.	Chhara Port Gujarat	8	3886	CA signed on 29.1.2015. DPR has been approved and construction is in progress.
4.	Development of LNG Terminal at Chhara Port .	Chhara Port Gujarat	5	4239	HPCL LNG Ltd. Has achieved Mechanical Completion of the Chhara Port LNG terminal.
7.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujrat)	5	4239	Construction is in Progrss.
5.	Development of CNG terminal at North side of Bhavnagar Port.	Bhavnagar (Gujarat)	4.5	4024	Letter of Intent has been issued on 15/09/2020. DPR has been approved. Draft Concession Agreement is approved.
6.	Private jetty at Victor by Om sai Navigations Pvt. Ltd	Jafrabad (Gujarat)	0.5	29.02	. The company requested to grant extension for construction period, which is under Construction.
7.	Mata Sitadevi Infrastructure & Research Pvt Ltd.	Megdalla	0.5	166	Construction is in Progress.
8.	Multipurpose jetty terminal at Mankhurd (Dist. Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt. Ltd.	Trombay	0.2	75	Phase- 1 of the project is all most ready. Trial shipments have carried out successfully. Dredging of navigation channel is under planning Project Proponent is awaiting ISPS clearance, commercial cargo operations to start, post dredging and receipt of required clearances.
9.	Multipurpose jetty terminal at village change (Tal. Uran,	Karanja	5.0	1000	The total berth length planned is 1000 m. Out of these 1000m. the company has developed 400 m, of berth length

	Dist. Raigad) in Karanja creek by M/s Karanja Terminal & Logistics Pvt. Ltd.				with, berthing facility on either side thereby proving a total quay length of 800 m. additionally, the company has developed another 200m. wharf on east side. Therefore, total quay length available is 1000 m. the balance berth length will be constructed in a phase manner commensurate with the growth of port traffic. In the year 2022-23, the port has handled 1.48 MMT of cargo.
10.	Expansion of existing captive jetty facilities at village Vave (Tal. Pen, Dist. Raigad)in Dharamtar creek by M/s JSW Dharamtar Port Pvt. Ltd.	JSW Dharamtar	34.0	280	The total expansion planned is for 1420 m quay length. Out of this is length, 1200 m quay is completed and under operational for cargo handling. Balance work is progress. The port has created a capacity to handled 28 MMT of cargo annually. In the year 2022-23, the port has handled about 24.MMT of cargo.
11.	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	JSW Jaigad	50.0	2800	LNG handling facility with a total capacity of 2 MTPA is proposed to be developed in phases. Phase- I with a capacity of 0.6 MTPA is completed and operational. LNG handling facility with atotal capacity of 8 MTPA is planned. Out of with, Phase-1 of 2 MTPA with Floating Storage and Regasification Unit (FSRU) is completed. LNG operations are yet start. LNG will be imported using Floating Storage and Regasification Unit (FSRU). LNG carried will deliver the LNG of FSRU, which will moor side by side or ship to ship along FSRU. Regasification will be done onboard, and the gas will be sent to GAIL gride at Dabhol. Additionally, road distribution will be carried out trough trucks. In the year 2022-23, the port has handled about 34 MMT of cargo
12.	Construction of Terminal Building.	Panaji Port	N.A.	25.0	Construction work is in Progress.
13.	Development of Honnavar Port by M/s Honnavar Port Pvt. Ltd., Hyderabad.	Honnavar Port	5 MTPA	580	M/s Honnavar Port Pvt. Ltd., has commenced the construction work of 5 MTPA capacity private port at Kasarkod Tonka in Honnavar Taluk of Uttar Kannada District at a project cost of Rs.580.00 Cr. National Highway Authority of India has taken up the work of construction of 4 lane road connectivity from NH-66 to the project site under 1 st phase of Bharatmala Pariyojana at a cost of Rs.91.51 Cr. Currently Hon'ble

					National Green Tribunal, South Zone, Chennai has issued an interim order to stay the project link road work. Hence the link road work and Port Development work are stopped temporarily.
14.	Captive Port facility M/s. Udangudi Power Corporation Limited.	Udangudi in Thoothukudi, Tamil Nadu	6 MMTPA	1902	Port Construction works are in progress. Expected completion by 2024.
15.	Expansion, Development and Operation of Gopalpur Port.	Gopalpur Port Limited Odisha	20	2.34	All project components has been completed for the current stage of development
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

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 As on 30.09.2023
1	2	3	4	5	6
1.	Phase– III Development of Mundra Port.	Mundra Gujarat	196	24999	Phase – 3 DPR for development of Phase -3 has been submitted and the same under construction.
2.	Development of LPG Terminal Chhara Port.	Chhara Port Gujarat	2.5	1400	In- principal approval is granted by Government to develop the project under sub- concession.
3.	Development of Nargol Port.	Valsad Gujarat	Bidding process under review.		
4.	Development of Dahej Port.	Dahej Gujarat	Bidding process under review.		
5.	Expansion of Capative Jetty by M/s Shanghi Cement Ltd.	Jakhau, Gujarat	2	150	Environmental clearance is awaited.
6.	Captive Jetty by M/s Archana Chemical Budh Bunder.	Jakhau, Gujarat	2	135	Environmental clearance is awaited.
7.	M/s Adani Cementation Ltd.	Dhnuay, Kutch	2	845	In-principal approval granted. DPR submitted by company and applied for EC & CRZ clearance.
8.	M/s. Shree Cement Ltd.	Dhunay, Kutch	3	166	In-principal approval granted. DPR preparation is in progress.
9.	HPCL(Mittal Pipelines ltd. (HMPL).	Mandvi Kutch	9	2781.37	In-principal approval grnated. DPR prepared and EC & CRZ clearance is awaited.
10.	Captive Jetty development by HPCL (Hindustan Petroleum Corporation Ltd).	Dahej Bharuch Gujarat	5	1183	IN- principal approval granted.
11.	RSPL Limited at Devbhumi Dwarka	Devbhumi Dwarka Gujarat	1.2	249	IN- principal approval granted.
12.	Construction of captive jetty at village Nandgaon (Tal. Satpati, Dist. Palghar) by JSW Infrastructure Ltd.	Satpati Nawapur Maharashtra	2.07	185	Project Proponent ha scancelled this project due to local issues. Now PP has shifted a location of Murbo in Palghar Taluka. The PP has proposed to develop a new port with a investment of about Rs. 4200 crores and port capacity of 18.60 MMT. The commercial operations are scheduled to dtart in the year 2023. The project ha sbeen approved “ In – Principal” in the 79 th Board meeting of MMB held on 31/10/2023 and now the tenders will be invited as per Swiss Challenge process under the Maharashtra Maritime Development Policy- 2023.
13.	Construction of captive jetty at village Korlai (Tal. Murud-Janjira, Dist. Raigad) in	Revdanda Maharashtra	11.75	437	The project has received environmental clearance from MoEF vide letters dtd. 31.08.2021(corrigendum). The project proponent has submitted for proposal for

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2023
1	2	3	4	5	6
	Revdanda creek by M/s Indo Energy International Ltd.				charge of classification of the project from captive jetty to multipurpose jetty. The proposal has recently been approved in the 79 th Board meeting of MMB held on 31.10.2023 and now, the tenders will be invited as per Swiss Challenge Process under Maharashtra Maritime Development Policy- 2023.
14.	Construction of captive jetty in Dharamtar in creek near village Shahabaz (Tal. Alibag Dist. Raigad) by M/s Adani Cementation Ltd.	Dharamtar Maharashtra	1.0	350	Letter of Intent (LoI) has been issued to Project Proponent (PP) on 03.07.2018. PP is in process of obtaining EC. Project delayed due to covid-19 pandemic.
15.	Expansion of existing multipurpose jetty facility on Dharmatar creek near village Shahbaz (Tal. Alibag, Dist. Raigad) by M/s PNP Maritime Services Pvt. Ltd.	Dharamtar	5.0	990	PP has obtained EC from MoEF & CC. Pre-construction activities are in progress.
16.	Construction of captive jetty at village Nate (Tal. Rajapur, Dist. Ratnagiri) by M/s I-Log Ports Ltd.	Jaitapur	5.0	135	ToR has been received from MoEF. The process of obtaining environmental clearance is underway.
17.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/S White Orchid Estate Pvt. Ltd.	Kiranpani	0.5	28	Consideration of jetty facilities completed. However, port operations are kept in abeyance due to legal matters pending in the court/ NGT. The NGT matters has been disposed off. Now, the project proponent is planning to start cargo operations.
18.	Development of port at Redi (Tal. Vengurla, Dist. Sawantwadi) by Redi port Ltd.	Redi	5.16	716	All clearance for the port project are in place. Tendering for various work under progress. The construction of the project will start, post transfer for forest land to the project proponent by the State Govt.
19.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Shri Sai Baba sand dredging Co. Pvt Ltd.	Ulwa-Belapur	0.3	3	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance and technical studies are being carried out CWPRS, as advised by MCZMA. Project delayed due to covid-19 pandemic.
20.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Famous dredging Corporation.	Ulwa-Belapur	0.2	5	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance and technical studies are being carried out CWPRS, as advised by MCZMA. Project delayed due to covid-19 pandemic.
21.	Construction of multipurpose jetty in	Vasai	0.2	5	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2023
1	2	3	4	5	6
	Vasai creek near village Ghodbunder (Tal. Mira Bhayander. Dist Thane) by M/s Famous dredging Company.				obtaining environmental clearance. Project delayed due to covid-19 pandemic.
22.	Modernisation of 9 existing Jetties under Sagarmala Program.	Panaji Port	N.A.	79.0	1) CRZ clearance obtained for all nine Jetties. 2) Permission approved by Goa Pollution Control Board. 3) Evaluation for selection of Project Management Consultant is in progress.
23.	Reconstruction of light house at Campal for navigation.	Panaji Port	N.A.	5.0	PWD architect is preparing drawings and estimates for construction of new light house at Campal. Soil testing completed.
24.	Development of Maritime School on BOOT Model at Britona.	Panaji Port	N.A.	30.0	P.P.P. Division provided hand holding support in preparation of RFP & concession agreement for setting up Maritime school at Britona on DBFOT basis.
25.	Dredging at the mouth of River Galgibag and Talpona.	Panaji Port	N.A.	Not yet Estimated	Final report of E.I.A. submitted by NIO. Works are not yet initiated.
26.	Development of Deep-Water All-Weather Greenfield Port at Keni-Belekeri in Uttar Kannada District, Karnataka.	Belekeri	30	4118	In the 6 th meeting of Karnataka Maritime Board held on 01.02.2022 under the Chairmanship of Hon'ble Chief Minister, CEO KMB is directed to strictly scrutinize the Swiss Challenge proposal in the context of the relevant orders of the Hon'ble Supreme Court of India. In the 7 th Meeting of Karnataka Maritime Board held on 27.07.2022, CEO, KMB is directed to float the Global Request for Proposal. At present, Request for Proposal has been invited for development of 30 MTPA Capacity Deep-Water All-Weather Greenfield Port at Keni, Ankola, Uttar Kannada District under Public Private Partnership (PPP), mode at a project cost of Rs.4118.00 Cr. and the financial bid was opened on 21.12.2022, evaluation of the bid is under progress.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2023
1	2	3	4	5	6
27.	Development of Captive Port at Pavinkurve in Honnavar Taluka of Uttar Kannada District.	Pavinkurve	14	3047	<p>As resolved in the 6th meeting of Karnataka Maritime Board held on 01.02.2022, a proposal for Extension of Concession period from 30 years to 50 years for development of All-Weather Deep-Water Greenfield Port at Pavinkurve has been submitted to the Government. As such, Government has permitted Concession period for 30 years only vide letter No. IDD 41 PSP 2020 (T106180) Dated: 21.06.2022.</p> <p>At present, Request for proposal has been invited for development of 14 MTPA capacity All Weather Port of at Pavinkurve in Honnavar Taluk of Uttar Kannada District under Public Private Partnership (PPP) mode at a project cost of Rs.3047.00 Cr. and the bid was opened on 23.12.2022. as there is no bidders have participated in the 1st call tender, 2nd call tender is floated on 28.12.2022 and the last date for receipt of bid is 12.01.2023.</p>
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

Annexure-I													
Commodity-wise Traffic Handled at Major Ports													
(000 Tonnes)													
Port	Period	POL Crude & POL	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
SPM Kolkata	2021-22	316	0	0	0	165	1736	306	815	8441	570	3518	15298
	2022-23(P)	297	0	0	0	1432	1392	441	416	8520	569	4554	17052
	2022-23	96	0	0	0	567	291	237	338	4268	291	1886	7683
	2023-24(P)	103	0	0	0	165	659	410	0	5011	322	1931	8279
SPM Haldia	2021-22	4609	5474	948	95	7687	6131	556	51	3353	165	13973	42877
	2022-23(P)	4103	5586	927	0	11825	8273	452	6	2067	107	15369	48608
	2022-23	1995	2695	125	0	5999	3489	240	6	1065	54	7231	22845
	2023-24(P)	2193	2510	563	0	4778	4094	230	0	1062	57	7450	22880
Paradip	2021-22	35126	0	20143	30866	13585	252	5191	0	184	10	10786	116133
	2022-23(P)	37807	0	18507	42398	9660	10466	5507	0	192	11	10793	135329
	2022-23	17445	0	7469	20683	5160	5473	2376	0	88	6	5003	63697
	2023-24(P)	19094	0	10872	21124	5217	4726	2706	0	100	6	5308	69147
Visakhapatnam	2021-22	12309	1940	14913	2594	4428	7826	2674	613	8583	512	13150	69030
	2022-23(P)	14201	1896	14918	1566	4908	12560	2839	793	8460	522	11609	73750
	2022-23	6270	959	7044	1441	2668	7537	1436	530	4048	262	6614	38547
	2023-24(P)	8172	782	7727	198	3395	5621	1720	306	5882	363	5808	39611
Chennai	2021-22	11850	0	0	0	0	0	268	84	30925	1602	5437	48564
	2022-23(P)	14148	0	0	0	0	0	280	32	28377	1470	6112	48949
	2022-23	7175	0	473	0	0	0	138	16	14131	732	2229	24162
	2023-24(P)	7037	0	0	0	0	0	0	168	15112	783	2986	25303
Kamarajar	2021-22	2571	2358	0	19255	1878	398	0	0	9269	480	3014	38742
	2022-23(P)	2503	2196	0	22251	1933	60	0	0	10617	550	3946	43507
	2022-23	1278	1084	0	10968	747	70	0	0	5837	303	2111	22095
	2023-24(P)	1352	670	0	10916	1060	122	0	0	6387	331	1970	22478
V.O.Chidambaranar	2021-22	283	70	25	7488	0	4177	1109	0	15905	781	5063	34119
	2022-23(P)	205	94	25	10159	490	5395	1405	35	14678	734	5555	38041
	2022-23	104	50	0	4748	160	2784	793	0	7799	390	2880	19318
	2023-24(P)	97	145	0	4582	161	3711	713	53	7526	376	2852	19840
Cochin	2021-22	21067	1024	0	0	0	0	319	0	10278	736	1864	34551
	2022-23(P)	21267	956	0	0	0	0	171	0	9986	695	2875	35256
	2022-23	10468	477	0	0	0	0	87	0	5000	347	973	17006
	2023-24(P)	10614	530	0	0	0	0	147	0	4917	358	1025	17233
New Mangalore	2021-22	20549	2663	5152	0	201	3814	549	0	2309	152	4059	39296
	2022-23(P)	24040	2799	2833	0	561	4519	612	0	2369	166	3685	41417
	2022-23	11394	1275	911	0	323	2058	310	0	1230	88	1608	19109
	2023-24(P)	10383	1589	1786	0	44	2732	325	0	1455	103	1855	20168
Mormugao	2021-22	497	0	3552	1832	7331	0	63	0	184	14	4997	18456
	2022-23(P)	609	0	2284	2776	7440	0	94	8	28	3	4095	17334
	2022-23	299	0	805	1761	3448	0	53	0	16	2	1852	8234
	2023-24(P)	295	0	1499	1774	3348	0	98	0	0	0	1608	8622
J. L. Nehru	2021-22	2136	1238	0	0	0	0	0	0	69092	5685	3530	75996
	2022-23(P)	2299	983	0	0	0	0	0	0	76194	6190	4386	83861
	2022-23	1077	532	0	0	0	0	0	0	36448	2960	2116	40173
	2023-24(P)	1178	483	0	0	0	0	0	0	38354	3111	2161	42176
Mumbai	2021-22	35580	1273	6739	5088	290	0	470	20	238	25	10193	59891
	2022-23(P)	36525	1320	6049	6279	0	0	411	19	225	21	12778	63606
	2022-23	17671	648	2775	3431	0	0	181	6	123	0	5679	30514
	2023-24(P)	19839	569	0	5964	0	458	292	30	106	10	5752	33010
Deendayal (Kandla)	2021-22	56301	1731	764	19815	648	0	4585	5450	8620	493	29186	127100
	2022-23(P)	61822	0	877	20885	355	0	3954	5626	8556	492	35485	137561
	2022-23	33174	0	387	10864	151	0	1778	3939	4032	246	16569	70894
	2023-24(P)	30268	752	693	9896	173	0	1953	453	4530	243	16253	64971
All Ports	2021-22	203194	17770	52236	87033	36213	24334	16091	7033	167381	11225	108770	720054
	2022-23(P)	219826	15830	46420	106313	38603	42664	16166	6935	170269	11531	121242	784277
	2022-23	108448	7720	19988	53896	19223	21703	7629	4835	84084	5682	56750	384277
	2023-24(P)	110625	8030	23139	54454	18342	22123	8593	1010	90440	6063	56959	393716
* 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										Annex-II
(000 Tonnes)										
Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2021-22	160373	15849	8214	52724	7894	103236	7661	57103	405394
	2022-23(P)	161439	13381	9656	60846	7931	105211	7838	57894	416359
April-September	2022-23	88638	6470	4114	35354	4972	52100	3920	16776	208424
	2023-24(P)	94917	6718	5042	35426	5708	57653	4138	12639	218103
Maharashtra	2021-22	146	15261	2599	22758	334	0	0	11377	52474
	2022-23(P)	0	27215	2085	28338	386	0		13232	71257
April-September	2022-23	709	11842	956	13944	0	0	0	4397	31848
	2023-24(P)	758	17615	1005	13248	0	0	0	5150	37776
Andhra Pradesh	2021-22	1416	4431	1196	45859	4855	2431	146	27797	87984
	2022-23(P)	1155	4657	175	59136	6048	1828	99	28434	101433
April-September	2022-23	563	1068	125	32559	3269	417	25	15107	53107
	2023-24(P)	953	2761	0	23116	2883	1457	83	8522	39693
Goa	2021-22	0	2	0	2	0	0	0	24	27
	2022-23	0	0	0	0	2	0	0	6	8
April-September	2022-23(P)	0	0	0	2	0	0	0	0	2
	2023-24(P)	0	0	0	4	0	0	0	2	6
Tamil Nadu	2021-22	309	0	0	0	0	6367	433	1164	7840
	2022-23(P)	747	0	0	0	0	8168	681	956	9871
April-September	2022-23	401	0	84	0	0	4054	338	344	4883
	2023-24(P)	248	0	115	0	0	4039	337	529	4931
Karnataka	2021-22	260	0	39	0	0	6	0	483	787
	2022-23(P)	350	0	26	0	31	4		645	1057
April-September	2022-23	221	0	8	0	0	0	0	303	532
	2023-24(P)	185	0	6	0	0	0	0	317	508
Puducherry	2021-22	351	0	0	4014	348	0	0	1126	5839
	2022-23(P)	338	169	34	8722	92	0		765	10120
April-September	2022-23	165	0	24	4482	0	0	0	225	4896
	2023-24(P)	11	106	0	4980	47	0	0	538	5682
Odisha	2021-22	0	6909	150	19565	446	0	0	14472	41543
	2022-23(P)	0	6426	0	22823	281	0	0	9181	38711
April-September	2022-23	0	2410	0	13461	112	0	0	4996	20979
	2023-24(P)	2314	6344	0	12578	225	0	0	3677	25138
Kerala	2021-22	0	0	0	0	0	7	0	133	140
	2022-23(P)	11	0	0	0	0	0		98	109
April-September	2022-23	6	0	134	0	0	0	0	40	180
	2023-24(P)	5	0	0	0	0	0	0	24	29
A & N	2021-22	173	0	407	0	0	508	52	446	1535
	2022-23(P)	191	0	407	0	0	614	63	663	1875
April-September	2022-23	99	0	164	0	0	284	29	368	914
	2023-24(P)	113	0	216	0	0	278	29	297	904
Lakshadweep	2021-22	17	0	92	0	0	0	0	75	184
	2022-23(P)	32		96		0.01	0		91	218
April-September	2022-23									0
	2023-24(P)	19	0	39	0	0	0	0	87	145
All Non-Major States/Uts	2021-22	163045	42453	12697	144922	13878	112554	8292	114199	603747
	2022-23(P)	164262	51849	12479	179866	14769	115826	8681	111965	651017
April-September	2022-23	90802	21790	5609	99802	8352	56855	4312	42554	325765
	2023-24(P)	99521	33544	6423	89352	8863	63427	4587	31783	332914
* 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										

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

Ports and Coastal wise and Commodity wise Trade handled at Major Ports													(000 Tonnes)
Port	Period (April- September)	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
SPM Kolkata	2022-23 (O)	28	0	0	0	567	291	237	338	4245	288	1823	7529
	2022-23 (C)	68	0	0	0	0	0	0	0	23	3	63	154
	2023-24 (O)	45	0	0	0	165	659	410	0	4980	319	1890	8148
	2023-24 (C)	59	0	0	0	0	0	0	0	31	3	42	131
SMP Haldia	2022-23 (O)	627	2695	45	0	5458	3455	240	6	768	38	7092	20386
	2022-23 (C)	1368	0	80	0	541	34	0	0	297	16	139	2459
	2023-24 (O)	664	2510	449	0	4778	4094	230	0	800	43	7380	20905
	2023-24 (C)	1529	0	114	0	0	0	0	0	262	13	70	1975
Paradip	2022-23 (O)	15160	0	2802	133	4986	5446	2376	0	12	1	4360	35274
	2022-23 (C)	2286	0	4667	20550	174	27	0	0	76	5	643	28423
	2023-24 (O)	16707	0	6849	0	5153	4688	2706	0	0	0	4648	40751
	2023-24 (C)	2387	0	4023	21124	64	39	0	0	100	6	660	28396
Visakhapatnam	2022-23 (O)	4665	959	685	312	2668	7537	1436	530	3839	235	5816	28447
	2022-23 (C)	1605	0	6359	1129	0	0	0	0	209	27	798	10100
	2023-24 (O)	6720	782	1019	198	3395	5585	1720	306	5544	329	5532	30801
	2023-24 (C)	1452	0	6708	0	0	36	0	0	338	34	276	8810
Chennai	2022-23 (O)	5771	0	473	0	0	0	138	16	12819	664	1983	21200
	2022-23 (C)	1404	0	0	0	0	0	0	0	1312	68	246	2962
	2023-24 (O)	5643	0	0	0	0	0	0	168	14557	754	2328	22696
	2023-24 (C)	1394	0	0	0	0	0	0	0	555	29	658	2607
Kamarajar	2022-23 (O)	0	1084	0	4036	747	70	0	0	5837	302	2034	13808
	2022-23 (C)	1278	0	0	6932	0	0	0	0	0	0	77	8287
	2023-24 (O)	50	670	0	4016	1060	122	0	0	6387	331	1955	14261
	2023-24 (C)	1302	0	0	6900	0	0	0	0	0	0	15	8217
V.O.Chidambaranar	2022-23 (O)	60	50	0	374	160	2733	793	0	6651	333	2584	13405
	2022-23 (C)	44	0	0	4374	0	51	0	0	1148	57	296	5913
	2023-24 (O)	64	145	0	224	161	3702	713	53	6192	310	2558	13813
	2023-24 (C)	33	0	0	4357	0	9	0	0	1334	67	294	6027
Cochin	2022-23 (O)	8539	477	0	0	0	0	87	0	2366	193	280	11749
	2022-23 (C)	1930	0	0	0	0	0	0	0	2634	154	693	5257
	2023-24 (O)	8179	530	0	0	0	0	147	0	2044	179	311	11211
	2023-24 (C)	2435	0	0	0	0	0	0	0	2872	179	714	6022
New Mangalore	2022-23 (O)	9435	1275	386	0	323	1924	310	0	628	45	1084	15365
	2022-23 (C)	1959	0	525	0	0	134	0	0	602	43	523	3744
	2023-24 (O)	7220	1589	857	0	44	2723	325	0	735	59	1411	14903
	2023-24 (C)	3163	0	929	0	0	9	0	0	719	44	444	5265
Mormugao	2022-23 (O)	0	0	548	1761	3396	0	53	0	16	2	1774	7548
	2022-23 (C)	299	0	257	0	52	0	0	0	0	0	78	686
	2023-24 (O)	0	0	844	860	3340	0	98	0	0	0	1608	6750
	2023-24 (C)	295	0	655	914	8	0	0	0	0	0	0	1872
J. L. Nehru	2022-23 (O)	401	532	0	0	0	0	0	0	35574	2873	1548	38055
	2022-23 (C)	677	0	0	0	0	0	0	0	873	87	568	2118
	2023-24 (O)	257	483	0	0	0	0	0	0	37738	3038	1473	39951
	2023-24 (C)	922	0	0	0	0	0	0	0	616	74	688	2225
Mumbai	2022-23 (O)	9955	648	0	3423	0	0	181	6	4	0	5151	19367
	2022-23 (C)	7716	0	2775	9	0	0	0	0	119	0	528	11147
	2023-24 (O)	11914	569	0	3285	0	0	292	30	1	0	5424	21515
	2023-24 (C)	7925	0	0	2679	0	458	0	0	105	10	328	11495
Deendayal	2022-23 (O)	29811	0	259	10864	151	0	1778	3939	1653	101	16460	64915
	2022-23 (C)	3363	0	125	0	0	0	0	0	2379	145	112	5979
	2023-24 (O)	26321	752	320	9734	173	0	1953	453	1852	80	15737	57296
	2023-24 (C)	3947	0	373	162	0	0	0	0	2679	163	516	7676
All Ports	2022-23 (O)	84451	7720	5197	20902	18456	21456	7629	4835	74412	5075	51988	297048
	2022-23 (C)	23997	0	14788	32994	767	247	0	0	9672	607	4765	87230
	2023-24 (O)	83782	8030	10338	18318	18270	21573	8593	1010	80830	5442	52255	302999
	2023-24 (C)	26843	0	12801	36136	72	551	0	0	9611	621	4704	90717

* 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.

Annex- IV										
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
	(April-September)									
Gujarat	2022-23(O)	79590	1460	794	34588	4972	51976	3906	12343	185723
	2022-23(C)	9048	5010	3320	766	0	124	14	4433	22701
	2023-24(O)	85551	645	1430	34948	5708	57374	4138	9285	194941
	2023-24 (C)	9366	6073	3612	478	0	279	0	3354	23162
Maharashtra	2022-23(O)	698	367	0	7804	0	0	0	3562	12431
	2022-23(C)	11	11475	956	6139	0	0	0	835	19416
	2023-24(O)	758	2483	162	6456	0	0	0	3882	13741
	2023-24 (C)	0	15132	842	6792	0	0	0	1268	24034
Andhra Pradesh	2022-23(O)	4	499	36	23658	3269	250	15	14929	42644
	2022-23(C)	559	569	89	8901	0	167	10	178	10463
	2023-24(O)	126	1774	0	13746	2871	875	47	7961	27353
	2023-24 (C)	827	987	0	9370	12	582	36	561	12339
Goa	2022-23(O)	0	0	0	0	0	0	0	0	0
	2022-23(C)	0	0	0	2	0	0	0	0	2
	2023-24(O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	0	0	0	4	0	0	0	2	6
Tamil Nadu	2022-23(O)	398	0	84	0	0	132	11	174	788
	2022-23(C)	3	0	0	0	0	3923	327	170	4095
	2023-24(O)	245	0	115	0	0	4035	336	388	4783
	2023-24 (C)	2	0	0	0	0	4	0	142	148
Karnataka	2022-23(O)	202	0	0	0	0	0	0	231	433
	2022-23(C)	19	0	8	0	0	0	0	72	99
	2023-24(O)	158	0	0	0	0	0	0	256	415
	2023-24 (C)	26	0	6	0	0	0	0	61	94
Puducherry	2022-23(O)	13	0	0	1700	0	0	0	225	1938
	2022-23(C)	151	0	24	2783	0	0	0	0	2958
	2023-24(O)	10	106	0	2819	47	0	0	538	3520
	2023-24 (C)	1	0	0	2161	0	0	0	0	2161
Odisha	2022-23(O)	0	1820	0	12158	112	0	0	4916	19006
	2022-23(C)	0	591	0	1303	0	0	0	80	1973
	2023-24(O)	2249	5642	0	11184	225	0	0	3601	22901
	2023-24 (C)	65	703	0	1394	0	0	0	76	2238
Kerala	2022-23(O)	0	0	0	0	0	0	0	0	0
	2022-23(C)	6	0	134	0	0	0	0	40	180
	2023-24(O)	92	0	0	0	0	0	0	0	0
	2023-24 (C)	5	0	0	0	0	0	0	24	29
A & N	2022-23(O)	6	0	0	0	0	0	0	121	127
	2022-23(C)	92	0	164	0	0	284	29	247	787
	2023-24(O)	7	0	0	0	0	0	0	64	71
	2023-24 (C)	106	0	216	0	0	278	29	232	833
Lakshdweep	2022-23(O)									
	2022-23(C)									
	2023-24(O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	19	0	39	0	0	0	0	87	145
Total	2022-23(O)	80913	4146	913	79908	8352	52358	3932	36500	263090
	2022-23(C)	9889	17644	4696	19893	0	4498	380	6054	62674
	2023-24(O)	89195	10649	1708	69154	8851	62284	4522	25975	267725
	2023-24 (C)	10418	22895	4716	20198	12	1143	65	5808	65190

* 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

Capacity at Major Ports

(In MTPA)

Port	2014-15	2015-16	2016-17	Re-rated Capacity	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24(P) Up to December 2023)
SMP Kolkata#	70.85	86.99	96.10	78.00	82.57	82.57	82.57	90.77	92.77	92.77	93.02
Paradip	119.80	126.94	143.44	234.00	239.00	239.00	249.00	259.00	289.75	289.75	289.75
Visakhapatnam	96.76	107.75	110.75	121.00	131.09	131.09	134.18	134.18	134.18	134.18	148.18
Kamarajar (Ennore)	37.00	45.00	57.00	66.00	84.00	91.00	91.00	91.00	91.00	91.00	94.00
Chennai	86.04	93.44	93.44	134.00	134.00	134.00	135.00	135.00	135.00	135.00	136.00
V.O. Chidambaranar	44.55	59.26	65.90	79.00	94.83	111.46	111.46	111.46	111.46	111.46	111.46
Cochin	49.66	49.66	56.57	74.00	74.50	78.60	78.60	78.60	78.60	78.60	79.90
New Mangalore	77.77	77.77	87.63	98.00	98.00	98.00	104.73	104.73	108.96	108.96	114.96
Mormugao	43.76	48.79	50.04	63.00	63.00	63.40	63.40	63.40	63.40	63.40	63.40
Mumbai	44.53	49.33	65.33	78.00	79.00	79.00	79.00	84.00	84.00	84.00	84.00
JNPT	79.37	89.37	89.37	88.00	118.00	138.87	138.87	141.37	141.37	141.37	145.87
Deendayal (Kandla)	121.43	131.06	150.26	246.00	253.20	267.10	267.10	267.10	267.10	267.10	269.32
Total:	871.52	965.36	1065.83	1359.00	1451.19	1514.09	1534.91	1560.61	1597.59	1597.59	1629.86

(*) Port Capacity re-rated based on Berthing Policy as per international norms. Major Ports re-rated capacity during 2016-17 was 1359 MTPA.

(#) Include SMP Haldia Dock Complex

(P): Provisional

Source: Ports Wing, Ministry of Ports, Shipping and Waterways

Annexure-VI**Capacity at (Non-Major Ports) Maritime Boards/States**

(Million Tonnes)

<u>S.No.</u>	<u>States</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24 (P)</u>
1	<u>Gujarat</u>	422.00	466.00	501.00	523.00	542.00	542.81	544.62	552.00	593.00	593.00
2	<u>Maharashtra</u>	68.60	69.80	85.80	100.90	102.40	125.00	125.00	125.00	117.55	117.55
3	<u>Goa</u>	0.60	0.43	0.12	0.07	0.02	9.00	9.00	9.00	9.00	9.00
4	<u>Tamil Nadu</u>	0.83	0.86	1.17	1.10	2.15	26.15	25.05	25.05	25.05	25.05
5	<u>Kerala</u>	0.02	0.02	0.01	0.01	0.55	0.55	1.07	1.07	1.07	1.07
6	<u>Karnataka</u>	0.66	0.84	0.71	0.68	17.80	5.00	5.00	5.00	5.00	5.00
7	<u>Andhra Pradesh</u>	154.40	154.40	154.40	178.00	178.00	193.40	193.40	193.40	207.00	207.00
8	<u>Odisha</u>	27.50	27.50	27.50	34.50	47.50	65.00	70.00	70.00	65.00	70.00
9	<u>Puducherry</u>	11.40	14.90	14.90	14.90	16.90	16.96	16.96	16.96	17.95	17.95
10	<u>Andaman & Nicobar Islands</u>	3.00	3.00	3.00	3.00	3.00	4.11	4.11	4.11	4.11	4.11
11	<u>Lakshadweep</u>								5.82	5.82	5.82
	<u>Total</u>	<u>689.01</u>	<u>737.75</u>	<u>788.61</u>	<u>856.16</u>	<u>910.32</u>	<u>987.98</u>	<u>994.21</u>	<u>1007.41</u>	<u>1050.55</u>	<u>1055.55</u>

(P): Provisional

Source: Non-Major Ports /State Maritime Boards/Uts