

भारत के पत्तन क्षेत्र का अद्यतन
UPDATE ON INDIAN PORT SECTOR
(30.09.2021)



भारत सरकार
GOVERNMENT OF INDIA
परिवहन अनुसंधान प्रभाग
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MINISTRY OF PORTS, SHIPPING & WATERWAYS
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PREFACE

As per the decision of the Maritime State Development Council (MSDC), the Transport Research Wing in the Ministry of Port, Shipping & Waterways has been bringing out the biannual publication *“Update on Indian Port Sector”*. Present issue (upto September, 2021) is thirty Eighth in the series of the publication *“Update on Indian Port Sector”*. The last issue contained data up to **March, 2021**.

The current issue of the *“Update on Indian Port Sector”* includes the information on the performance of Major and Non-Major Ports for the period up to end of September, 2021. The list of private sector/captive/joint sector port projects under implementation/consideration at Major Ports and Non-Major Ports have also been included.

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


(Sanjeev Ranjan)

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UPDATE ON INDIAN PORT SECTOR
(UP TO 30.09.2021)

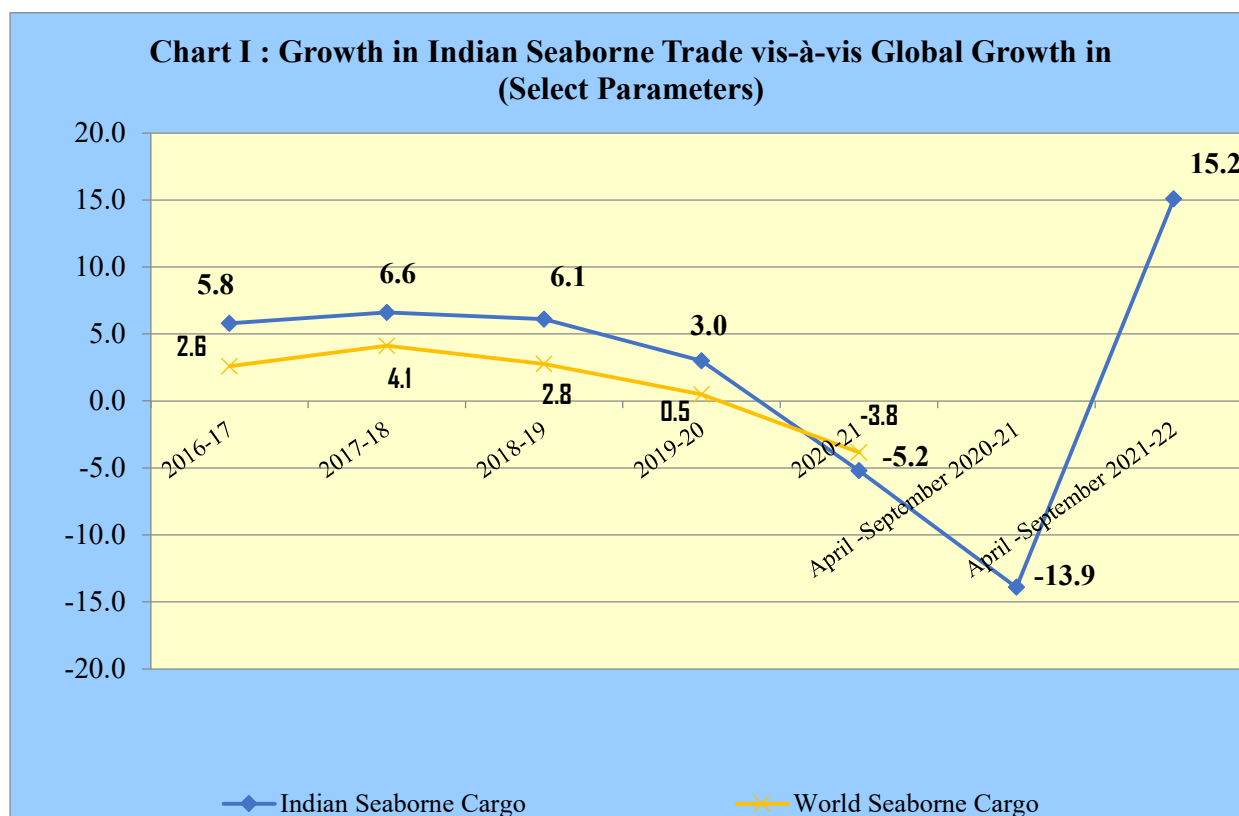
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1. RECENT TRENDS IN CARGO TRAFFIC

1.1 India: Seaborne Cargo Traffic

1.1.1 The growth in India's Port traffic and growth in world seaborne trade from 2016-17 to first six months 2021-22 is given in **Chart I**.



Source: Review of Maritime Transport and Major Ports and Non-Major Ports(State/State Maritime Boards)

1.2 Cargo Traffic at Indian Ports

1.2.1 During April to September 2021-22, Major and Non-major Ports in India have accomplished a total Cargo throughput of 636.66 million tonnes reflecting increase of 15.2% over the corresponding period of the previous year 2020-21 (Table 1(a)). During first six months (April – September 2021-22) Cargo handled at Major & Non Major ports registered increased growth of 16.4% and 13.7% respectively over the April to September 2020-21. The share of Major Ports in the total traffic handled at Indian Ports increased from 54% in 2020-21 to 54.6% in the first half of the year 2021-22. Trend in traffic handled at Major and Non-major Ports is given below in **Table 1(a)**.

Table 1(a)- Traffic Handled at Indian Ports							
(Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21(P)	April-September	
						2020-21	2021-22(P)
Major Ports	648.47	679.47	699.10	704.93	672.53	298.55	347.55
	7.0	4.8	2.9	0.8	-4.6	-14.3	16.4
Non-Major Ports	485.21	529.09	582.60	615.00	578.90	254.27	289.11
	4.2	9.0	10.1	5.6	-5.9	-13.4	13.7
All Ports	1133.69	1208.56	1281.70	1319.93	1251.43	552.82	636.66
	5.8	6.6	6.1	3.0	-5.2	-13.9	15.2

Note: Figures in brackets indicate growth over previous year.

P:-Provisional

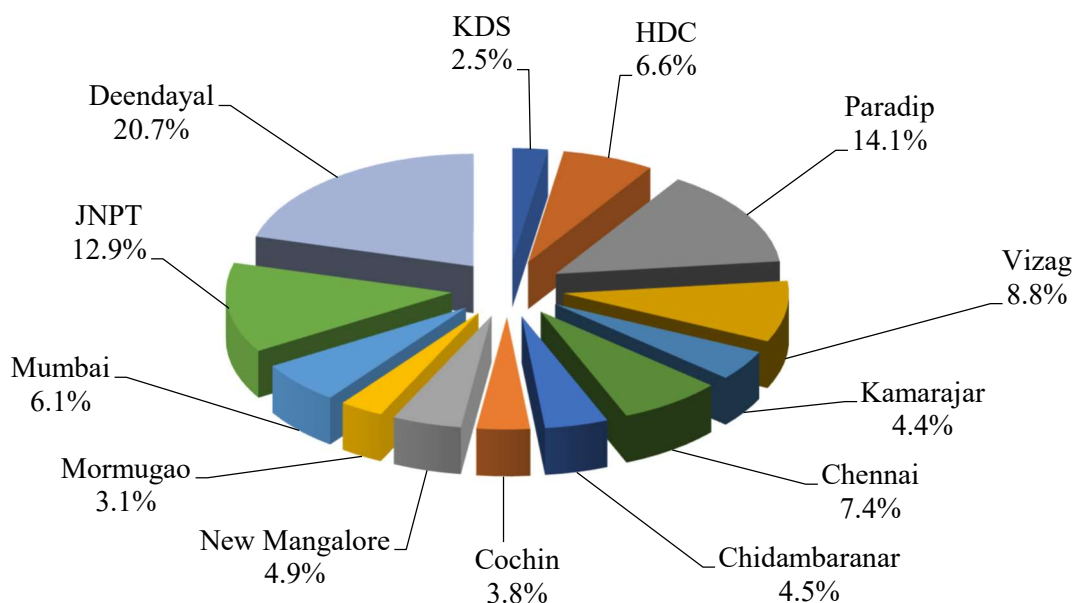
Overseas and Coastal Cargo traffic handled at Indian Ports during April to September 2020-21 & 2021-22

1.2.2 The overseas cargo handled at Indian Ports increased by 14.53% (during April to September) 2021-22 as compared to the same period during 2020-21. Coastal cargo handled at Indian Ports also increased by 18.07% during the same period. The overseas cargo handled at Major Ports increased by 15.23% from 231.54 million tonnes during April to September 2020-21 to 266.82 million tonnes handled during April to September 2021-22. The Coastal Cargo handled at Major port also increased by 20.47% from 67.02 million tonnes during April - September 2020-21 to 80.74 million tonnes handled during April to September 2021-22. The overseas cargo handled at Non-Major Ports during April to September 2021-22 increased by 13.79% to 252.71 million tonnes from 222.09 million tonnes during April - September 2020-21. The coastal cargo handled at Non-Major Ports during first six month (April- September) 2021-22 is also increased by 13.07% to 36.40 million tonnes from 32.19 million tonnes handled during the same period in 2020-21. The overseas-coastal cargo traffic handled at Indian Ports during (April – September) 2021-22 and (April – September) 2020-21 is presented in **Table-1(b)**.

Table 1(b)- Overseas & Coastal Traffic handled at Indian Ports during April - September 2021-22						
(Million Tonnes)						
Major/Non-Major	April- September					
	2020-21			2021-22(P)		
	Overseas	Coastal	Total	Overseas	Coastal	Total
Major Ports	231.54	67.02	298.56	266.82	80.74	347.55
	-14.00	-15.40	-14.30	15.23	20.47	16.41
Non-Major Ports	222.09	32.19	254.27	252.71	36.40	289.11
	-10.70	-28.10	-13.40	13.79	13.07	13.70
All Ports	453.63	99.20	552.83	519.53	117.13	636.66
	-12.40	-20.00	-13.90	14.53	18.07	15.16

Source: Major Ports & Non-Major Ports(State/StateMaritime Boards)

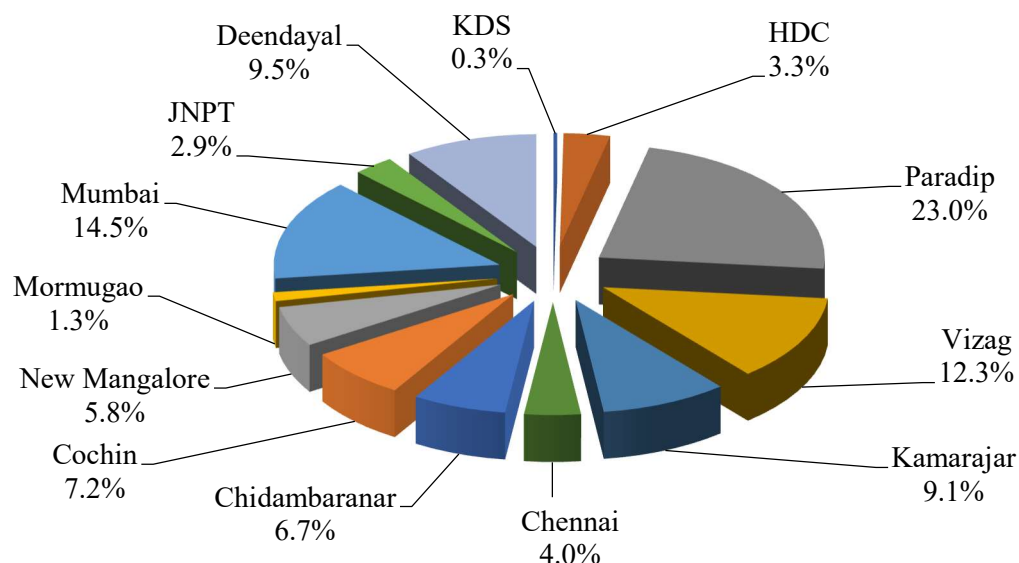
Chart-II Share of overseas cargo traffic at Major Ports during April to September 2021-22



1.2.3 Major Ports: Among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 55.30 million tonnes with a share of 20.7% followed by Paradip Port (14.1%), JNPT (12.9%), Visakhapatnam Port (8.8%), Chennai Port (7.4%), SMP Haldia Dock (6.6%), Mumbai Port (6.1%), New Mangalore Port (4.9%), V.O.Chidambaranar Port both (4.5%), Kamarajar Port (4.4%), Cochin Port (3.8%), Mormugao Port (3.1%) and SMP Kolkata Dock (2.5%) during April to September, 2021-22(**Chart II above**).

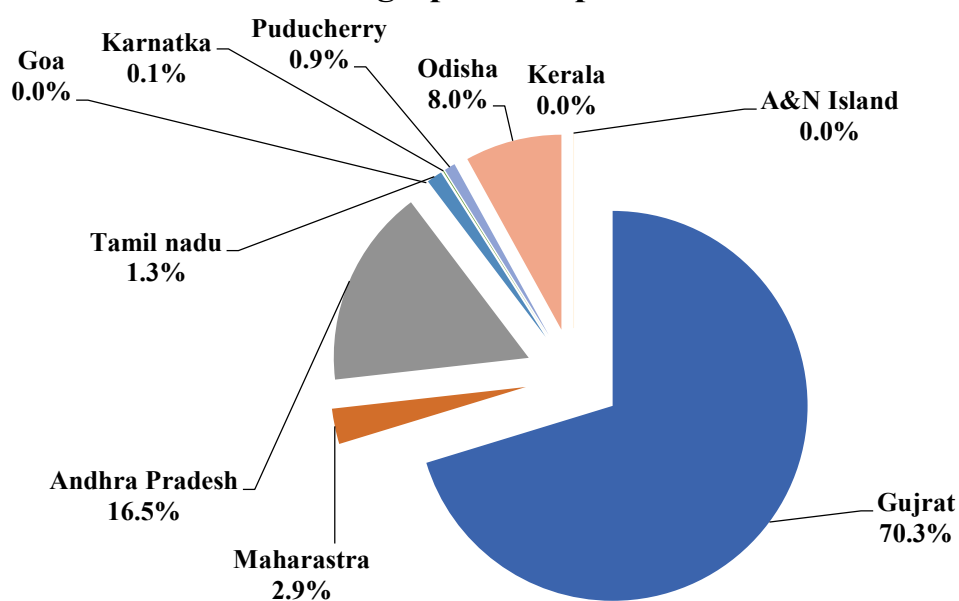
1.2.4 Among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 18.57 million tonnes with a share of 23.0% followed by Mumbai Port (14.5%), Visakhapatnam Port (12.3%), Deendayal Port (9.5%),Kamarajar Port (9.1%), Cochin Port (7.2%), V.O.Chidambaranar Port (6.7%), New Mangalore Port (5.8%), Chennai Port (4.0%), SMP Haldia Dock (3.3%), JNPT (2.9%), Mormugao Port (1.3%) and SMP Kolkata Dock (0.3%) during April to September, 2021-22 (**Chart III below**).

Chart-III Share of coastal cargo traffic at Major Ports during April to September 2021-22

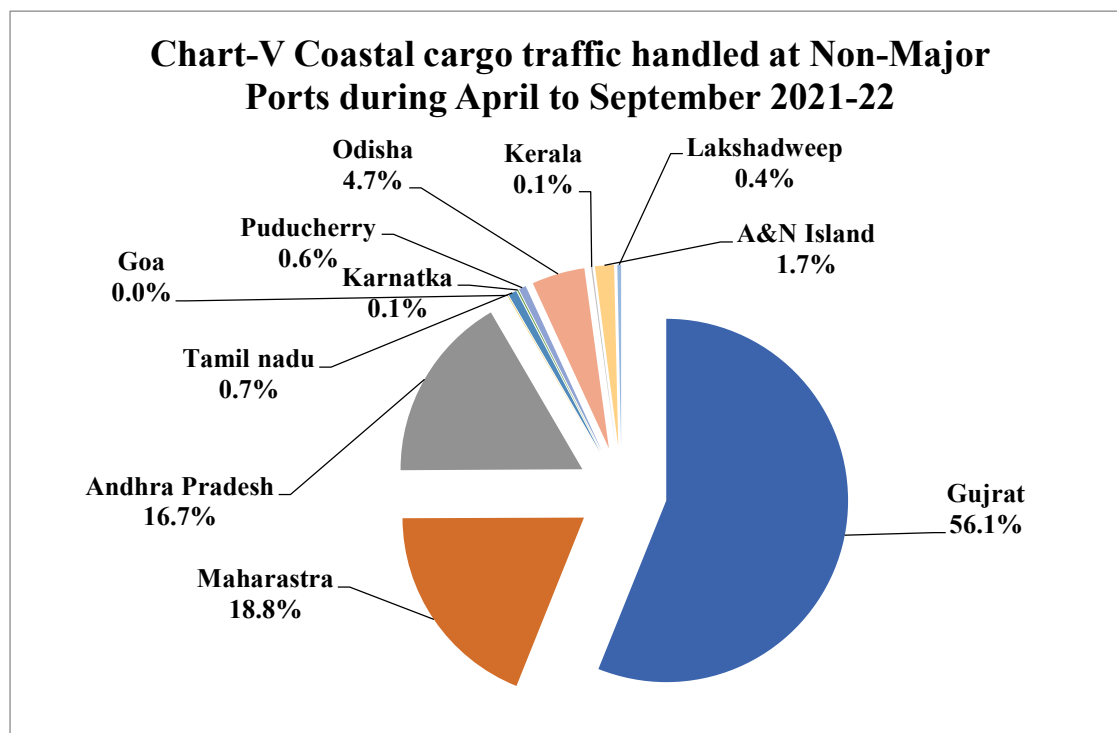


1.2.5 Non Major Ports: Among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum overseas cargo of 177.60 million tonnes with a share of 70.3% followed by Andhra Pradesh Maritime Board (APMB) (16.5%), Directorate of Ports, Odisha (8.0%), Maharashtra Maritime Board (2.9%), Tamil Nadu Maritime Board (TNMB) (1.3%) Puducherry (0.9%), and Karnataka (0.1%) during April to September, 2021-22 (**Chart IV below**).

Chart-IV Overseas cargo traffic handled at Non-Major Ports during April to September 2021-22



1.2.6 Amongst the Non-Major Ports, Gujarat Maritime Board handled the maximum Coastal Cargo of 20.41 million tonnes with a share of 56.1% followed by Maharashtra Maritime Board (18.8%), Andhra Pradesh Maritime Board (APMB) (16.7%), Directorate of Ports, Odisha (4.7%), A&N Islands (1.7%), Tamil Nadu Maritime Board (TNMB) (0.7%), Puducherry (0.6%), Lakshadweep (0.4%), Directorate of Ports Karnataka and Kerala Maritime Board (KMB) both are (0.1%) each during April to September 2021-22 (**Chart V below**).



1.3 Cargo Traffic at Major Ports

1.3.1 Cargo traffic at India's 12 major ports during April to September, 2021-22 was 347.55 million tonnes achieving increase of 16.4 % over the corresponding period of previous year.

1.3.2 During first six month (April- September) 2021-22, Kamarajar Port recorded highest growth in traffic 76.1% followed by JNPT (36.9%), Cochin Port (27.6%), Chennai Port (25.6%), Deendayal (18.0%), Mumbai (14.2%), SMP Kolkata Dock System (13.1%), Mormugao Port (9.8%), New Mangalore Port (8.0%), Paradip (7.8%), V.O. Chidambaranar. (6.1%), SMP Haldia Dock (4.5%) and Vizag (2.0%).

Table 2 : Traffic Handled at Major Ports								
Ports	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September		(000' Tonnes)
						2020-21	2021-22 (P)	% change April Sept 2021-22 w.r.t to April-Sept 2020-21
1	2	3	4	5	6	7	8	9
SMP Kolkata	50951	57891	63763	63983	61337	25561	27245	6.6
SMP Kolkata DS	16810	17390	18551	17303	15869	6175	6983	13.1
SMP Haldia DC	34141	40501	45212	46680	45468	19386	20262	4.5
Paradip	88958	102028	109302	112689	114549	52083	56161	7.8
Vizag	61020	63537	65301	72722	69843	32767	33407	2.0
Kamarajar	30020	30446	34498	31746	25889	10777	18980	76.1
Chennai	50214	51881	53012	46758	43550	18380	23091	25.6
V.O. Chidambaranar	38463	36583	34342	36076	31790	16546	17552	6.1
Cochin	25007	29143	32021	34038	31503	12580	16046	27.6
New Mangalore	39936	42059	42508	39145	36500	16535	17860	8.0
Mormugao	33181	26897	17683	16017	21953	8552	9386	9.8
Mumbai	63129	62902	60634	60696	53324	24458	27943	14.2
JNPT	62152	66004	70706	68449	64725	26940	36881	36.9
Deendayal	105442	110099	115401	122606	117561	53373	62998	18.0
All Ports	648473	679470	699171	704925	672525	298552	347549	16.4
Source: Major Port, (P): Provisional								

1.3.3 Amongst the Major Ports, Deendayal (Kandla) Port handled the maximum cargo traffic of 63 million tonnes with a share of 18.1% in total cargo handled at major ports during April to September, 2021-22 followed by Paradip Port (16.2%), Visakhapatnam Port (9.6%), JNPT (10.6%), Mumbai Port (8.0%), SMP Haldia Dockyard Complex (5.8%), Chennai Port (6.6%), New Mangalore Port (5.1%), V.O.Chidambaranar Port (5.1%), Cochin Port (4.6%), Kamarajar Port (5.5%), Mormugao Port (2.7%) and SMP Kolkata Dock System (2.0%) (**Table 2**).

Commodity-wise growth of cargo traffic at Major Ports

1.3.4 At a broad commodity level, during April to September, 2021-22, Food grain posted highest growth rate of 691.9% followed by Thermal Coal (35.4%), Container (33.4%), Other Cargo (18.5%), Coking coal (16.0%), FRM (Dry) (14.9%) and POL (9.2). Fertilizer Finished recorded the highest negative growth of 24.3% during April to September, 2021-22 followed by Iron ore (17.4%).

Table 3 gives the details of Commodity wise traffic handled at Major Port from financial year 2016-17 to first six months year 2021-22.

Table 3 : Commodity wise Traffic Handled at Major Ports								
(000' Tonnes)								
Commodities	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September		% change April Sept 2021-22 w.r.t to April-Sept 2021-22
						2020-21	2021- 22(P)	
1	2	3	4	5	6	7	8	9
POL	200225	213261	220940	221634	190832	87803	95887	9.2
Iron Ore	41765	41170	38814	55681	71390	33365	27558	-17.4
Fertiliser	14057	15052	15414	16154	17959	8229	7592	-7.7
1. Finished	7043	7523	8428	9555	10387	4757	3603	-24.3
2. Raw (DRY)	7014	7529	6986	6599	7573	3472	3990	14.9
Coal	126177	126725	137481	118879	106874	46023	59469	29.2
1. Thermal Coal	90329	87145	99600	78771	69839	31329	42429	35.4
2. Coking Coal	35848	39580	37881	40109	37036	14693	17040	16.0
Food Grain	6504	2396	798	406	2627	291	2304	691.9
Container (Tonnes)	124663	133726	145522	146861	143656	61415	81942	33.4
Others	135082	147140	140202	145310	139186	61426	72798	18.5
Total	648473	679470	699171	704925	672525	298552	347549	16.4
* 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								

1.3.5 In terms of composition of cargo traffic handled during April to September, 2021-22 at Major Ports, the largest commodity group (with share in percent in total cargo handled) was POL (27.6%), Container tonnes (23.6%), Others cargo (20.9%), Coal (17.1%), Iron ore (7.9%), Fertilizer & FRM (2.2%) and Food Grain (0.7%).

1.3.6 The Port-wise and Commodity-wise shares in total cargo traffic during April to September, 2021-22 are depicted in the **Charts VI and VII** respectively.

Chart-VI: Port-wise share in Traffic Handled during April to September, 2021-22.

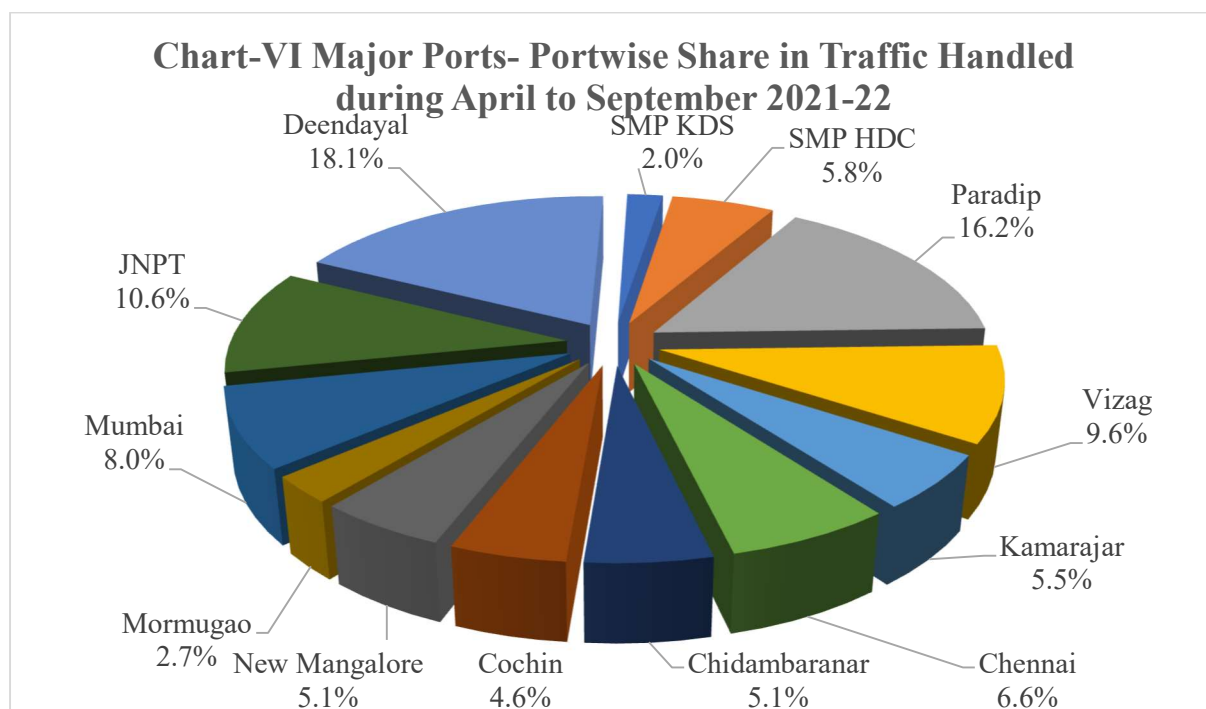
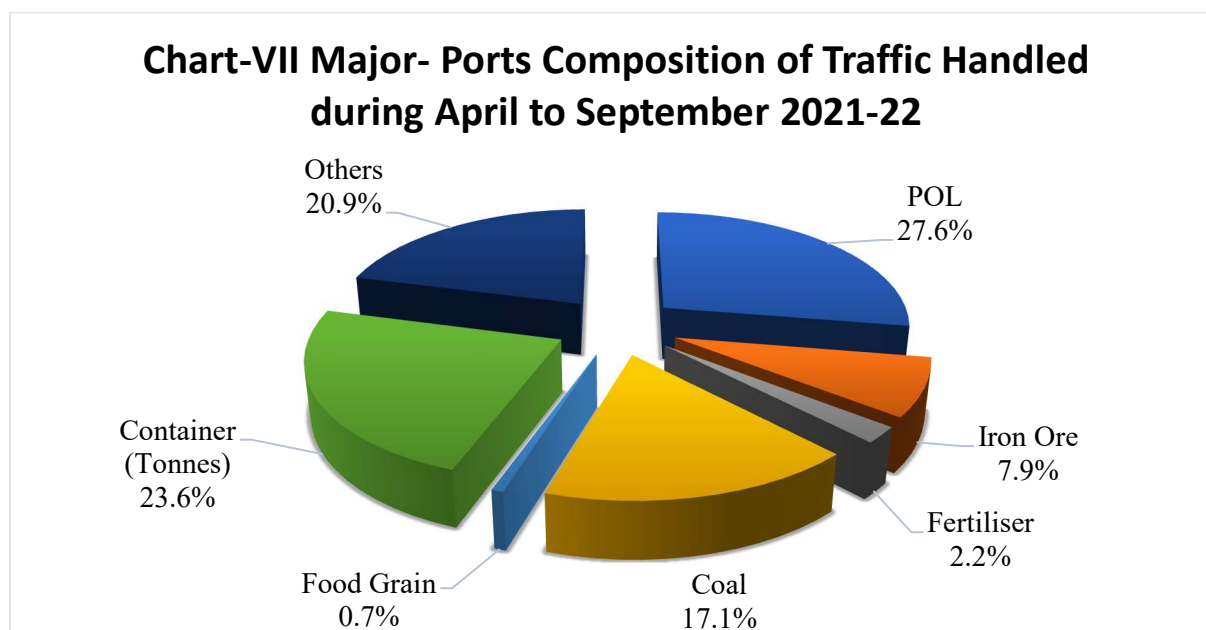


Chart-VII: Commodity composition of Traffic Handled during April to September, 2021-22



1.3.7 The Port-wise & commodity-wise traffic handled at Major Ports from 2019-20 to first half financial year 2021-22 is given at **Annexure-I** and port wise commodity wise traffic handled in Overseas and Coastal during first half of the financial year 2020-21 & 2021-22 is given at **Annexure-III**.

Container Traffic

1.3.8 Container traffic (in million tonnes), which reflects largely trade in manufactures and components increased by 33.4% during April to September 2021-22 as compared to negative growth of 18.1% in the same period of 2020-21. In terms of Twenty Foot Equivalent Units (TEUs), containers handled by Major Ports during April to September 2021-22 recorded 34.5 % increase as compared to 20.9% decrease in first half (April-September) of the year 2020-21.

Amongst the major ports, Kamarajar Port recorded highest growth in container traffic (in terms of Tonnes) of 277% followed by Mumbai Port (46.2%), SMP Haldia Dock Complex (45.6%), Chennai Port (40.2%), JNPT (37.7%), Cochin Port (26.5%), Deendayal Port (20%), NMPT (19.9%), SMP Kolkata Dock System (9.1%), V.O.Chidambaranar Port (8.7%), and Vishakhapatnam Port (7.0%). Major Ports which witnessed fall in container traffic was Paradip Port (15.0%) followed by Mormugao Port (4.5%). JNPT continues to be the leading container handling port in the country with a share of 40.2% in terms of tonnage and 49.4% in terms of TEUs in the total container traffic at major ports during April to September 2021-22 followed by Chennai Port (18.5%), V.O. Chidambaranar Port (9.6%), Cochin Port (6.1%), Kamarajar (5.5%), Visakhapatnam Port (5.4%), SMP Kolkata Dockyard System (5.3%), Deendayal Port (5.2%), SMP Haldia (2.3%) and New Mangalore (1.5%) during first half year (April – September) 2021-22 (**Table 4**).

Table 4: Container Traffic at Major Ports (in thousand tonnes/TEUs)

PORT	2019-20		2020-21 (P)		April-September				% change-April-Sept 2021-22 w.r.t to April-Sept 2020-21	
					2020-21		2021-22 (P)			
	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU
1	2	3	4	5	6	7	8	9	10	11
SMP Kolkatta DS	9767	675	8268	540	3963	248	4324	290	9.1	16.9
SMP Haldia DC	3032	169	2927	149	1285	67	1871	91	45.6	35.5
Paradip	222	12	279	16	123	7	105	5	-15.0	-24.3
Visakhapatnam	8649	409	8178	481	4111	244	4400	256	7.0	4.9
Chennai	26710	1384	26768	1387	10835	561	15194	787	40.2	40.3
Kamarajar	2524	128	3871	201	1191	62	4490	233	277.0	275.2
V.O.Chidambanar	16436	804	15023	762	7222	353	7850	402	8.7	14.0
Cochin	8628	620	9550	690	3938	285	4983	358	26.5	25.6
New Mangalore	2278	153	2291	150	1044	70	1252	82	19.9	17.4
Mormugao	418	32	307	22	155	11	148	11	-4.5	-1.8
JNPT	60940	5031	57661	4677	23935	1925	32969	2703	37.7	40.4
Mumbai	291	27	255	25	83	8	122	11	46.2	43.3
Deendayal	6967	447	8278	510	3529	228	4235	245	20.0	7.3
All Ports	146861	9892	143656	9610	61415	4069	81942	5475	33.4	34.5
Note: CP - Corresponding period of previous year; (P) - Provisional; Tn - tonnes; TEU –twenty foot equivalent unit Source: BPS and Major Ports										

1.4 Cargo Traffic at Non-Major Ports

1.4.1 Non-major ports handled 45.4% of total maritime freight traffic of the country during first half year (April – September) 2021-22.

1.4.2 The following table (**Table 5**) presents maritime State-wise share and growth of traffic handled at Non-Major Ports from 2016-17 onwards.

Table 5 : Traffic Handled by Non-Major Ports by Maritime States/UTs									
Maritime State/UT	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September		(000'Tonnes) % Change over previous year	
						2020-21	2021-22	2020-21	2021-22 (P)
Gujarat	345739	370769	399197	411791	387572	172275	198017	-14.3	14.9
	(71.3)	(70.1)	(68.5)	(67.0)	(67.0)	(67.8)	(68.5)		
Maharashtra	34894	37906	45786	43661	39779	14270	14244	-26.8	-0.2
	(7.2)	(7.2)	(7.9)	(7.1)	(6.9)	(5.6)	(4.9)		
Andhra Pradesh	69603	86285	103334	99905	89637	41871	47700	-17.2	13.9
	(14.3)	(16.3)	(17.7)	(16.2)	(15.5)	(16.5)	(16.5)		
Goa	117	72	15	8	35	4	10	94.5	168.6
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.002)	(0.004)		
Tamil Nadu	1152	1103	960	11370	9134	522	3581	8.0	586.6
	(0.2)	(0.2)	(0.2)	(1.8)	(1.6)	(0.2)	(1.2)		
Karnataka	707	681	1044	935	785	320	257	-35.8	-19.8
	(0.1)	(0.1)	(0.2)	(0.2)	(0.1)	(0.1)	(0.1)		
A&N	1276	1418	1495	1851	1432	640.14	625	-29.1	-2.4
	(0.3)	(0.3)	(0.3)	(0.3)	(0.2)	(0.3)	(0.2)		
Odisha	22473	22595	22186	35269	43034	19915.78	21971	29.6	10.3
	(4.6)	(4.3)	(3.8)	(5.7)	(7.4)	(7.8)	(7.6)		
Kerala	140	138.6	222	156	113	33	44	-50.5	33.1
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.01)	(0.02)		
Puducherry	9112	8121	8370	10101	7330	4422.44	2527	-15.6	-42.9
	(1.9)	(1.5)	(1.4)	(1.6)	(1.3)	(1.7)	(0.9)		
Lakshadweep	-	-	-	-	-	-	130	-	-
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.00)	(0.04)		
All M.States/UTs	485213	529089	582609	615046	578851	254274	289106	-13.4	13.7
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)		
Note: Figure in parenthesis is the percentage share of traffic handled by the maritime state to the total traffic handled by all the maritime states;									
P- Provisional									

1.4.3 The cargo handled by the non-major ports during first half year (April- September) 2021-22 increased by 13.7% compared to 13.4% decrease recorded in the corresponding period of previous year. Gujarat accounted for 68.5% of the traffic handled by the non-major ports followed by Andhra Pradesh (16.5%), Odisha (7.6%) and Maharashtra (4.9%). Four maritime States, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 97.50% of the total cargo traffic handled by the non-major ports during April - September 2021-22. Tamil

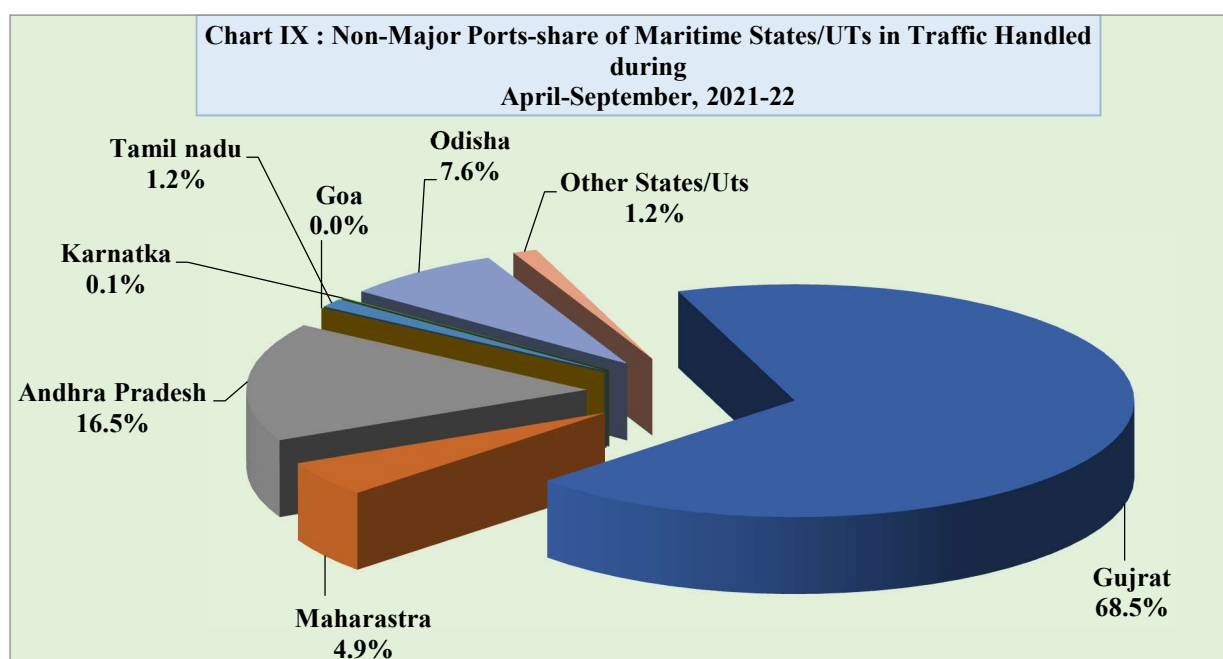
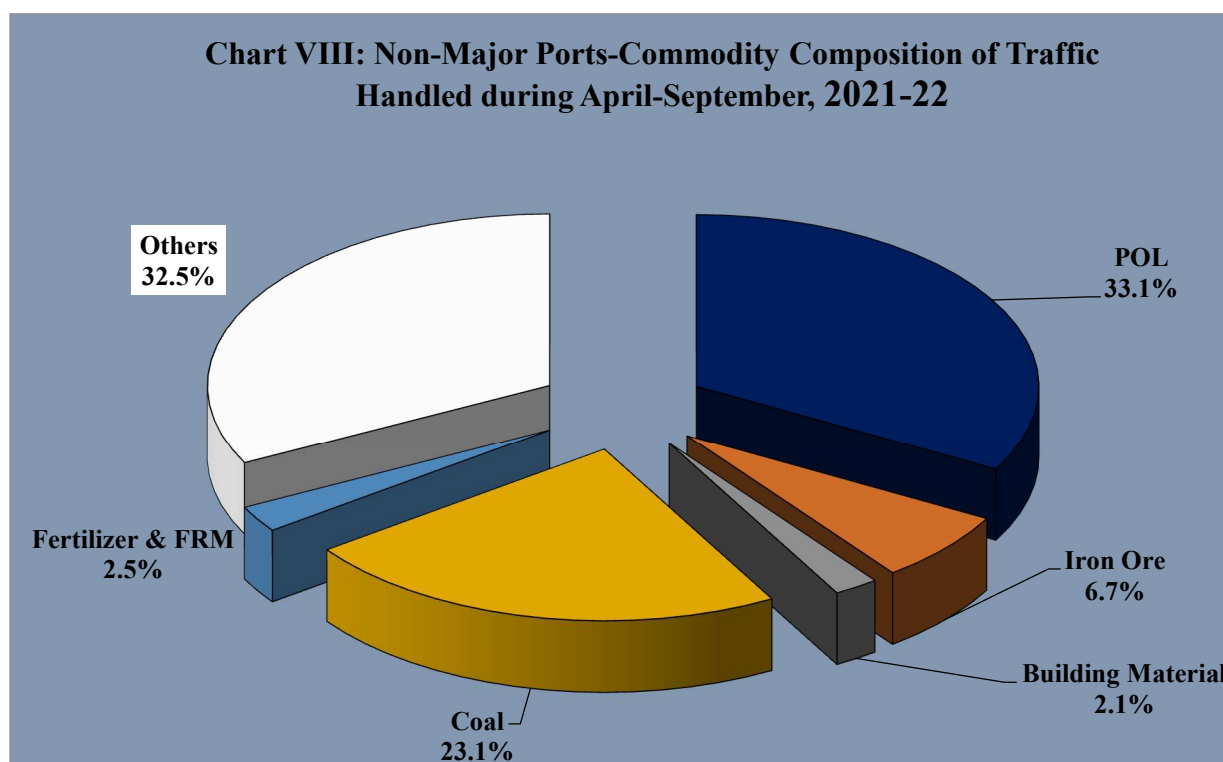
Nadu has highest growth of 586.6% during April - September 2021-22 as compared to same period of the previous year followed by Goa (168.6%), Kerala (33.1%), Gujarat (14.9%), Andhra Pradesh (13.9%) and Odisha (10.3%). Non Major ports which recorded **negative growth** in traffic during April to September 2021-22 were Puducherry (42.9%), Karnataka (19.8%), Andaman and Nicobar (2.4%) and Maharashtra State (0.2%)

1.4.4 **Table 6** below gives the details of commodity-wise traffic handled at Non-Major Ports from April - September 2021-22 .The table shows that the two commodities, viz. POL and Coal accounted for 56.2% of the total cargo handled at the non-major ports during April to September 2021-22 .

Table 6: Commodity-wise Traffic Handled by Non-Major Ports									
(000'Tonnes)									
Commodity	2016-17	2017-18	2018-19	2019-20	2020-21(P)	April-September		% Change over previous year	
						2020-21	2021-22 (P)	2020-21	2021-22 (P)
POL*	186070	193422	191749	197158	185132	86713	95638	-10.7	10.3
	(38.3)	(36.6)	(32.9)	(32)	(32.0)	(34.1)	(33.1)		
Iron Ore**	34454	36596	44823	39968	42938	19594	19333	3.1	-1.3
	(7.1)	(6.9)	(7.7)	(6.5)	(7.4)	(7.7)	(6.7)		
Building Material\$	15170	15588	16162	15004	14216	4945	6069	-35.0	22.7
	(3.1)	(2.9)	(2.8)	(2.4)	(2.5)	(1.9)	(2.1)		
Coal@	133755	146684	171096	178525	149877	65218	66907	-26.6	2.6
	(27.6)	(27.7)	(29.4)	(29.0)	(25.9)	(25.6)	(23.1)		
Fertilizer & FRM&	14237	11714	16224	15959	18183	9392	7191	16.8	-23.4
	(2.9)	(2.2)	(2.8)	(2.6)	(3.1)	(3.7)	(2.5)		
Others	101527	125085	142555	168433	168506	68412	93968	-7.0	37.4
	(20.9)	(23.6)	(24.5)	(27.4)	(29.1)	(26.9)	(32.5)		
All	485213	529089	582609	615046	578851	254274	289106	-13.4	13.7
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)		
Note: Figure in parenthesis is the percentage share of major commodity groups in the total traffic handled by the Non major ports									
* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil. @ includes 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									

1.4.5 The percentage share of POL is maximum (33.1%) followed by Other Cargo (32.5%). The percentage share of Coal, Iron Ore, Fertilizer & FRM and Building materials are 23.1%, 6.7%, 2.5% and 2.1% respectively during (April – September) 2021-22. Other cargo registered the highest growth of 37.4% during April to September 2021-22 compared to corresponding period of the previous year followed by Building materials (22.7%), POL (10.3%), Coal (2.6%) and Fertilizer and FRM dry recorded the negative growth rate of 23.4% followed by Iron Ore (1.3%) during April to September 2021-22.

1.4.6 The share of Maritime States/UTs in the total traffic and Commodity-wise composition of traffic during 2021-22 is depicted in the pie Charts VIII and IX respectively.



1.4.7 Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2019-20 to 2021-22 during (April - September 2021-22) is given at **Annexure-II** and port wise/ commodity wise traffic handled in Overseas & Coastal during (April – September) 2020-21 and 2021-22 is given at **Annexure-IV**.

2. PERFORMANCE OF MARITIME STATES

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

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

2.3 Maritime States Development Council (MSDC)

2.3.1 With a view to have an integrated approach for the development of both Major and Non-Major Ports, the **Maritime States Development Council (MSDC)** was constituted in May, 1997 under the Chairmanship of the Hon'ble Minister of Shipping. The Ministers in-charge of Ports in all Maritime States, Union Territories of Puducherry, Andaman's & Nicobar Administration, Daman & Diu and Lakshadweep are its members. The deliberations and decisions of the MSDC provide the institutional framework for coordinated development of Major and Non-Major ports. So far Eighteen 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 Port, Shipping & Waterways (Independent Charge) with Ministers and officials from various Maritime States and Government of India. In the meeting it was agreed that there is a need for a closer and active interaction between the Central Government and the Maritime States/UTs for augmenting the

infrastructure development and safety & security of the ports as port play a vital role in EXIM Trade.

2.4 Maritime States – Non-Major Ports

2.4.1 Non-major ports in India collectively handled 288.98 million tonnes of traffic during first six months 2021-22 as compared to 254.27 million tonnes of cargo handled in the same period of 2020-21 recording growth of 13.7%.

2.4.2 GUJARAT

2.4.2.1 The state of Gujarat is endowed with 1215 km length of coastline which constitutes about one-sixth of the total Indian coastline. Out of 49 ports located along its coastline, 48 are non-major ports while one port, viz. Deendayal (Kandla) is a major port. Out of 48 non-major ports, 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 Non-Major Ports



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

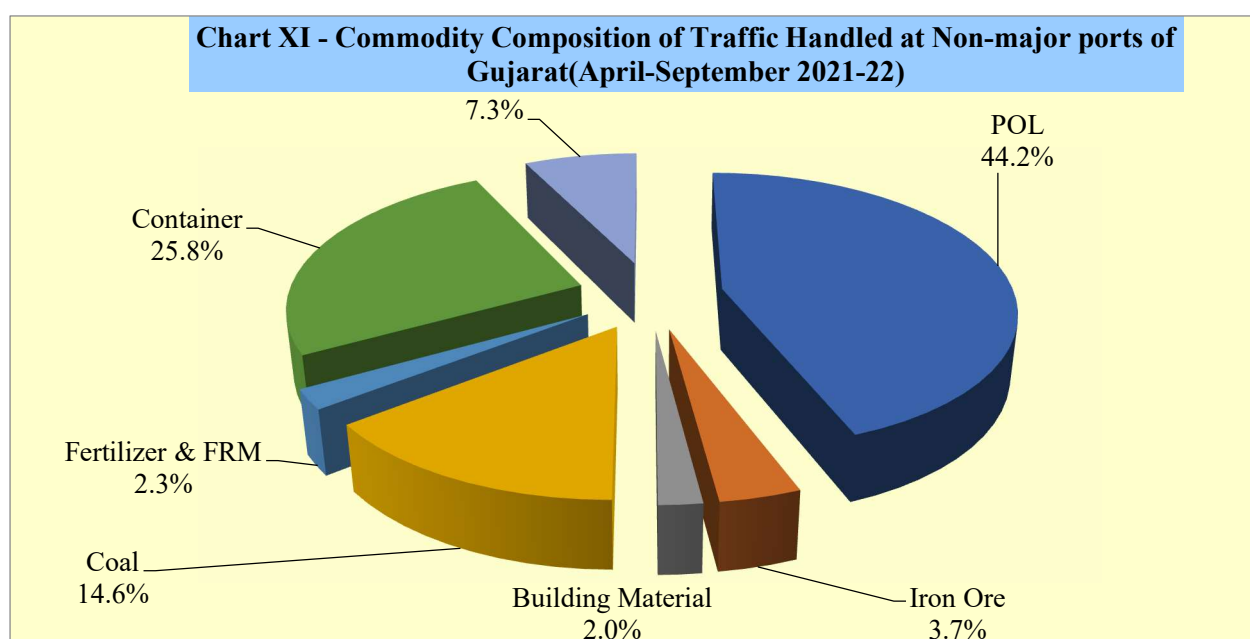
2.4.2.2 The trends in the cargo handled at both major and non-major ports of the State during last five year & first six months current & previous year are given in **Table 7**.

Table 7 - Gujarat: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22 (P)
Major Ports	105.44	110.10	115.40	122.61	117.56	53.37	63.00
	(6.0)	(4.4)	(4.8)	(6.2)	-(4.1)	-(12.6)	(18.0)
Non-Major Ports	345.74	370.77	399.20	411.79	387.57	172.28	198.02
	(1.8)	(1.8)	(7.2)	(3.2)	-(5.9)	-(14.3)	(14.9)
All Ports	451.18	480.87	514.60	534.40	505.13	225.65	261.02
	(2.7)	(2.7)	(7.0)	(3.8)	-(5.5)	-(13.9)	(15.7)

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

2.4.2.3 It is noteworthy that all ports (major and non-major) located along the coast of Gujarat handled 41.1% of the total cargo handled by Indian ports in the first six months (April – September) 2021-22 . The total cargo traffic handled at the major and non-major ports of Gujarat during April- September 2021-22 was of the order of 261.02 million tonnes as against 225.65 million tonnes during the same period of 2020-21, reflecting growth of 15.7%. In particular, non-major ports of Gujarat alone handled around 68.5% of total cargo traffic at India’s non-major ports during first six months (April - September) 2021-22.

2.4.2.4 Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development of non-major ports on its coastline. The share of commodity-wise traffic handled by non-major ports of Gujarat during April to September 2021-22 is shown in **Chart XI**.



2.4.2.5 Recent trends in cargo handled and capacity creation in non-major ports of Gujarat are captured in the **Table 8**. It indicates sustained increase in cargo throughput and capacity addition. During the year 2020-21, total cargo handling capacity in the non- major port sector in Gujarat was 545 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 2016-17 onwards the capacity of Non-major Ports increased every year. However, the capacity utilization of Non-major Ports in Gujarat decreased till 2016-17 and increased from 2018-19 onwards. In 2020-21, the capacity utilization was 71.2% as compared to 69.0% in 2016-17. The Capacity Utilization of Gujarat Maritime Board during first half (April-September) of 2021-22 is 36.4%.

Table 8 - Gujarat: Non Major Ports - Capacity & Utilization (Million Tonnes)						
Item	2016-17	2017-18	2018-19	2019-20	2020-21(P)	2021-22(P) April-September
Capacity*	501 (7.5)	523 (4.4)	543 (3.8)	543 (0.0)	545 (0.3)	545 (0.0)
Cargo Handled	345.74	370.77	399.20	411.79	387.57	198.02
% Utilization	69.0	70.9	73.5	75.9	71.2	36.4
* Including Lighterage Port Capacity;						
Figures within parenthesis indicate capacity addition in % age during the year						

2.4.2.6 As per the port policy, Gujarat Maritime Board (GMB) has selected 11 Green Field sites for development of new ports as “All weather Deep Water Direct Berthing Ports”. Amongst 11 ports, 7 ports are to be developed through private – PPP - BOT sector.

2.4.3 MAHARASHTRA

2.4.3.1 The State has a coastline of around 653 km, with 2 major ports viz. Mumbai port and Jawahar Lal Nehru Port Trust (JNPT) and 48 non-major ports. Out of 48 non-major ports only 16 ports are handling cargo. Maharashtra Maritime Board (MMB) is the nodal agency for regulation and development of the State’s maritime activities. Total cargo handled during April to September 2021-22 was 79.07 Million Tonnes compared to 65.67 Million Tonnes handled during 2020-21 in the same period showing an increase of 20.4%.

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

Table 9 - Maharashtra: Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20(P)	2020-21(P)	April-September	
						2020-21	2021-22 (P)
Major Ports	125.28	128.91	131.34	129.15	118.05	51.40	64.82
	(0.1)	(2.9)	(1.9)	-(1.7)	(84.6)	-(20.3)	(26.1)
Non-Major Ports	34.89	37.91	45.79	43.66	39.78	14.27	14.24
	(21.0)	(8.6)	(20.8)	-(4.6)	-(8.9)	-(26.8)	-(0.2)
All Ports	160.18	166.81	177.13	172.81	157.83	65.67	79.07
	(4.0)	(4.1)	(6.2)	-(2.4)	-(8.7)	-(21.8)	(20.4)
Figures in bracket represent percentage change over the previous year/period.							
P- Provisional							

2.4.4 GOA

2.4.4.1 Goa with a coastline of about 118 kms is criss-crossed by 7 rivers. Apart from the major port at Mormugao, there are five non-major ports all of which are riverine ports with an average depth of about 2 meters except Panaji (which is the lone cargo handling non-major port) with a depth of 4 meters. In Goa State, the cargo handled at Non-major Ports was very less compared to Major Port. The percentage share of Major port in the total cargo handled in the Goa state was 99.89%.

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

Table 10: Goa: Trends in Cargo Handled at Major & Non-Major Ports (MillionTonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22(P)
Major Ports	33.18	26.90	17.68	16.02	21.95	8.55	9.39
	(59.7)	-(18.9)	-(34.3)	-(09.4)	(37.1)	(12.1)	(9.8)
Non-Major Ports	0.12	0.07	0.02	0.01	0.04	0.004	0.01
	-(72.8)	-(38.5)	-(79.2)	-(46.7)	(337.5)	(94.7)	(150.0)
All Ports	33.30	26.97	17.70	16.03	21.99	8.56	9.40
	(57.0)	-(19.0)	-(34.4)	-(9.5)	(37.2)	(12.1)	(9.8)
Figures in bracket represents percentage change over the previous year/period.							
(P) Provisional.							

2.4.5 KARNATAKA

2.4.5.1 Karnataka has a coastline of about 280 kms. At present, there is one major sea port, the New Mangalore Port and 12 non-major ports. Out of 12 non-major ports, 2 ports handle cargo in the state which is: Old Mangalore and Karwar port. During April - September 2021-22, non- major ports in the State handled 0.26 million tonnes of cargo traffic as compared to 0.32 million tonnes handled in 2020-21 with the decline in growth by 19.7%. The total cargo handled

in the Karnataka state was 18.12 million tonnes during April to September 2021-22 compared to 16.86 million tonnes during same period in 2020-21.

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

Table 11: Karnataka: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22 (P)
Major Ports	39.94	42.06	42.51	39.15	36.50	16.54	17.86
	(12.2)	(5.3)	(1.1)	-(7.9)	-(6.8)	-(7.4)	(8.0)
Non-Major Ports	0.71	0.68	1.04	0.94	0.79	0.32	0.26
	-(15.2)	-(3.9)	(53.5)	-(10.4)	-(16.0)	-(35.9)	-(19.7)
All Ports	40.64	42.74	43.55	40.08	37.29	16.86	18.12
	(11.6)	(5.2)	(1.9)	-(8.0)	-(7.0)	-(8.2)	(7.4)
Figures in bracket represents percentage change over the previous year/period. (P) Provisional.							

2.4.6 KERALA

2.4.6.1 Kerala has a coastline of 570 kms, with one major port at Cochin and 17 non-major ports. The Vallarpadam Container Terminal Project in Cochin has been promoted on BOT basis through public private participation. In Kerala, the four non-major ports handling cargo are:Kovalam /Vizhinjam, Kollam / Neendakara, Beypore and Azhikkal. The total cargo handled during first six months of 2021-22 in Kerala state was 16.09 million tonnes as compared to 12.61million tonnes handled during same period of 2020-21 reflecting an increase of 27.6%.

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

Table 12- Kerala : Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22 (P)
Major Ports	25.01	29.14	32.02	34.04	31.50	12.58	16.05
	(13.2)	(16.5)	(9.9)	(6.3)	-(7.4)	-(24.4)	(27.6)
Non-Major Ports	0.14	0.14	0.22	0.16	0.11	0.03	0.04
	-(02.8)	-(1.4)	(60.9)	-(29.7)	-(27.6)	-(50.7)	(33.3)
All Ports	25.15	29.28	32.24	34.19	31.62	12.61	16.09
	(13.1)	(16.4)	(10.1)	(6.1)	-(7.5)	-(24.5)	(27.6)
Figures in bracket represents percentage change over the previous year/period. (P) Provisional.							

2.4.7 TAMIL NADU

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

2.4.7.2 During first six months (April – September) 2021-22, the non-major ports in Tamil Nadu collectively handled 2.58 million tonnes of cargo traffic as compared to 0.52 million tonnes in the same period of 2020-21 showing growth of 394.4%. The total cargo in Tamil Nadu State has been increased to 62.20 million tonnes in 2021-22 from 46.23 million tonnes in 2020-21 reflecting an increase of 34.6%. The trend in the cargo handled at both major and non-major ports of the State during the last few years and current year is given in **Table 13**.

Table 13 - Tamil Nadu: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22(P)
Major Ports	118.70	118.91	121.85	114.58	101.23	45.70	59.62
	-(0.3)	(0.2)	(2.5)	-(6.0)	-(11.7)	-(22.2)	(30.5)
Non-Major Ports	1.15	1.10	0.96	11.37	9.13	0.52	2.58
	(34.6)	-(4.3)	-(13.0)	(1084.3)	-(19.7)	(8.1)	(394.4)
All Ports	119.85	120.01	122.81	125.95	110.36	46.23	62.20
	-(0.1)	(0.1)	(2.3)	(2.6)	-(12.4)	-(22.0)	(34.6)
Figures in bracket represents percentage change over the previous year/period. (P) Provisional.							

2.4.8 ANDHRA PRADESH

2.4.8.1 Andhra Pradesh has one major port at Visakhapatnam besides 13 non-major ports located at Bhavanapadu, Bheemunipatnam, Gangavaram, Kakinada Anchorage, Kakinada Deep Water, Rawa (Surasenayanam), Narsapur, Machilipatnam, Nizamapatnam, Vodarevu, Mutyalammampalem, Krishnapatnam, Ramayapatnam, and Kalingapatnam Out of 13 non-major

Ports; only 5 Ports handled cargo in the State which are: Kakinada Deep Water, Krishnapatnam, Gangavaram, Rawa and Kakinada Anchorage Port.

2.4.8.2 Ports in Andhra Pradesh collectively handled 81.1 million tonnes of cargo during first six months (April- September) 2021-22 as compared with 74.6 million tonnes in same period 2020-21. thus registering increase of 8.7 % in traffic handled by major and non-major ports of Andhra Pradesh. Non-major ports in Andhra Pradesh posted growth of 13.9% in 2021-22.

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

Table 14 - Andhra Pradesh: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22(P)
Major Ports	61.02	63.54	65.30	72.72	69.84	32.77	33.41
	(7.0)	(4.1)	(2.8)	(11.4)	-(4.0)	-(5.7)	(2.0)
Non-Major Ports	69.60	86.29	103.33	99.91	89.64	41.87	47.70
	-(4.3)	(24.0)	(19.8)	-(3.3)	-(10.3)	-(17.2)	(13.9)
All Ports	130.6	149.8	168.6	172.6	159.5	74.6	81.1
	(0.7)	(14.7)	(12.6)	(2.4)	-(7.6)	-(12.5)	(8.7)
Figures in bracket represents percentage change over the previous year/period. (P) Provisional.							

2.4.9 ODISHA

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

2.4.9.2 The advantages for development of sea ports in Odisha includes availability of a vast hinterland generating cargo, comprising of other developing Eastern and Central Indian States, mineral rich hinterland which offers long term potential for cargo which need seaport facility in Odisha. Paradip port is the only major port in the State under the control of Government of India. Out of 14 non-major Ports; only two ports handled cargo traffic in Odisha which are Gopalpur and Dhamra Port.

2.4.9.3 Non-major ports in Odisha collectively handled 21.97 million tonnes of cargo during (April – September) 2021-22 as compared to 19.92 million tonnes in the corresponding period of 2020-21 registering increase of 10.3% in traffic. However, the total cargo handled during April to September of 2021-22 was 78.13 million tonnes compared to 72.00 million tonnes in the corresponding period of 2020-21 registering an increase of 8.5% in traffic. The cargo handled at Major port has registered increased in 7.8% during April – September, 2021-22 as compared to same period of 2020-21.

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

Table 15 - Odisha : Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22(P)
Major Ports	88.96	102.03	109.30	112.69	114.55	52.08	56.16
	(16.4)	(14.7)	(7.1)	(3.1)	(1.7)	-(6.2)	(7.8)
Non-Major Ports	22.47	22.60	22.19	35.27	43.03	19.92	21.97
	(50.3)	(0.5)	-(1.8)	(59.0)	(22.0)	(29.7)	(10.3)
All Ports	111.43	124.62	131.49	147.96	157.58	72.00	78.13
	(22.0)	(11.8)	(5.5)	(12.5)	(6.5)	(1.5)	(8.5)
Figures in bracket represents percentage change over the previous year/period. (P) Provisional.							

2.4.10 WEST BENGAL

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

Table 16 - West Bengal :Trends in Cargo Handled at Major Ports (Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22(P)
Major Ports	50.95	57.89	63.76	63.98	61.34	25.56	27.25
	(1.3)	(13.6)	(10.1)	(0.3)	-(4.1)	-(19.3)	(6.6)
All Ports	50.95	57.89	63.76	63.98	61.34	25.56	27.25
	(1.3)	(13.6)	(10.1)	(0.3)	-(4.1)	-(19.3)	(6.6)
Figures in bracket represents percentage change over the previous year/period. P- Provisional							

2.4.11 OTHER NON-MAJOR PORTS

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

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

Table 17 - Union Territory: Trends in Cargo Handled at A & N Islands Port							
(Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April-September	
						2020-21	2021-22(P)
Andaman & Nicobar Islands	1.28	1.42	1.50	1.85	1.43	0.64	0.63
	-(3.6)	(11.1)	(5.4)	(23.8)	-(22.6)	-(29.1)	-(2.3)
Figures in bracket represents percentage change over the previous year/period.							
P- Provisional							

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

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

Table 18 - Union Territories: Trends in Cargo Handled at Non-Major Ports							
(Million Tonnes)							
Major/Non-Major	2016-17	2017-18	2018-19	2019-20(P)	2020-21(P)	April-September	
						2020-21	2021-22(P)
Lakshadweep	-	-	-	-	-	-	0.13
Puducherry	9.11	8.12	8.37	10.10	7.33	4.42	2.53
	(52.5)	-(10.9)	(3.1)	(20.7)	-(27.4)	-(15.6)	-(42.8)
Figures in bracket represents percentage change over the previous year/period.							
P-Provisional							

3. PERFORMANCE INDICATORS

3.1 Capacity Utilization for Major and Non-Major Ports

3.1.1 Over the years, cargo handling capacity of major ports has steadily increased to cater to the growing volume of internal and external trade. The capacity of the ports which was 172.59 million tonnes at the end of 1993-94 has been increased to a level of 1534.91 million tonnes at the completion of six months of 2021-22 (April - September). The provisional port-wise capacity during 2021-22 and the traffic handled at Major Ports during April to September 2021-22 are given in **Table 19**.

Table 19 -Major Port-wise Capacity Utilisation during 2021-22 (Up to September, 2021) (MillionTonnes)				
S.No.	Name of Ports	Capacity	Traffic**	Capacity Utilisation (%)
1	SMP Kolkata Ports of Trust*	82.57	27.25	33.0
2	Paradip Port Trust	249.00	56.16	22.6
3	Visakhapatnam Port Trust	134.18	33.41	24.9
4	Kamarajar Ports Limited	91.00	18.98	20.9
5	Chennai Port Trust	135.00	23.09	17.1
6	V.O.Chidambaranar Port Trust	111.46	17.55	15.7
7	Cochin Port Trust	78.60	16.05	20.4
8	New Mangalore Port Trust	104.73	17.86	17.1
9	Mormugao Port Trust	63.40	9.39	14.8
10	Mumbai Port Trust	79.00	27.94	35.4
11	Jawaharlal Nehru Port Trust	138.87	36.88	26.6
12	Deendayal Port Trust	267.10	63.00	23.6
	Total	1534.91	347.55	22.6

Note: *Haldia Dock Complex included **Provisional

Source: Development Wing of M/o Ports, Shipping and Waterways for Capacity and Major Ports for Traffic

3.1.2 The above table shows that around 22.6% capacity has been utilized at Major Ports during the first six months of the 2021-22. The highest capacity utilization i.e. 35.4% is achieved at Mumbai Port Trust followed by SMP Kolkata Port Trust (including Haldia Dock Complex) (33%), Visakhapatnam Port Trust (24.9%), Paradip Port Trust (22.6%), Deendayal Port Trust (23.6%) JNPT (26.6%), and Cochin Port Trust (20.4%) during April to September 2021-22. The least capacity utilization was at Chennai Port and New Mangalore Port both 17.1% during April to September 2021-22.

3.1.3 The **Table 20** below shows that around 29.1% capacity has been utilized at Non-major Ports during April to September 2021-22. The highest capacity utilization i.e. 36.4% is achieved at Gujarat Maritime Board (GMB) followed by Odisha (31.4%), Puducherry (14.9%), ,

Directorate of Ports, Andhra Pradesh (24.7%), Port Management Board, A&N Islands (15.2%), Maharashtra Maritime Board (MMB) (11.4%), Karnataka (5.1%), Kerala (4.1%) and Tamil Nadu Maritime Board (TNMB) (14.3%) during April to September 2021-22.

Table 20-Non-Major Port-wise Capacity Utilisation during 2021-22 (MillionTonnes)				
S. No.	Name of Ports	Capacity@	Traffic*	Capacity Utilisation (%)
1	Gujarat	544.62	198.02	36.4
2	Maharastra	125.00	14.24	11.4
3	Tamil Nadu	25.05	3.58	14.3
4	Goa	9.00	0.010	0.1
5	Kerala	1.07	0.044	4.1
6	Karnatka	5.00	0.26	5.1
7	Andhra Pradesh	193.40	47.70	24.7
8	Odisha	70.00	21.97	31.4
9	Puducherry	16.96	2.53	14.9
10	Andaman & Nicobar Islands	4.11	0.63	15.2
11	Lakshadweep	-	0.13	-
	Total	994.21	289.11	29.1

@ Capacity of Non-Major Ports for the year 2021-22 is not available. Hence last year 2020-21 data has been repeated. Capacity of Lakshadweep not available.

*Up to September, 2021-22 (Provisional)

Source: State Maritime Board/ Directorate of Ports

3.2 Cargo Traffic Targets during 2021-22 & achievement during April - September 2021-22 for Major ports.

3.2.1 Total cargo handled at Major Ports during 2021-22 was 347.55 million tonnes against the annual target of 710 million tonnes, achieving 48.95% of the target in the first six months of 2021-22.

3.3 Port Efficiency

3.3.1 Efficiency at ports has an impact on transaction cost of shipping lines. Major Ports have improved their efficiency of operations as reflected in 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.

Average Turn-Round Time (TRT)

3.3.2 This parameter has improved significantly since the past one and half decades for all the major ports. Average TRT for all major ports improved from 8.10 days in 1990-91 to 3.63 days in 2005-06. Thereafter the TRT has increased steadily to 3.89 days in 2014-15. The average TRT

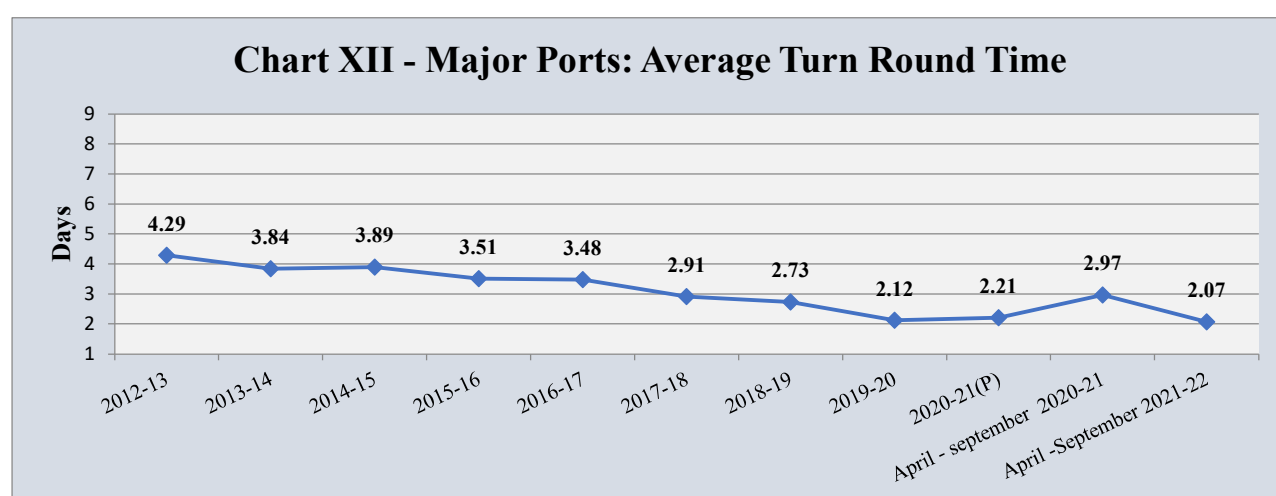
improved in 2018-19 to 2.73 days and further increase to 2.12 days during 2019-20 and reached to 2.07 days in the first six months of 2021-22. The average TRT varied in the range between 1.16 days at JL Nehru Port to 3.08 days at Vishakhapatnam Port during first six months (April – September) of 2021-22. Among the 12 major ports; Average TRT has been improved at all Major Ports except Vishakhapatnam, Kamarajar, Chidambaranar Port and Mumbai Port during first six month of 2021-22. Port-wise TRT for selected years is given in **Table 21**.

Table 21: Average Turn Round Time (days)

Port	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April- September	
						2020-21	2021-22 (P)
1	2	3	4	5	6	7	8
Kolkata D.S	4.43	3.77	3.35	3.17	2.37	3.02	2.81
Haldia D.C	5.47	3.75	3.03	2.75	2.91	3.06	1.59
Paradip	4.99	3.31	2.51	2.34	2.42	2.76	2.29
Visakhapatnam	3.75	2.58	2.51	2.43	2.75	2.67	3.08
Kamarajar	2.68	2.19	1.96	1.73	1.79	1.90	1.95
Chennai	2.51	2.21	1.98	2.00	2.14	2.22	2.11
Chidambaranar	4.00	2.40	1.76	1.67	1.70	1.89	1.98
Cochin	1.99	1.87	1.94	1.45	1.49	2.42	1.44
New Mangalore	2.35	2.04	1.93	1.90	1.98	2.08	2.04
Mormugao	3.43	3.15	3.48	2.33	2.13	5.06	3.02
J.L.Nehru	1.96	2.23	2.13	1.23	1.19	2.13	1.16
Mumbai	2.48	2.76	2.69	1.70	1.96	2.29	2.46
Deendayal	4.51	4.25	4.68	2.54	2.80	5.50	2.15
All Ports	3.48	2.91	2.73	2.12	2.21	2.97	2.07

Source: Major Ports, P: Provisional.
From 2018-19; as per new definition, from pilot boarding to de-boarding only.

Average Turn Round Time at major ports for selected years from 2012-13 to 2021-22 (up to September 2021) is presented in the **Chart XII** below.

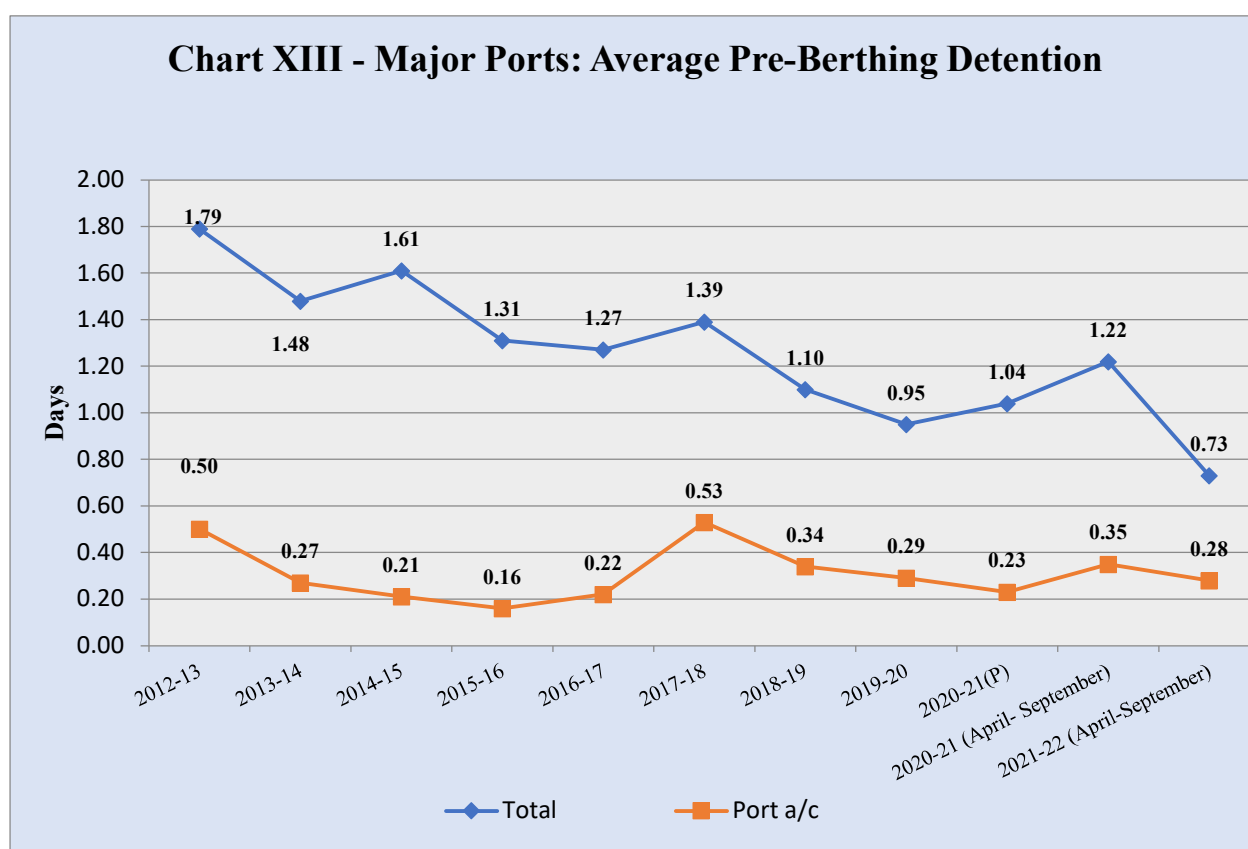


Source: Major Ports

Turn Round Time- Total time spent by a ship since its entry till its departure.
From 2018-19; as per new definition, from pilot boarding to de-boarding only.

Average Pre Berthing Detention Time (PBDT)

3.3.3 The average overall pre berthing detention time for first six months of all major ports declined from 2.16 days in 1990-91 to 2.05 days in 2011-12 and further declined to 1.04 days in 2020-21. During April-September, 2021-22, Average PBDT improved to 0.73 days. The trajectory of weighted average of pre-berthing detention time at Major Ports – total and on Port account since 2012-13 to first six months of current financial year 2021-22 is shown in the **Chart XIII** below.



3.3.4 Average PBDT on port account has seen a sharper decline from 2.10 days in 1990-91 to 0.50 days in 2011-12. Average PBDT on port account were at 0.50 and 0.27 days in 2012-13 and 2013-14 respectively. In 2017-18, the Average PBDT on port account increased 0.53 days, which further decreased to 0.23 days in 2020-21. The average PBDT on Port account in the first six months of 2021-22 was 0.28 days as compared to 0.35 days during same period of 2020-21. Port-wise PBDT for select years is indicated in **Table 22**.

Table 22 : Average Pre-Berthing Detention(Days)

Port	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April- September	
						2020-21	2021-22 (P)
1	4	5	6	7	8	9	
Kolkata D.S	0.57	0.62	0.46	0.70	0.51	0.55	0.68
Haldia D.C	2.49	3.15	2.72	2.96	2.71	2.83	1.16
Paradip	2.47	0.87	0.30	0.64	0.26	0.24	0.11
Visakhapatnam	1.22	2.37	1.29	0.05	0.05	1.33	0.86
Kamarajar	0.96	0.57	0.27	0.12	0.08	0.04	0.04
Chennai	0.38	0.86	0.15	0.00	0.02	0.02	0.00
Chidambaranar	1.80	1.13	0.68	0.65	0.50	0.57	0.45
Cochin	0.48	0.43	0.53	0.48	0.64	0.85	0.49
New Mangalore	0.00	1.16	1.10	1.26	1.09	1.37	1.11
Mormugao	1.67	1.31	1.24	1.21	1.26	2.05	0.97
J.L.Nehru	0.77	0.92	0.82	0.77	0.91	0.93	0.9
Mumbai	0.46	0.96	1.07	0.16	0.10	0.10	0.11
Deendayal	2.02	1.90	2.02	1.85	2.81	2.78	1.41
All Ports	1.27	1.39	1.10	0.95	1.04	1.22	0.73
Source: Major Ports,							
P: Provisional							

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

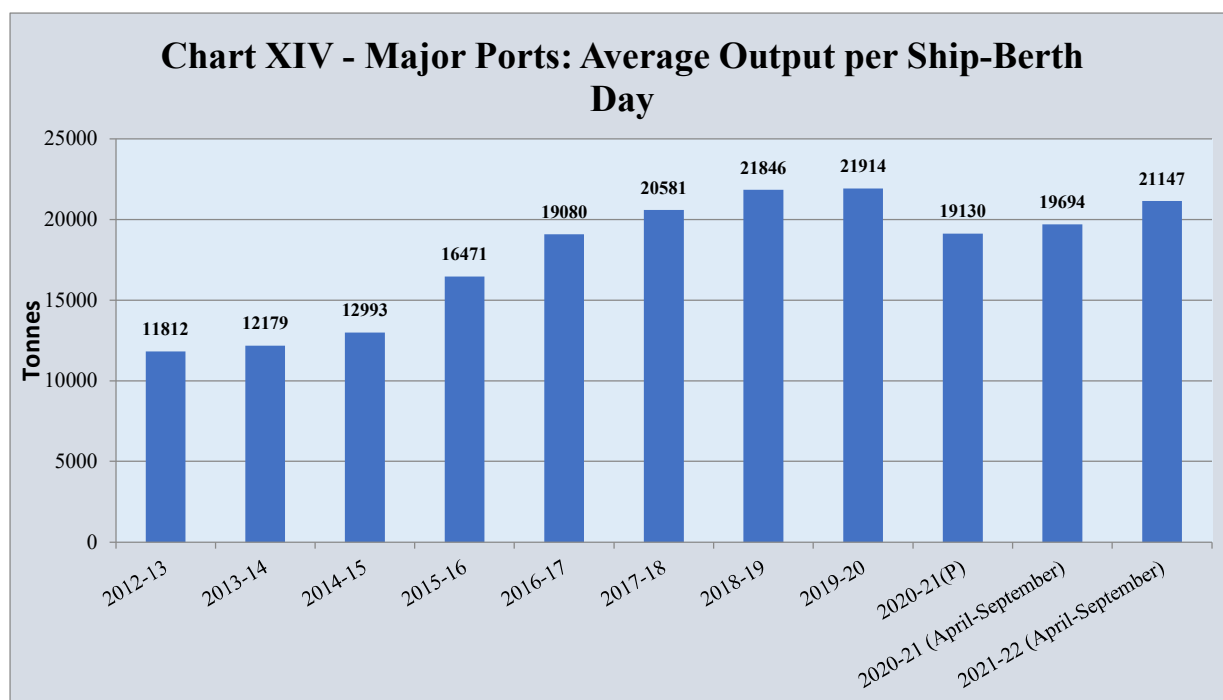
Average Output Per Ship Berth-day

3.3.5 During the last 25 years this indicator has seen a tremendous improvement. Average Output per Ship-berth day has increased more than six times from 3,372 tonnes in 1990-91 to 19130 tonnes in 2020-21 and further improved to 21147 tonnes in first six months of 2021-22(up to September 2021) . However, average output per ship berth-day during April – September, 2021-22 is marked by substantial variation across major ports ranging from a high 32424 tonnes in case of Paradip Port to a low of 6423 tonnes at SMP Kolkata Dock System. This variation reflects the type of cargo being handled, level of mechanization and labour practices. Port-wise average output per Ship-berth-day for selected years is given in **Table 23**.

Table 23: Average Output per Ship Berth-day (Tonnes)

Port	2016-17	2017-18	2018-19	2019-20	2020-21 (P)	April- September	
						2020-21	2021-22(P)
1	4	5	6	7	8	9	
Kolkata D.S	6080	6962	7765	7174	8210	7413	6423
Haldia D.C	12537	13832	15083	15192	14243	13685	14576
Paradip	30245	33440	36030	32001	30224	27035	32424
Visakhapatnam	16823	17592	18281	20032	17238	17698	15641
Kamarajar	26235	28456	27678	26581	23945	22326	26925
Chennai	19220	19113	21001	20340	20330	19294	20920
Chidambaranar	13612	15557	19494	19334	19302	19889	19464
Cochin	23539	28143	30150	31258	30589	28342	29245
New Mangalore	17094	16378	18126	19140	19049	18856	18472
Mormugao	30414	24948	18685	19944	24305	18818	18038
J.L.Nehru	23897	22526	25847	28296	27711	26331	29509
Mumbai	20915	22996	25941	25608	23865	20539	20704
Deendayal	18235	22903	21410	21109	10464	17759	21283
All Ports	19080	20581	21846	21914	19130	19694	21147
Source: Major Ports,							
P: Provisional							

3.3.6 The average output per ship-berth-day for the selected years since 2012-13 to 2021-22 (up to April-September 2021) is presented in the chart XIV below.



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 30.09.2021 are brought out in Appendix-I & Appendix-II in respect of Major Ports and in Appendix-III & Appendix-IV for Non – Major Ports.

APPENDICES

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

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

Sl. No	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status
1	2	3	4	5	6
1.	Development of Container Terminal on DBFOT basis	Kamarajar Port Ltd	27.02(Stage-I- 15.44 MTPA Stage -II- 11.58 MTPA)	1270	Stage-I – Operational since October 2017. □ Stage-II – Construction activities commenced on 30.1.2020. □ However, the concessionaire has raised Arbitration on various issues including schedule of Stage-II construction. The case is posted for final hearing between 10.01.2022 and 14.01.2022.
2.	Construction of Coal Berth 3	Kamarajar Port Ltd	9.00	254.34	*Berth construction completed . * Top loading facilities to be erected by TANGEDCO.
3.	Construction of Coal Berth 4	Kamarajar Port Ltd	9.00	290.67	*Berth construction completed *Top loading facilities to be erected is in progress and expected to complete by 30.06.2022.
4.	Construction and Operation of a Captive Jetty (Berth No.15) and Associated Facilities for Handling Bulk Quantity of Coal	New Mangalore Port Trust	5.4	376.52	Commercial operation commenced on 22.06.2012.
5.	Mechanisation of Berth No. 16 for providing handling equipments for handling bulk cargo on DBFOT basis at NMPT	New Mangalore Port Trust	6.73	469.46	Commercial operation commenced on 08.11.2019.

6.	Mechanisation of Berth No. 14 for handling containers and other clean cargo on PPP mode at NMPT	New Mangalore Port Trust	6.02 (in two phases)	280.71	Construction works of Ph-I development is in progress. Expected date of completion is 31.03.2022.
7.	Extension of existing Container terminal in Outer Harbour.	Visakhapatnam	0.54 MTEUs	633.11	- Concession awarded on 02.03.2019. Extension of existing Container terminal in Outer Harbour.
8.	Mechanization of EQ-1, 2, 3 berths at Paradip Port on BOT basis.	PPT	30 MTPA	1437.76	Provisionally commissioned: 16.08.2021
9.	Development of New Coal Berth for handling of Coal imports at Paradip Port on BOT basis.	PPT	10 MTPA	655.56	Project is in completion stage.
10.	Development of fourth container terminal	JNPT	60	7915.00	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-I is completed and operation was commenced from 22.12.2017. The scheduled completion of phase-II is 22.12.2022. The scheduled completion of phase-II is 22.12.2022, which is likely to be delayed due to COVID-19. The PPP Operator has requested for extension of time, which is under scrutiny by IE.
11.	Development of 9th berth as container terminal on DBFOT basis through PPP mode	VOCPT	7.20 MTPA (Lakh TEUs)	434.17	On the basis of SFC recommendations, approval of MOPSW for the project has been conveyed to the port on 8th march, 2021 for implementation of the

					project. RFQ application opened on 24th August, 2021 and are under evaluation. Security clearance is pending. Clarifications sought from the bidders.
12.	Development of barge Handling facility at Bharathi Dock under PPP model	Chennai Port Trust	1.35 MTPA	27.29	"Project awarded to CBTPL on 31.03.2013, but due to non-fulfillment of conditions precedent, termination order issued during February 2016. Alternatively, an in-house Project viz. ``Construction of Bunker berth at Bharathi Dock'' has been taken up and the details of which are furnished below separately. [Hence, the project may be removed from the list of works for Ongoing Private Sector/Captive/Joint Venture Port Projects (Major Ports)]"
13.	Construction of Bunker berth at Bharathi Dock	Chennai Port Trust	1	44	Construction of a 183m long and 18m wide Bunker berth at Bharathi Dock. LoA issued on 31.03.2018. Physical Progress: 92% and likely completion by Nov '21
14.	“Construction of 1.5 Lac Sqm hardstand with concrete paver bocks including drainage facilities behind berth no. 5 within dock interior zone at haldia dock complex”	Haldia Dock Complex, Kolkata Port Trust	1.5 Lakh SQM	51.02	Physical Progress: 95.70 % Financial Progress: 85.80
16.	Construction of Liquid Cargo Handling Jetty (Outer Terminal-II) near 2nd Oil Jetty.	Haldia Dock Complex	2 MTPA	74.59	Physical: 63.5% Financial: 61.60%
17.	Augmentation of Fire Fighting system at HOJ-I&II including 2 nos. Barge Jetties including O&M for 10 years.	Haldia Dock Complex	NA	107.49	Physical Progress: 12.00% Financial Progress: 8.00%
18.	Procurement of 3rd RMQC.	Haldia Dock Complex	2.5 MTPA	52.82	Physical Progress: 48.00%, Financial Progress: 12.19%

19.	Development of container Stacking yard at northern side of 3 NSD shed adjacent green verge for creation of a New Reefer Park and other allied works at NSD (A/c KDS)	KOLKATA DOCK SYSTEM of SMP, KOLKATA	-	1.57 (Final Bill Value)	Project Completed.
20.	Development of area between 1 CPY & Reefer Park adjoining green verge area for CPY including relocation of existing Fire line & Cable Duct etc. at NS Dock(A/c KDS)	KOLKATA DOCK SYSTEM of SMP, KOLKATA	-	1.58	Project Completed.
21.	Dry Bulk Terminal off Tekra near Tuna on BOT basis (Outside Kandla Creek)	DPT	14.11	1046.2	Project is under operation
22.	Development of Oil Jetty to handle Liquid Cargo and Ship Bunkering Terminal at Old Kandla on BOT Basis	DPT	3. 39	233.5	Concession of the project awarded to the Concessionaire on 11.12.2020. Construction phase is ongoing.
23.	Development of Marine Liquid Terminal Facilities consisting of SPM & Two product jetties in KPT waters at OOT,Vadinar on captive use basis	DPT	24.50	448.0	Concession of the Project was awarded on 16.08.2019. Even after repeated follow up by way of review meetings & written reminders, Construction activities yet to start by the Concessionaire.
24.	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa on BOOT basis.	Mormugao Port Trust	5.00 MTPA	250.00	Operational since 19.06.2004
25.	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port Goa on DBFOT basis	Mormugao Port Trust	4.61 MTPA	404.97	Operational since 06.06.2014
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Note: - The status Projects has been updated on 30 th Sept, 2021.					

Appendix – II**Private Sector/Captive/Joint Venture Port Projects Under Formulation
(Major Ports)**

Sl. No	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status
1	2	3	4	5	6
1.	Deepening and optimization of Inner Harbour facilities including development of Western Dock on BOT basis for handling Cape size vessels at Paradip Port.	PPT	25 MTPA	3004.63	A.5 nos. of RFQ Bids have been received on 06.08.2021 B.Security Clearance documents have been forwarded to Ministry on 16.08.2021. C.Evaluation of RFQ Bids is in progress.
2.	Development, operation and Maintenance of Oil Jetty No.9 for handling all types of liquid cargo under BOT basis under PPP mode	DPT	3.5	123.40	RFQ invited. Till extended Scheduled date 16.11.2021, NO RFQ applications were received
3.	Development, operation and Maintenance of Oil Jetty No.10 for handling all types of liquid cargo under BOT basis under PPP mode for concession period of 30 years	DPT	3.5	123.12	as per approval, initially only Oil jetty no 09 will 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

4.	Development, operation and Maintenance of Oil Jetty No.11 for handling all types of liquid cargo under BOT basis under PPP mode for concession period of 30 years	DPT	3.5	361.70	as per approval, Award for Oil jetty No. 11 shall be issued only after four months from date of Award of Concession of Oil Jetty-10 project
5.	Setting up of a Container Terminal at Tuna-Tekra, Kandla Port on BOT basis under PPP Mode	DPT	2.19 (MTEUs)	4243.64	<p>The Feasibility Report has been approved by the Board of DPT in its meeting held on 19.02.2021.</p> <p>The PPPAC Memorandum along with bidding documents have been sent to MoPSW on 26.02.2021.</p> <p>As directed by the MoPSW, the PPAC memo is being revised in line with the MCA 2021 communicated by Ministry on 12.11.2021.</p>

6.	Development of Multipurpose Cargo Berth Off Tuna Tekra Outside Kandla Creek At Kandla on BOT basis	DPT	18.33	1552.57	<p>PPPAC Memorandum sent to MoPSW on 26.02.2021.</p> <p>As directed by the MoPSW, the PPAC memo is being revised in line with the MCA 2021 communicated by Ministry on 12.11.2021.</p>
7.	Development of Mechanized Fertilizer and Other Clean Cargo Handling Facilities at Berth no-14 on DBOT basis under PPP mode for a concession period of thirty (30) years.	DPT	5.33	300.28	<p>RFQ was invited on 31.07.21. As per schedule Pre-bid conference held on 01.09.21 in which four prospective bidders participated & submitted their queries.</p> <p>The last date of submission of Applications was on 14/09/2021 at 1100 Hrs., and 04 (four) Applicants has submitted the RFQ fees and RFQ documents in hard copies. Evaluation of submitted RFQ documents is under Process</p>
8.	Development of Bulk Terminal Mechanization of North cargo Berth – III (NCB-III) for handling Dry bulk Cargo at V.O.Chidambaranar Port Trust including dredging on Design, Build, Finance, Operate and Transfer (DBFOT) basis	V.O.Chidambaranar Port Trust	6.96	3564	SFC memo under preparation.
9.	Development of Container Terminal Development of Berth I to IV as Container Terminal.	V.O. Chidambaranar Port Trust	1.6 MTEU's	2455.40	Conceptual stage

10.	Development of Outer Harbour at Chennai Port (previously called Development of Mega Container /Terminal) Under PPP mode on DBFOT basis	Chennai Port Trust	32 MTPA	5100	<p>The Mega Terminal Project was restructured during December 2013 as “Outer Harbour Project” for handling multipurpose cargoes at an estimated cost of Rs.5100 Cr. Bids were invited during 2014; but there was no response from potential bidders and hence proposed to wind up the Project.</p> <p>Further, it was decided during the Board meeting held in January, June and September, to hold the dropping of the project till the finalisation of Master Plan.</p> <p>[Hence, the project may be removed from the list of works for Private Sector / Captive / Joint Venture Port Projects Under Formulation (Major Ports)]</p>
11.	Development of Rajiv Gandhi Dry Port and Multi Modal Logistic Hub for Chennai Port in SIPCOT industrial park at Mappedu near Sriperumbudur, under PPP mode. Renamed as Development of Multi-Model Logistic Park (MMLP) at Mappedu.	Chennai Port Trust	18.45 MTPA	415	<p>Chennai Port Trust has acquired a land parcel of 121.74 acres on a 99-year lease basis from SIPCOT for the purpose of developing a Dry Port. GoI, through MoRTH/ NHAI proposes to develop 35 Multi-Modal Logistic Parks (MMLP) under “Bhartmala Pariyojana” across the country and NHAI proposed to develop MMLP in the land parcel of 121.74 acres of ChPT land, in addition that, the GoTN through TIDCO will be acquiring another 36.23 acres of land. For development of MMLP a SPV is proposed to be formed with all the three stake holders viz., ChPT, TIDCO and NHAI as equity partners and the MMLP to be developed through PPP mode. An MoU in this regard was entered between the SPV partners on 12.10.2021 in the presence of Shri. M.K Stalin Hon’ble Chief Minister of Tamil Nadu and the Hon’ble Ministers for RT&H and PSW.</p>
13.	Development of Dry Dock / Ship Repair facility at Timber pond/Boat basin in Chennai Port.	Chennai Port Trust		315	<p>MoS approved the proposal for leasing of Timber Pond & Boat Basin for 99 years to ICG for Development of Dry Dock. ICG remitted an amount of Rs. 453,62,26,000/- to Chennai Port on 19.07.2019. ChPT informed ICG to remit the difference in Upfront premium and Security Deposit amounting to Rs.387,03,28,227/- based on the prevailing G-Sec rate as on September 2019</p>

					<p>Financial terms, SLA and LOA are under finalisation and decision of the Ministry on the request of ICG for concession on lease rent is awaited.</p> <p>[Since, the facility has been offered to ICG on lease basis, the project may be removed from the list of works for Private Sector / Captive / Joint Venture Port Projects Under Formulation (Major Ports)]</p>
14.	Development of Bharathi Dock – 2 (BD-II) as Coal terminal in Chennai Port Trust	Chennai Port Trust	5 MTPA	180	<p>After examining options, it was decided to develop a Coal Terminal through PPP mode subject to favourable recommendations from the Empowered Committee constituted by Hon'ble Supreme Court. The Port is taking measures to comply with the recommendations of the Empowered Committee.</p> <p>Meanwhile, EoI was called for developing a Bulk Cargo Terminal at BD-II as a captive facility, but response was not encouraging in view of the strict competition and capacity creation in neighbouring ports in the region and considering the investment involved in development of facility for handling coal in dust free manner in State of the Art Technology.</p> <p>[Hence, the project may be removed from the list of works for Private Sector / Captive / Joint Venture Port Projects Under Formulation (Major Ports)]</p>
15.	Development of Captive Jetty by IOCL	Kamarajar Port Limited	3.00 MTPA	921.00	<p>Concession Agreement signed on 09.06.2016.</p> <p><input type="checkbox"/> Environmental clearance for commencement of work was obtained on 30.10.2018.</p> <p><input type="checkbox"/> DPR for the project has been approved by Independent Engineer in September 2020</p> <p><input type="checkbox"/> CTE obtained by IOCL on 10.04.2021. PESO approval obtained for Jetty construction on 17.08.2021.</p> <p><input type="checkbox"/> IOCL has invited EPC tenders during March 2021 and the same was</p>

					<p>not materialized due to technical reasons.</p> <p>□ IOCL invites re-tender on 09.09.2021. On due date of bid submission i.e. 29.10.2021, 2 bids were received. IOCL is evaluating the bids.</p> <p>□ Expected to Award the work by December 2021 and likely date of commencement of Construction works by January 2022.</p>
16.	Development of Marine Liquid Terminal – II on DBFOT basis	Kamarajar Port Limited	3.00 MTPA	393	<p>*KPL issued LOA to Consortium of BPCL-HPCL on 14.2.2018.</p> <p>□ Litigation with the existing BOT operator of MLT-1(ETTPL) regarding the expansion of their jetty length.</p> <p>□ KPL is unable to allot the water front for MLT-2 and sign the Concession Agreement with BPCL-HPCL consortium.</p> <p>□ As per Hon'ble High Court of Madras direction, mediation between both the parties is underway.</p>
17.	Mechanization of Berth 2 (previous Berth no. 3)	Haldia Dock Complex,	3.744 MMTPA	298.26	
18.	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. [PPP Mode]	Haldia Dock Complex, Kolkata Port Trust	2.04 MTPA	172.52	
19.	Rejuvenation of Khidderpore Docks (PPP)	KOLKATA DOCK SYSTEM of SMP, KOLKATA	3.00 MMTPA (1st Phase)	181.81 Cr. (PPP Mode) INR 95.66 Cr.	<p>RFQ floated on 26-June-20.</p> <p>Letter regarding Security clearance of applicants sent to Ministry on 11-Dec-2020. Security Clearance awaited.</p> <p>RFP issued.</p>

			2.48 MMTP A (2nd Phase)	(1st Phase) INR 86.15 Cr.	
20.	Mechanization of WQ-7 & 8 berths.	Visakhapatnam	6.41	288.47	- SFC meeting held on 10.9.2021 with Ministry and approval received. RFQ hoisted on VPT website on 5.10.2021. Bid submission date is by 20.11.2021. Bid opening date if on 22.11.2021 Likely date of award April, 2022
21.	Mechanization of EQ-7 berth.	Visakhapatnam	3.61	200.99	- RFQ issued on 10.11.2021 - RFP will be issued after receipt of revised MCA 2021 from MOPS&W. - Target date of completion by September, 2024.
22.	Mechanization of WQ-6 berth	Visakhapatnam	2.08	250	- Appointed Transaction Advisor on 20.9.2021 & entrusted to prepare scope of works i.e., TEFR, TAMP Proposal, DCA etc.,
	Mechanization of EQ-6 berth	Visakhapatnam	3	250	- TEFR prepared by M/s. Voyant Solution Pvt. Ltd., is under scrutiny.
23.	Redevelopment of Berth No9&3nos Barge jetties.	MoPT	14.0	842	1)Redeveloping of Berth No 9 and three Barge Jetties “has been approved by the board on 16.07.2021. 2) SFC proposal along with Feasibility Report , Draft concession Agreement and Financial Appraisal Report is submitted to Ministry on 23.09.2021.
24.	Operation & Maintenance of Berth No10&11 on PPP-OMT Basis	MoPT	6.0	200	1)Formulation of O&M Model is in process. 2) E.O.I. published on 20/09/21 , Preconference held on 28.09.21 3) Extend the date of submission of EOI mode to 11/10/21.
25.	Development of International & Domestic Cruise Terminal & other	MoPT	Nil	122.72	1)SFC for EPC approved by MoPSW on 23.04.2020. 2)SFC for O&M approved by MoPSW on 28.09.2021.

	allied facilities at Mormugao Port				<p>3)Ministry of Tourism has sanctioned amount of Rs.50 crores and released an amount of Rs.25 crores on 23.09.21to Mormugao Port Trust under Assistance to Central Agencies for Tourism Infrastructure Development scheme 2021-22.</p> <p>4)Cochin Port has published NIT for EPC work on 22-06-2021.</p> <p>5)EPC Tender opened on 18.09.2021,evaluation of the same in process.</p> <p>.</p>
<p>BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.</p> <p>Note: - The project status is updated on 30th Sept 2021.</p>					

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
1	2	3	4	5	6
1	DMCC Oil Terminals (Navlakhi) Ltd.	Navlakhi (Gujarat)	4.00 MMTPA	328.993	Under Implementation
2	Om Sai Navigations Pvt. Ltd.	Victor (Gujarat)	0.10 MMTPA & 3000 TEU	29.02	Under Implementation
3	Matasitadevi Infrastructure and Research Pvt. Ltd.	Magdalla (Surat) (Gujarat)	4.20 MMTPA & 8000 TEU	166	Under Implementation
4	Shipyards of Afcons Infrastructure Ltd. At Mahuva	Mahuva (Gujarat)	0.03 Million DWT	106	Under Implementation
5	Shipyards of Modest Infrastructure Ltd at Nava Ratanpura	Nava Ratanpura, Bhavnagar (Gujarat)	0.25 Million DWT	335	Under Implementation
6	Shipyards of Effort India at Kaswa, Dahej	Kaswa, Dahej (Gujarat)	0.03 Million DWT	56	Under Implementation
7	Shipyards of Serva Shanti Properties Pvt. Ltd.	Mathavada (Gujarat)	0.30 Million DWT	150	Under Implementation
8	Siddi Vinayak (SIVI) Shipping Pvt Ltd.	Suva, Dahej (Gujarat)	0.01 DWT	100	Under Implementation
9	Technip India Ltd	Suva, Dahej (Gujarat)	0.01 DWT	110	Under Implementation
10	Dry Bulk Unloading (Clinker)	Ratnagiri	0.35	2.1	Under Process
11	Angre Port	Jaigd	Nil	Nil	Operation

12	Lacgan Dockyard	Jaigad	Nil	Nil	Operation
13	Infrastructure Logistics Pvt. Ltd.	Bankot	0.3	3.88	
14	Finolex Pvt. Ltd	Ratnagiri	N.A.	N.A.	Operational
15	Break Water Construction work	Dabhol	1.9 km long	700	Under Process
16	Plot-C Mechanism	JSW Jaigad	0.8	487	Under Process
17	Redi Port Ltd.	Redi	0.39	N.A.	Operational
18	M/S Indo Energy ltd	Revdanda	0.39	N.A.	Operational
19	M/S JSW Steel Ltd.	Revdanda	0.15	N.A.	Operational
	M/S Dighi Port Ltd	Dighi Port	1	N.A.	Under Process
	M/S Das Offshore	Dighi Port	1	N.A.	Under Process
	PNP Maritime Services	Dharamtar	6	Nil	Operational
	JSW Dharamtar Port	Dharamter	Nil	Nil	Operational
	Ambuja Cement Ltd	Belapur	Nil	Nil	Operational
17	Construction of Terminal Building.	Panaji Port	N.A.	25	Construction work is in Progress
18	Construction of four Floating Jetties in the river Mandovi & Chapora river.	Panaji Port	N.A.	9.6	One Floating Concrete Jetty at Panaji and one at old Goa Completed and commissioned, and floating Jetty next to Panaji Ferry Ramp expected to be completed by the end of the November 2021.(Chapora Jetty now merge with Panaji Ferry Ramp Jetty due to limited Vessel Capacity at Chapora) 70 % of work completed till date.
19	Proposed to introduce environmental-friendly solar hybrid ferry in the next financial year, Keel laying is completed.	Panaji Port	N.A.	4	Timeline for completion of project is by the end of next financial year 2021-22, Keel laying is completed.

20	Desilting of River Sal of the 1 st , 2 nd and 3 rd Phase of phase II of 18Kms from Telaulim Varca new bridge downstream upto the mouth of river Sal.	Panaji Port	N.A.	46.17	Desilting work of 1 st Phase completed and 2 nd phase work is under process. (for Government Approval)
21	Development of Honnavar port by M/s Honnavar Port Pvt. Ltd., Hyderabad	Karnataka Honnavar port	5MTPA	500	All Statutory clearance have been obtained and the construction of jetty is under progress.
22.	Captive Port facility M/s. Udangudi Power Corporation Limited.	Udangudi in Thoothukudi, Tamil Nadu	6 MMTPA	1254.61	Port has been notified. Construction of Port Structure Commenced.
23.	Phase-III Development of Adani Krishnapatnam	Adani Krishnapatnam Port	150.2 MTPA of Non-Container +1.1 MTEUs PA of Container Cargo	9070	1% Completed
24	Development of Karaikal Port through private investment on BOT basis	Karaikal, Puducherry	16.5	NIL	Commercial operations had commenced in April-2009 and is functioning.
25	Development of Pondicherry Port as a Feeder Port to Chennai Port in association with Chennai Port Trust	Pondicherry	0.35	NIL	Trial run of handling Container Cargo successfully carried out on 24.02.2018. Cargo handling operations on regular basis to commence soon after dredging works are completed under “Sagarmala” scheme.
26	Captive Port owned by M/s Chemplast Sanmar, Chennai	Captive Marine Terminal Facility, Karaikal.	0.055	NIL	Commercial operations had commenced in September 2007 and is functioning.
27	Phase II expansion of Dhamra port	Dhamra Bhadrak	50 MMTPA	3000	Under Execution

28	Development of LNG Terminal at Dhamra	Dhamra Bhadrak	Nominal 5 MMTPAExpandable to 10 MM TPA	5500 (Phase I)	Under Execution
29	Dhamra Port Railway doubling works	Dhamra Bhadrak	App.Length 62 km	650	Under Execution
30.	Expansion, Development and Operation of Gopalpur Port	Gopalpur Port Ltd	20	20	<p>1. All Weather Direct Berthing Port declared open for Commercial Traffic with effect from 29th March 2013.</p> <p>2. Port Operation suspended with effect from 12th October, 2013 due to the effect of Very Severe Cyclone 'Phailin'.</p> <p>3. Port Re-Commissioned its Commercial Traffic with effect from 30th October, 2015.</p> <p>4. Completion of South Breakwater is Under progress.</p> <p>5. Three Nos berths with 800 Mtr length, four Nos of Harbour Mobile Crane (HMC), material handling system for coal unloading and six Nos of Rly Sidings presently operational in the Port.</p>
31.	SUBARNAREKHA PORT	SUBARNAREKHA PORT	Phase I - 25MTPA	Around Rs.4200 Crs	
32	Captive port facility by M/s. Udnangudi Power Corporation Limited	Udangudi in Thoothkudi District.	6 MMTPA	1254.61	Port construction works are in progress. Expected completion by 2022

Note: - The project status is updated as on 30th September, 2021.

Source:-State Maritime Boards/State Directorates

Appendix – IV

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

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
1.	Equip Translogistics Pvt Ltd	Hazira (Gujarat)	N.A.	55.9	Pipeline
2.	Shreeji Shipping Services	Bedi (Gujarat)	N.A.	51	Pipeline
3.	Vishwakarma Mechanical Works	Porbandar	N.A.	115	Pipeline
4.	Unicorn Dock & Port Engineers Pvt. Ltd	Chanch, Jafraabad Gujarat	N.A.	12.1	Pipeline
5.	G R Engineering Pvt. Ltd.	Vegani, Bharuch Gujarat	N.A.	13.1	Pipeline
6.	Narayan Marine Pvt. Ltd.	Bhavnagar, Gujarat	N.A.	-	Pipeline
7.	N.A.	M/S Ultratech Cement	0	0	0
8.	N.A.	M/s Finolex	N.A.	N.A.	N.A.
9.	Nil	M/S Angre Port	Nil	Nil	Nil
10.		M/S Lavgan Dockyard			
11.	Nil	M/S Infrastructure Logistics Pvt Ltd.	Nil	Nil	Nil
12.		M/S Konkan LNG Pvt Ltd			
13.	N.A.	M/S JSW Jaigad	Nil	Nil	Nil
14.	NIL	Revdanda Port	Nil	Nil	Nil
15.	Nil	Dighi Port	Nil	Nil	Nil
16.	Nil	Dharamtar	Nil	Nil	Nil
17.	JSW Dharamtar Port Pvt Ltd.	Dharamtar	Nil	Nil	Nil
18.	Ambuja Cements Ltd.	Belapur	Nil	Nil	Nil
19.	Redi Port Ltd.	Redi	Nil	Nil	Nil
20.	Modernisation of 9 existing Jetties under	Panaji Port	N.A.	730.40 Million	File is sent to Finance Department to sanction process fees for CRZ clearance.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
	Sagarmala Programme.				
21.	Reconstruction of light house at Campal for navigation.	Panaji Port	N.A.	50.00 Million	PWD architect is preparing drawings and estimates for construction of new light house at Campal. Soil testing completed.
22.	Development of Maritime School on BOOT Model at Britona.	Panaji Port	N.A.	300.00 Million	Draft request for proposal and Concession Agreement are sent for administrative approval and then for vetting from Department of Law.
23.	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 initiated.
24.	Panjim Ferry ramp (Beautification & Repairs)	Panaji Port	N.A.	24.00 Million	Work will be completed by the end of November, 80% of the work Completed
25.	Two Conventional ferry boats	Panaji Port	N.A.	18.90 Million	Construction will be commence by November 2021.
26.	Development of Belekeri port to NMPT at Keni near Belekeri in Ankola taluka of Uttara Kannada district	M/o Shipping Govt of India	10	1720	Government of India has prepared Techno Economical Feasibility Report (TEFR) for development of Belekeri Port as a satellite Port to NMPT at Keni near Belekeri. State Government has conveyed its willingness on 20.10.2016 to GOI. M/s I-deck has submitted Draft Concession Agreement and Request for Proposal (RFP).
27.	Development of captive port at Pavinkurva, in Honnavar taluka of Utter Kannada District	Karnataka Port & IWT Department	10	1767	M/s JSW, Mumbai has submitted a proposal to develop Pavinkurve port under Swiss challenge method. Government of Karnataka has considered this proposal and M/s JSW, Mumbai prepared and submitted the DPR. I-deck, are the transactional advisor for this project. Draft bid documents- RFQ cum REP- have been

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
					prepared by M/s I-deck and submitted to the Government for Consideration.
28.	Captive port facility by M/s. Coastal Tamil Nadu Power Ltd.	Panaiyur Kancheepuram Tamil Nadu	13 MMTPA	1832	Port has been notified. Statutory clearances pending.
29.	Development of Bulk Liquid Berth for handling L.N.G.	Karaikal Port Puducherry	5.0	2610	Obtained Environmental Clearance from MoEF& CC: Government of Puducherry has issued "NOC" for LNG facility.
30.	Phase-III Expansion of Krishnapatnam	Krishnapatnam Port	150.2 MTPA+11 MTEUs PA	9070	EC under process.
31.	Development of All weather Multi-user Greenfield Port at Astaranga, Puri District, Odisha on BOOST terms	Astaranga Port, Odisha	17.7 MTPA	7417	<ul style="list-style-type: none"> a. EC clearance for Phase 1A under progress. b. Land Acquisition under progress. c. Forest Clearance under progress.

Note: - The project status of 1 to 31 is updated on 30th September, 2021.

Source:-State Maritime Boards/State Directorates

Commodity-wise Traffic Handled at Major Ports													Annexure-I
(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	2019-20	568	0	32	0	313	1489	753	5	9767	652	4376	17303
	2020-21(P)	306	0	0	0	134	3261	575	173	8268	540	3152	15869
	2020-21	96	0	0	0	24	588	146	0	3963	248	1358	6175
	2021-22(P)	116	0	0	0	59	302	140	410	4324	290	1632	6983
SPM Haldia	2019-20	5733	4017	3147	2359	7679	7532	509	0	3032	169	12672	46680
	2020-21(P)	4204	4848	3947	522	7587	8114	553	45	2927	149	12721	45468
	2020-21	1940	2377	2304	493	2639	2119	270	0	1285	67	5959	19386
	2021-22(P)	2065	2494	846	94	4216	1781	309	28	1871	91	6558	20262
Paradip	2019-20	37329	0	23124	27003	11996	162	4547	0	222	222	8307	112689
	2020-21(P)	33117	0	28567	24240	13005	0	5411	0	279	16	9928	114549
	2020-21	13997	0	14622	11388	4667	0	2559	0	123	7	4728	52083
	2021-22(P)	16539	0	11304	12089	5318	3063	2408	0	105	5	5336	56161
Visakhapatnam	2019-20	16098	1773	14889	821	7552	9749	2958	2	8649	504	10231	72722
	2020-21(P)	13162	1828	19306	695	5444	5857	3033	218	8178	481	12122	69843
	2020-21	6928	866	8804	441	2382	2388	1605	0	4111	244	5242	32767
	2021-22(P)	5354	941	7699	1228	2232	3297	1381	302	4400	256	6573	33407
Chennai	2019-20	13420	0	0	0	0	0	431	0	26710	0	6197	46758
	2020-21(P)	10230	0	0	0	0	0	338	62	26768	1387	6152	43550
	2020-21	4351	0	240	0	0	0	164	0	10835	561	2790	18380
	2021-22(P)	5343	0	0	0	0	0	92	0	15194	787	2462	23091
Kamarajar	2019-20	2993	2081	0	19275	991	0	99	0	2524	131	3783	31746
	2020-21(P)	2421	2203	0	14085	917	239	0	20	3871	201	2133	25889
	2019-20	1597	760	0	9565	499	0	53	0	1352	70	1935	15761
	2020-21	1082	991	0	6435	214	0	0	0	1191	62	864	10777
V.O.Chidambaranar	2019-20	1166	1163	0	9822	846	0	0	0	4490	233	1493	18980
	2020-21(P)	386	141	0	7251	61	6062	895	70	16436	804	4774	36076
	2020-21	396	58	0	6675	75	4761	1344	0	15023	762	3458	31790
	2021-22(P)	237	17	0	3674	75	3073	605	0	7222	353	1643	16546
Cochin	2019-20	185	33	0	3692	316	2647	510	71	7850	402	2247	17552
	2019-20	22346	893	0	0	0	0	206	0	8628	620	1965	34038
	2020-21(P)	18642	873	0	0	0	0	256	0	9550	690	2182	31503
	2020-21	7200	403	0	0	0	0	108	0	3938	285	929	12580
New Mangalore	2021-22(P)	9427	613	0	0	0	0	139	0	4983	358	885	16046
	2019-20	20104	2552	4988	0	10	5133	641	1	2278	153	3438	39145
	2020-21(P)	19109	2783	4729	0	94	3300	851	0	2291	150	3344	36500
	2020-21	8772	1373	2158	0	0	1399	359	0	1044	70	1430	16535
Mormugao	2021-22(P)	8501	1356	2262	0	107	2296	257	1	1252	82	1829	17860
	2019-20	658	0	1723	1550	7898	0	52	0	418	32	3718	16017
	2020-21(P)	410	0	7290	1456	7840	0	163	0	307	22	4487	21953
	2020-21	137	0	2149	578	3583	0	11	0	155	11	1939	8552
J. L. Nehru	2021-22(P)	214	0	2233	861	3613	0	36	0	148	11	2281	9386
	2019-20	3018	855	0	0	0	0	0	0	60940	5031	3637	68449
	2020-21(P)	2565	1039	0	0	0	0	0	0	57661	4677	3460	64725
	2020-21	1266	459	0	0	0	0	0	0	23935	1925	1279	26940
Mumbai	2021-22(P)	1065	1059	0	0	0	0	0	0	32969	2703	1787	36881
	2019-20	37212	910	7028	3691	2569	0	414	0	291	27	8582	60696
	2020-21(P)	33404	1048	7176	3544	969	0	362	0	255	25	6567	53324
	2020-21	15712	438	3011	1290	829	0	239	0	83	8	2856	24458
Deendayal	2021-22(P)	16603	652	3098	2729	155	0	125	20	122	11	4439	27943
	2019-20	61770	0	751	16821	1040	0	4650	328	6967	442	30280	122606
	2020-21(P)	52866	0	375	18622	970	0	5073	2109	8278	510	29268	117561
	2020-21	26084	0	77	7031	280	0	2163	291	3529	228	13918	53373
All Ports	2021-22(P)	29308	0	115	11915	178	0	2196	1472	4235	245	13580	62998
	2019-20	221634	13222	55681	78771	40109	30127	16154	406	146861	8786	101961	704925
	2020-21(P)	190832	14680	71390	69839	37036	25532	17959	2627	143656	9610	98974	672525
	2020-21	87803	6924	33365	31329	14693	9567	8229	291	61415	4069	44935	298552
April- September	2021-22(P)	95887	8312	27558	42429	17039	13386	7592	2304	81942	5475	51101	347549

* 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-II

Commodity-wise Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2019-20	190701	14996	10208	77974	8152	79235	5936	30525	411791
	2020-21(P)	174657	12430	10665	65415	9706	90878	6353	23821	387572
April - September	2020-21	83026	5737	3253	27286	5177	37476	2784	10320	172275
	2021-22(P)	87498	7413	3986	28989	4512	51134	0	14485	198017
Maharashtra	2019-20	3779	9547	2408	22253	952	0	0	4751	43690
	2020-21(P)	4526	9450	1784	18988	675	0	0	4355	39778
April - September	2020-21	603	3310	5	8153	0	0	0	2200	14270
	2021-22(P)	4529	4260	915	2722	6	0	0	1812	14244
Andhra Pradesh	2019-20	1406	5421	1134	55034	6151	9356	552	21401	99903
	2020-21(P)	1359	7662	1018	43515	6787	5799	345	23497	89637
April - September	2020-21	651	3657	1313	18964	3642	3028	300	10616	41871
	2021-22(P)	774	2647	737	23917	2331	2030	120	15263	47700
Goa	2019-20	0	2	0	0	0	0	0	6	8
	2020-21(P)	0	5	0	0	0	0	0	31	36
April - September	2020-21	0	0	0	0	0	0	0	4	4
	2021-22(P)	0	0	0	0	0	0	0	10	10
Tamil Nadu	2019-20	492	0	89	0	44	10133	689	612	11370
	2020-21(P)	533	0	210	0	0	7871	535	521	9135
April - September	2020-21	189	0	76	0	18	0	0	239	522
	2021-22(P)	366	0	107	0	0	2848	194	260	3581
Karnataka	2019-20	156	0	33	0	54	0	0	693	935
	2020-21(P)	0	0	19	0	32	0	0	734	785
April - September	2020-21	246	0	2	0	17	0	0	56	320
	2021-22(P)	111	0	25	0	0	0	0	121	257
Puducherry	2019-20	385	273	364	7862	295	0	0	922	10101
	2020-21(P)	427	54	0	5620	436	0	0	792	7329
April - September	2020-21	215	54	0	3612	238	0	0	304	4422
	2021-22(P)	182	0	0	1671	165	0	0	509	2527
Odisha	2019-20	0	9729	175	15401	311	0	0	9654	35269
	2020-21(P)	3446	13336	150	16339	548	0	0	9216	43035
April - September	2020-21	1693	6836	75	7203	301	0	0	3808	19916
	2021-22(P)	2056	5013	100	9608	177	0	0	5017	21971
Kerala	2019-20	23	0	2	0	0	0	0	131	156
	2020-21(P)	25	0	0	0	0	0	0	88	113
April - September	2020-21	14	0	0	0	0	0	0	19	33
	2021-22(P)	18	0	0	0	0	3	47	24	44
A & N	2019-20	199	0	590	0	0	698	65	364	1851
	2020-21(P)	160	0	369	0	0	550	56	354	1433
April - September	2020-21	76	0	221	0	0	237	24	107	640
	2021-22(P)	86	0	144	0	0	231	24	163	625
Lakshadweep ^	2019-20									
	2020-21(P)									
April - September	2020-21									
	2021-22(P)	17	0	55	0	0	0	0	58	130
Total	2019-20	197140	39967	15003	178524	15959	99422	7242	69059	615073
	2020-21(P)	185133	42937	14215	149877	18184	105098	7289	63409	578853
April - September	2020-21	86713	19594	4945	65218	9392	40740	3108	27672	254274
	2021-22(P)	95638	19333	6069	66907	7191	56246	384	37722	289106

* 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

Lakshadweep ^ Lakshadweep cargo handling data received first half in the year 2021-22 (April to September 2021)

Source: Non Major Ports/State Maritime Boards

Annexure-III													
Overseas and Coastal-wise and Commodity-wise Traffic Handled at Major Ports													
Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	Total (000 Tonnes)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata	2020-21 (O.)	52	0	0	0	24	588	146	0	3946	245	1285	6041
	2020-21 (C.)	44	0	0	0	0	0	0	0	17	2	73	134
	2021-22 (O)	26	0	0	0	59	302	140	410	4301	287	1532	6770
	2021-22 (C)	90	0	0	0	0	0	0	0	23	3	100	213
SMP Haldia	2020-21 (O.)	530	2377	2304	0	2599	2090	270	0	837	44	5806	16813
	2020-21 (C.)	1410	0	0	493	40	29	0	0	448	23	153	2573
	2021-22 (O)	280	2378	660	5	4216	1781	288	0	1621	69	6353	17582
	2021-22 (C)	1785	116	186	89	0	0	21	28	250	22	205	2680
Paradip	2020-21 (O.)	12295	0	12478	1794	4617	0	2559	0	9	1	4626	38379
	2020-21 (C.)	1702	0	2144	9594	50	0	0	0	113	6	101	13705
	2021-22 (O)	14917	0	6901	0	5250	2999	2408	0	28	1	5093	37594
	2021-22 (C)	1623	0	4404	12089	68	64	0	0	77	4	243	18567
Visakhapatnam	2020-21 (O.)	4477	866	3682	0	2362	2388	1605	0	3949	221	5011	24340
	2020-21 (C.)	2451	0	5122	441	20	0	0	0	162	23	231	8427
	2021-22 (O)	2658	941	2294	77	2232	3297	1379	302	4197	237	6065	23442
	2021-22 (C)	2696	0	5405	1151	0	0	2	0	203	19	508	9965
Chennai	2020-21 (O.)	3056	0	240	0	0	0	164	0	10029	520	2699	16188
	2020-21 (C.)	1295	0	0	0	0	0	0	0	806	42	91	2192
	2021-22 (O)	3861	0	0	0	0	0	92	0	13795	715	2083	19831
	2021-22 (C)	1482	0	0	0	0	0	0	0	1399	72	379	3260
Kamarajar	2020-21 (O.)	99	991	0	2467	214	0	0	0	1184	61	775	5729
	2020-21 (C.)	983	0	0	3969	0	0	0	0	7	0	89	5048
	2021-22 (O)	17	1163	0	3703	846	0	0	0	4490	233	1426	11645
	2021-22 (C)	1149	0	0	6119	0	0	0	0	0	0	67	7335
V.O.Chidambaranar	2020-21 (O.)	209	17	0	306	75	3073	605	0	5555	271	1514	11354
	2020-21 (C.)	28	0	0	3368	0	0	0	0	1667	82	129	5192
	2021-22 (O)	147	33	0	0	316	2647	510	71	6318	324	2078	12121
	2021-22 (C)	38	0	0	3692	0	0	0	0	1532	78	168	5431
Cochin	2020-21 (O.)	5557	403	0	0	0	0	108	0	1637	134	376	8082
	2020-21 (C.)	1643	0	0	0	0	0	0	0	2301	151	553	4497
	2021-22 (O)	6977	613	0	0	0	0	139	0	2180	186	298	10206
	2021-22 (C)	2450	0	0	0	0	0	0	0	2803	172	587	5840
New Mangalore	2020-21 (O.)	6687	1373	1007	0	0	1344	359	0	486	33	1027	12283
	2020-21 (C.)	2085	0	1150	0	0	55	0	0	558	37	403	4252
	2021-22 (O)	6404	1356	933	0	107	2225	257	0	486	31	1427	13193
	2021-22 (C)	2097	0	1329	0	0	71	0	1	766	52	402	4666
Mormugao	2020-21 (O.)	0	0	2114	578	3403	0	11	0	109	8	1877	8092
	2020-21 (C.)	137	0	35	0	180	0	0	0	46	3	62	460
	2021-22 (O)	0	0	1738	861	3415	0	36	0	96	8	2212	8358
	2021-22 (C)	214	0	495	0	198	0	0	0	52	3	69	1028
J. L. Nehru	2020-21 (O.)	154	459	0	0	0	0	0	0	23358	1858	1090	25061
	2020-21 (C.)	1113	0	0	0	0	0	0	0	577	67	189	1879
	2021-22 (O)	203	530	0	0	0	0	0	0	32314	2632	1476	34523
	2021-22 (C)	862	530	0	0	0	0	0	0	656	71	311	2358
Mumbai	2020-21 (O.)	8045	438	0	1212	404	0	239	0	2	0	2698	13038
	2020-21 (C.)	7667	0	3011	78	425	0	0	0	82	8	157	11420
	2021-22 (O)	8420	652	0	2729	155	0	125	20	4	0	4141	16246
	2021-22 (C)	8183	0	3098	0	0	0	0	0	118	11	298	11697
Deendayal	2020-21 (O.)	21889	0	43	7031	280	0	2163	291	852	51	13589	46138
	2020-21 (C.)	4195	0	34	0	0	0	0	0	2677	177	329	7235
	2021-22 (O)	25225	0	61	11915	178	0	2196	1472	1592	81	12665	55303
	2021-22 (C)	4083	0	54	0	0	0	0	0	2643	164	916	7695
All Ports	2020-21 (O.)	63050	6924	21868	13387	13978	9483	8229	291	51953	3449	42374	231537
	2020-21 (C.)	24753	0	11496	17943	715	84	0	0	9462	620	2561	67015
	2021-22 (O)	69135	7666	12586	19290	16773	13251	7569	2275	71420	4804	46849	266815
	2021-22 (C)	26752	646	14971	23140	266	135	23	29	10522	671	4252	80735
* 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.													

* 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 (April-September)	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
Gujarat	2020-21 (O)	76720	671	1201	27231	5177	37068	2784	8042	156110
	2020-21(C)	6306	5066	2052	55	0	408	0	2278	16165
	2021-22 (O)	79648	210	1476	28796	4512	50875	0	12086	177603
	2021-22 (C)	7850	7203	2510	193	0	259	0	2399	20414
Maharashtra	2020-21 (O)	603	167	0	4433	0	0	0	1591	6794
	2020-21(C)	0	3143	5	3720	0	0	0	609	7477
	2021-22 (O)	4529	544	0	594	6	0	0	1715	7389
	2021-22 (C)	0	3716	915	2128	0	0	0	97	6856
Andhra Pradesh	2020-21 (O)	0	2659	1026	16075	3642	2108	125	10533	36043
	2020-21(C)	651	998	287	2889	0	920	175	82	5827
	2021-22 (O)	2	1369	502	20249	2331	1932	114	15246	41630
	2021-22 (C)	772	1278	236	3668	0	98	5	18	6070
Goa	2020-21 (O)	0	0	0	0	0	0	0	0	0
	2020-21(C)	0	0	0	0	0	0	0	4	4
	2021-22 (O)	0	0	0	0	0	0	0	0	0
	2021-22 (C)	0	0	0	0	0	0	0	10	10
Tamil Nadu	2020-21 (O)	184	0	76	0	18	0	0	228	506
	2020-21(C)	5	0	0	0	0	0	0	11	16
	2021-22 (O)	365	0	107	0	0	2665	181	179	3315
	2021-22 (C)	2	0	0	0	0	183	12	81	266
Karnataka	2020-21 (O)	214	0	0	0	17	0	0	0	230
	2020-21(C)	32	0	2	0	0	0	0	56	90
	2021-22 (O)	105	0	0	0	0	0	0	110	215
	2021-22 (C)	6	0	25	0	0	0	0	11	41
Puducherry	2020-21 (O)	0	54	0	3612	238	0	0	304	4207
	2020-21(C)	215	0	0	0	0	0	0	0	215
	2021-22 (O)	25	0	0	1671	165	0	0	436	2297
	2021-22 (C)	157	0	0	0	0	0	0	73	229
Odisha	2020-21 (O)	1693	5612	0	6724	301	0	0	3778	18108
	2020-21(C)	0	1224	75	479	0	0	0	30	1808
	2021-22 (O)	2056	4096	0	9040	177	0	0	4885	20254
	2021-22 (C)	0	917	100	569	0	0	0	131	1717
Kerala	2020-21 (O)	0	0	0	0	0	0	0	0	0
	2020-21(C)	14	0	0	0	0	0	0	19	33
	2021-22 (O)	0	0	0	0	0	0	0	0	0
	2021-22 (C)	18	0	0	0	0	2	47	24	44
A & N	2020-21 (O)	7	0	70	0	0	0	0	10	87
	2020-21(C)	69	0	151	0	0	237	24	97	553
	2021-22 (O)	7	0	0	0	0	0	0	0	7
	2021-22 (C)	80	0	144	0	0	231	24	163	618
Lakshadweep	2020-21 (O)	0	0	0	0	0	0	0	0	0
	2020-21(C)									
	2021-22 (O)	0	0	0	0	0	0	0	0	0
	2021-22 (C)	17	0	55	0	0	0	0	58	130
Total	2020-21 (O)	79420	9163	2373	58075	9392	39176	2909	24486	222086
	2020-21(C)	7293	10431	2572	7143	0	1564	199	3185	32188
	2021-22 (O)	86737	6219	2084	60350	7191	55472	296	34657	252711
	2021-22 (C)	8901	13113	3985	6557	0	774	88	3065	36395

* 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
Lakshadweep ^ Lakshadweep cargo handling data received first half in the year 2021-22 (April to September 2021)
Source: Non Major Ports/State Maritime Boards

Commodity-Wise Capacity Available at Major Ports

(In Million Tonnes)

Commodities	KDS	HDC	PPT	VPT	EPL	ChPT	V.O.C.	CoPT	NMPT	MoPT	MbPT	KPT/DPT	JNPT	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
POL														
As on 31.3.17	9.10	18.00	54.50	27.49	4.00	17.67	3.15	30.26	49.17	1.50	44.50	89.02	6.50	354.86
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
As on 31.3.22														0.00
Iron Ore														
As on 31.3.17		6.00	6.39	12.50	6.00	8.00			7.50	27.50				73.89
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
As on 31.3.22														0.00
Coal														
As on 31.3.17		10.00	32.00		32.00		26.82		7.67	8.94				117.43
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
As on 31.3.22														0.00
Fertiliser														
As on 31.3.17			8.00	1.87				1.13				2.00		13.00
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
As on 31.3.22														0.00
Break-Bulk Cargo														
As on 31.3.17	7.25	31.89	42.55	62.69	5.00	22.92	28.70	12.68	23.29	12.10	20.83	52.04	0.90	322.84
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
As on 31.3.22														0.00
Container														
As on 31.3.17	9.86	4.00		6.20	10.00	44.85	7.23	12.50				7.20	81.97	183.81
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
As on 31.3.22														0.00
TOTAL														
As on 31.3.17**	26.21	69.89	143.44	110.75	57.00	93.44	65.90	56.57	87.63	50.04	65.33	150.26	89.37	1065.83
As on 31.3.18	31.57	51.00	239.00	131.09	84.00	134.00	94.83	74.50	98.00	63.00	79.00	253.20	118.00	1451.19
As on 31.3.19	31.57	51.00	239.00	131.09	91.00	134.00	111.46	78.60	98.00	63.40	79.00	267.10	138.87	1514.09
As on 31.3.20	31.57	51.00	249.00	134.18	91.00	135.00	111.46	78.60	104.73	63.40	79.00	267.10	138.87	1534.91
As on 31.3.21	31.57	51.00	249.00	134.18	91.00	135.00	111.46	78.60	104.73	63.40	79.00	267.10	138.87	1534.91
As on 31.3.22	31.57	51.00	249.00	134.18	91.00	135.00	111.46	78.60	104.73	63.40	79.00	267.10	138.87	1534.91

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

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

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

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

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

Source : Port Division, M/o Ports, Shipping and Waterways.

Annexure- VI							
Capacity of (Non-Major Ports) Maritime Boards/States as on 31st March							
(Million Tonnes)							
S.No.	States	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22(P)
1	Gujarat	501.00	523.00	542.00	542.81	544.62	544.62
2	Maharastra	85.80	100.90	102.40	125.00	125.00	125.00
3	Tamil Nadu	1.17	1.10	2.15	26.15	25.05	25.05
4	Goa	0.12	0.07	0.02	9.00	9.00	9.00
5	Kerela	0.01	0.01	0.55	0.55	1.07	1.07
6	Karnatka	0.71	0.68	17.80	5.00	5.00	5.00
7	Andhra Pradesh	154.40	178.00	178.00	193.40	193.40	193.40
8	Odisha	27.50	34.50	47.50	65.00	70.00	70.00
9	Puducherry	14.90	14.90	16.90	16.96	16.96	16.96
10	Andaman & Nicobar Islands	3.00	3.00	3.00	4.11	4.11	4.11
	Total	788.61	856.16	910.32	987.98	994.21	994.21

Source: States/State Maritime Boards

P:- Provisional