

# **भारत के पत्तन क्षेत्र का अद्यतन**

## **UPDATE ON INDIAN PORT SECTOR**

**(30.09.2022)**



**भारत सरकार**  
**GOVERNMENT OF INDIA**  
**परिवहन अनुसंधान प्रभाग**  
**TRANSPORT RESEARCH WING**  
**पत्तन, पोत परिवहन और जलमार्ग मंत्रालय**  
**MINISTRY OF PORT, SHIPPING & WATERWAYS**  
**नई दिल्ली**  
**NEW DELHI**



## PREFACE

Transport Research Wing in the Ministry of Ports, Shipping & Waterways has been bringing out the biannual publication “*Update on Indian Port Sector*”. The present issue of the publication *Update on Indian Port Sector* (Up to September, 2022), is the 40<sup>th</sup> in the series.

The current issue includes the information on the performance of Major and Non-Major Ports for the period up to end of September, 2022. The list of private sector/captive/joint sector port projects under implementation/consideration at Major Ports and Non-Major Ports have also been included.

I would also take this opportunity to acknowledge the cooperation extended by the concerned source authorities i.e. Major Ports and State Maritime Boards for their contribution in improving and completing this issue. Suggestions from the users of the information are welcome to enable further improvement in the quality and coverage of this publication in future.

(Sudhansh Pant)

New Delhi  
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**UPDATE ON INDIAN PORT SECTOR**

**(UP TO 30.09.2022)**

**C O N T E N T S**

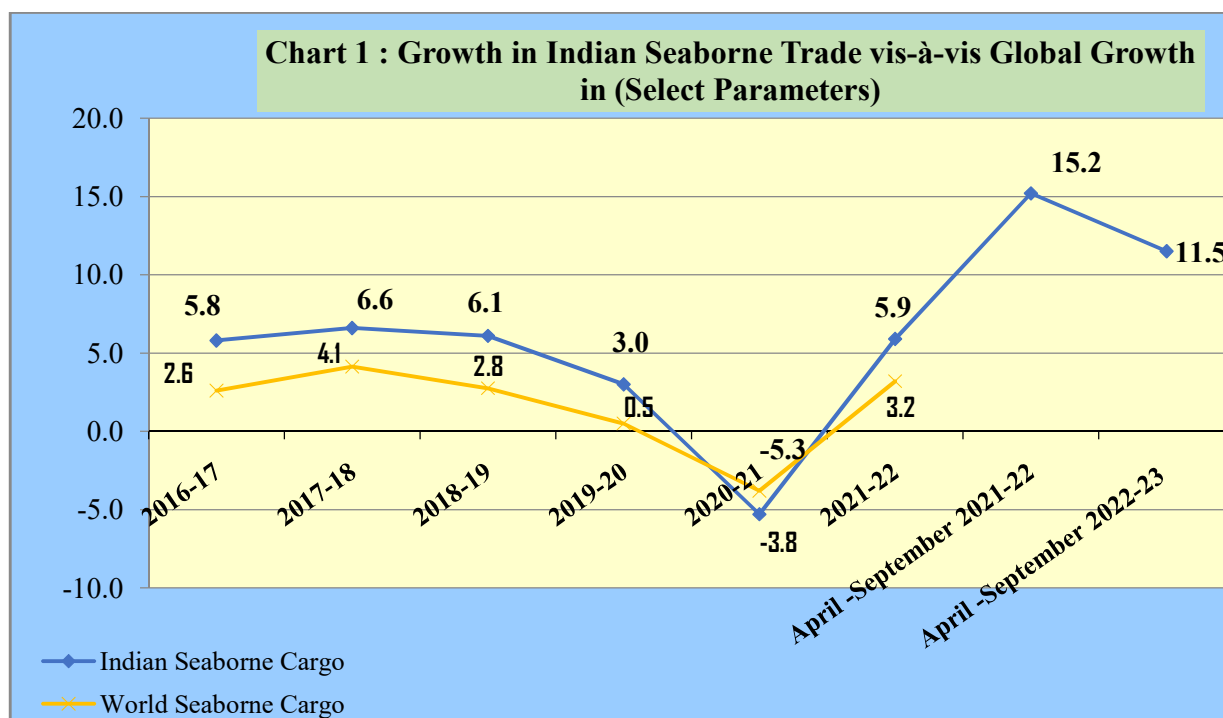
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## 1. RECENT TRENDS IN CARGO TRAFFIC

### 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 of 2022-23 is given in **Chart I** below.



Source:- Review of Maritime Transport 2022 ( Publication by United Nations)

### 1.2 Cargo Traffic at Indian Ports

1.2.1 During April-September, 2022-23, Major and Non-major Ports in India have accomplished a total Cargo throughput of 710.04 million tonnes reflecting an increase of 11.5% over the corresponding period of the previous year 2021-22 (Table 1a). During first six months (April-September, 2022-23) cargo handled at Major & Non Major ports registered growth of 10.6% and 12.7% respectively. The share of Non Major Port in the total traffic handled at Indian Port increased from 45.4% in 2021-22 to 45.9% in the first half of financial year 2022-23. Trend in traffic handled at Major and Non-major Ports is given below in **Table 1(a)**.

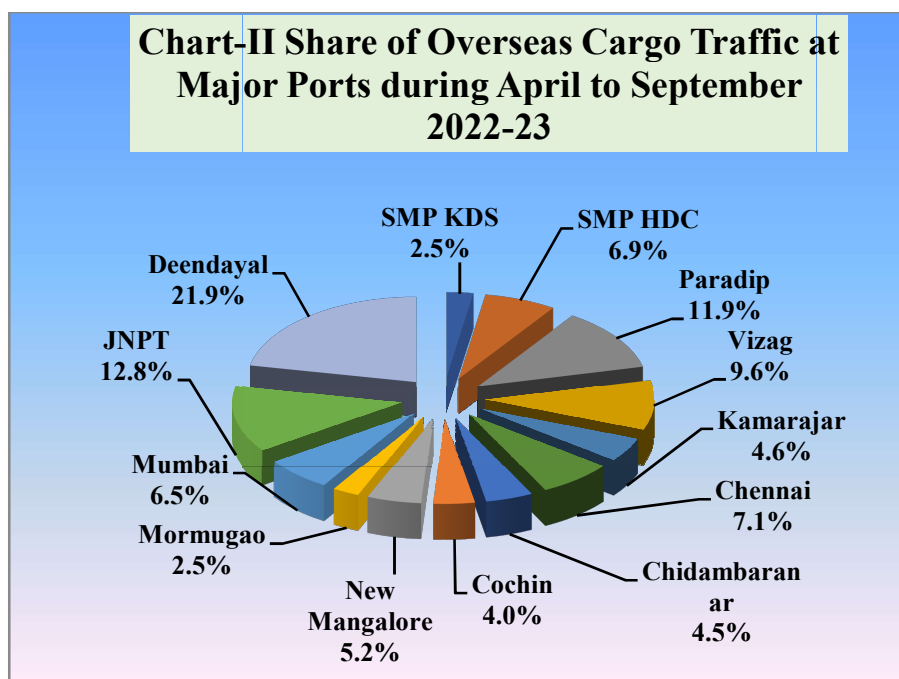
<b>Table 1 (a)- Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Major Ports	679.47	699.17	704.92	672.68	720.07	347.55	384.27
	(4.8)	(2.9)	(0.8)	-(4.6)	(7.0)	(16.4)	(10.6)
Non-Major Ports	529.09	582.61	615.00	577.19	603.76	289.11	325.76
	(9.0)	(10.1)	(5.6)	-(6.1)	(4.6)	(13.7)	(12.7)
All Ports	1208.56	1281.78	1319.92	1249.87	1323.82	636.66	710.04
	(6.6)	(6.1)	(3.0)	-(5.3)	(5.9)	(15.2)	(11.5)
Figures in bracket represents percentage change over the previous year/period.							
P- Provisional							

## Overseas and Coastal Cargo traffic handled at Indian Ports during (April-September) 2021-22&2022-23

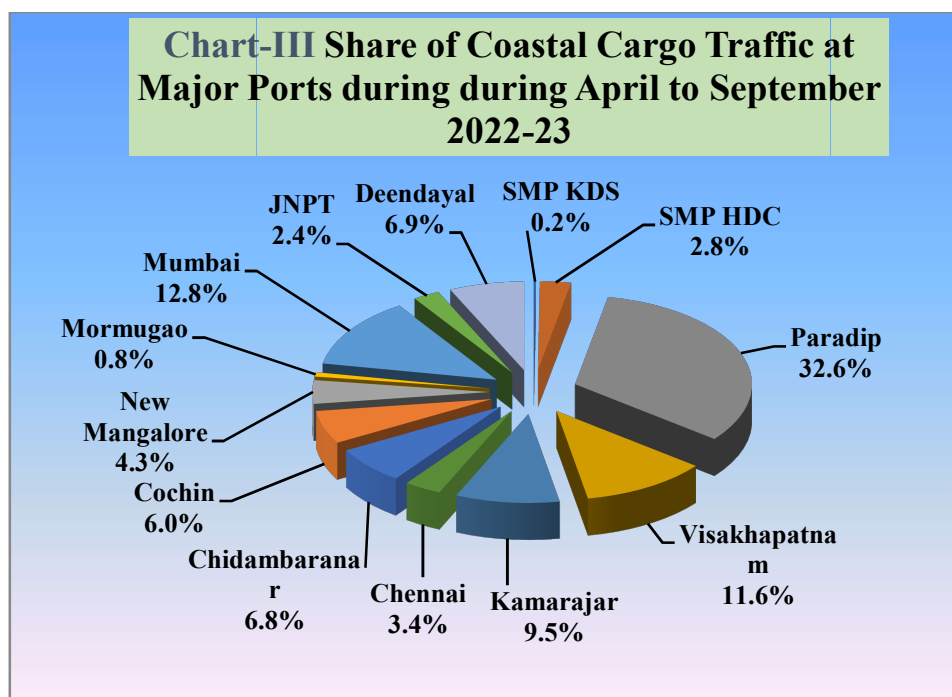
1.2.2 The overseas cargo handled at Indian Ports increased by 7.8% during April-September, 2022-23 as compared to corresponding period of 2021-22 (Table 1b). Coastal cargo handled at Indian Ports also increased by 28.0% during the same period. The overseas cargo handled at Major Ports increased by 11.3% from 266.82 million tonnes during April-September, 2021-22 to 297.05 million tonnes handled during April to September 2022-23. The Coastal Cargo handled at Major port also increased by 8.0% from 80.74 million tonnes during April-September, 2021-22 to 87.23 million tonnes handled during April-September 2022-23. The overseas cargo handled at Non-Major Ports during April to September 2022-23 increased by 4.1% to 263.09 million tonnes from 252.71 million tonnes during April – September 2021-22. The coastal cargo handled at Non-Major Ports during first six months (April- September) of 2022-23 also increased by 72.2% to 62.67 million tonnes from 36.40 million tonnes handled during the same period in 2021-22. The overseas-coastal cargo traffic handled at Indian Ports during April-September of 2022-23 and April-September 2021-22 is presented in **Table-1(b)**.

<b>Table 1(b)- Overseas - Coastal Cargo Traffic handled at Indian Ports during 2022-23</b> (Million Tonnes)						
Major/Non-Major	April-September					
	2021-22			2022-23(P)		
	Overseas	Coastal	Total	Overseas	Coastal	Total
Major Ports	266.82	80.74	347.56	297.05	87.23	384.28
	(15.2)	(20.5)	(16.4)	(11.3)	(8.0)	(10.6)
Non-Major Ports	252.71	36.40	289.11	263.09	62.67	325.76
	(13.8)	(13.1)	(13.7)	(4.1)	(72.2)	(12.7)
All Ports	519.53	117.13	636.66	560.14	149.90	710.04
	(14.5)	(18.1)	(15.2)	(7.8)	(28.0)	(11.5)
Figures in bracket represents percentage change over the previous year/period.						
P- Provisional						

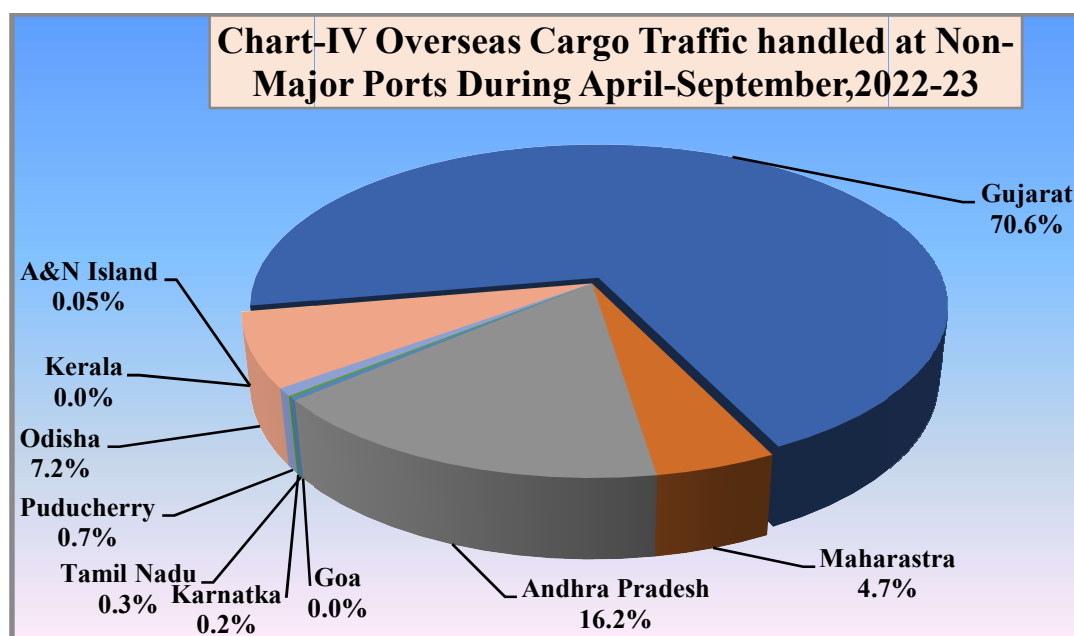
1.2.3 **Major Ports:** Among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 64.92 million tonnes with a share of 21.9% followed by JNPA (12.8%), Paradip Port (11.9%), Vishakhapatnam Port (9.6%), Chennai Port (7.1%), SMP Haldia Dock (6.9%), Mumbai Port (6.5%), New Mangalore Port (5.2%), Kamarajar Port (4.6%), V.O. Chidambaranar Port (4.5%), Cochin Port (4.0%), Mormugao Port (2.5%) and SMP Kolkata Dock (2.5%) during April-September, 2022-23 (Chart II below).



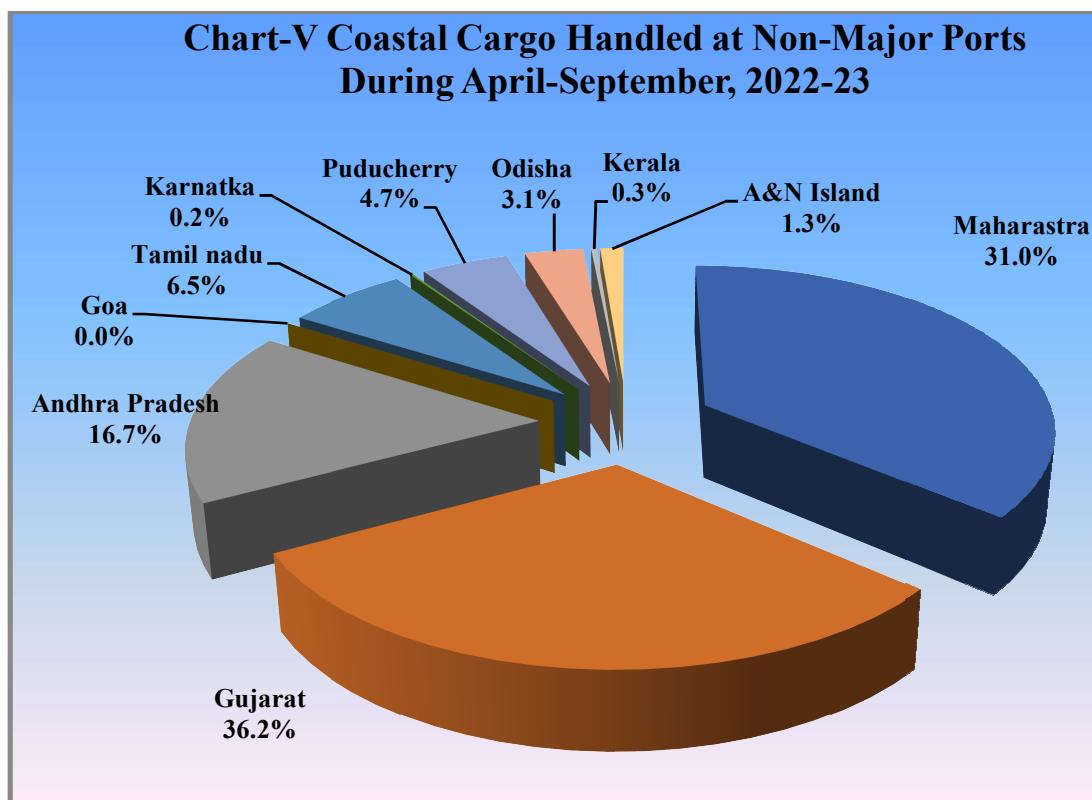
1.2.4 Among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 28.42 million tonnes with a share of 32.6% followed by Mumbai Port (12.8%), Visakhapatnam Port (11.6%), Kamarajar Port (9.5%), Deendayal Port (6.9%), V.O. Chidambaranar Port (6.8%), Cochin Port (6.0%), New Mangalore Port (4.3%), Chennai Port (3.4%), Haldia Dock (2.8%), JNPA (2.4%), Mormugao Port (0.8%) and Kolkata Dock (0.2%) during April-September, 2022-23 (Chart III below).



**1.2.5 Non Major Ports:** Among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum overseas cargo of 185.72 million tonnes with a share of 70.6% followed by Andhra Pradesh Maritime Board (APMB) (16.2%), Directorate of Ports Odisha (7.2%), Maharashtra Maritime Board (MMB) (4.7%), Puducherry (0.7%), Tamil Nadu Maritime Board (TNMB) (0.3%), Karnataka (0.2%) and Andaman & Nicobar Islands (0.05%) during April to September, 2022-23(Chart IV below).



1.2.6 Amongst the Non-Major Ports, GMB handled the maximum Coastal Cargo of 22.70 million tonnes with a share of 36.2% followed by MMB (31.0%), Andhra Pradesh Maritime Board (APMB) (16.7%), Tamil Nadu Maritime Board (6.5%), Puducherry (4.7%), Directorate of Ports, Odisha (3.1%), A&N Islands (1.3%), Kerala Maritime Board (KMB) (0.3%) and Directorate of Ports Karnataka (0.2%) during April to September, 2022-23(**Chart V below**).



### 1.3 Cargo Traffic at Major Ports

1.3.1 Cargo traffic at India's 12 major ports during April-September, 2022-23 was 384.28 million tonnes registering a growth of 10.6% over the previous year.

1.3.2 During first six month ( April- September ) 2022-23, Kamarajar Port recorded highest growth in traffic 16.4% followed by Visakhapatnam (15.4%), Paradip (13.4%), SMP Haldia (12.7%), Deendayal (12.5%), V.O. Chidambaranar(10.1%), SMP Kolkata Dock (10.0%), Mumbai (9.2%), JNPA (8.9%), New Mangalore Port (7.0%), Cochin Port (6.0%) and Chennai Port (4.6%).The only Major port which recorded **negative growth** in traffic during first half of 2022-23 was Mormugao(12.3%).

<b>Table 2 : Cargo Traffic Handled at Major Ports</b>								
Ports	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September		% change April- September - 2022-23 w.r.t to 2021-22
						2021- 22	2022- 23 (P)	
						7	8	9
1	2	3	4	5	6	7	8	9
SMP Kolkata	57891	63763	63983	61368	58175	27245	30528	12.1
SMP Kolkata DS	17390	18551	17303	15900	15298	6983	7683	10.0
SMP Haldia DC	40501	45212	46680	45468	42877	20262	22845	12.7
Paradip	102028	109302	112689	114549	116134	56161	63697	13.4
Visakhapatnam	63537	65301	72722	69843	69030	33407	38547	15.4
Kamarajar	30446	34498	31746	25889	38742	18980	22095	16.4
Chennai	51881	53012	46758	43553	48564	23091	24162	4.6
Chidambaranar	36583	34342	36076	31790	34119	17552	19318	10.1
Cochin	29143	32021	34038	31503	34551	16046	17006	6.0
New Mangalore	42059	42508	39145	36500	39296	17860	19109	7.0
Mormugao	26897	17683	16017	21988	18456	9386	8234	-12.3
Mumbai	62902	60634	60696	53324	59891	27943	30514	9.2
JNPA	66004	70706	68449	64809	75996	36881	40173	8.9
Deendayal	110099	115401	122606	117566	127100	62998	70894	12.5
<b>All Ports</b>	<b>679470</b>	<b>699171</b>	<b>704925</b>	<b>672682</b>	<b>720054</b>	<b>347549</b>	<b>384277</b>	<b>10.6</b>
Source: Major Port, (P): Provisional								

1.3.3 Amongst the Major Ports, Deendayal (Kandla) Port handled the maximum cargo traffic of 70.89 million tonnes with a share of 18.4% in total cargo handled at major ports during April-September, 2022-23 followed by Paradip Port (16.6%), JNPA (10.5%), Visakhapatnam Port (10.0%), Mumbai Port (7.9%), Chennai Port (6.3%), Haldia Dock Complex (5.9%), Kamarajar Port (5.7%), New Mangalore Port (5.0%), V.O. Chidambaranar Port (5.0%), Cochin Port (4.4%), Mormugao Port (2.1%) and Kolkata Dock System (2.0%) (**Table 2**).

### Commodity-wise growth of cargo traffic at Major Ports

1.3.4 At broad commodity level, during April-September, 2022-23, Food Grain posted highest growth rate of 109.8% followed by Thermal Coal (27.0%), Other Cargo (18.4%), POL (13.1%), Coking coal (12.8%), Container (2.6%) and Fertilizer Finished (1.7%) as compared to same period of 2021-22. Iron Ore recorded the highest negative growth of 27.5% during April-September, 2022-23 followed by FRM (Dry) (0.6%) as compared to corresponding period of previous year.

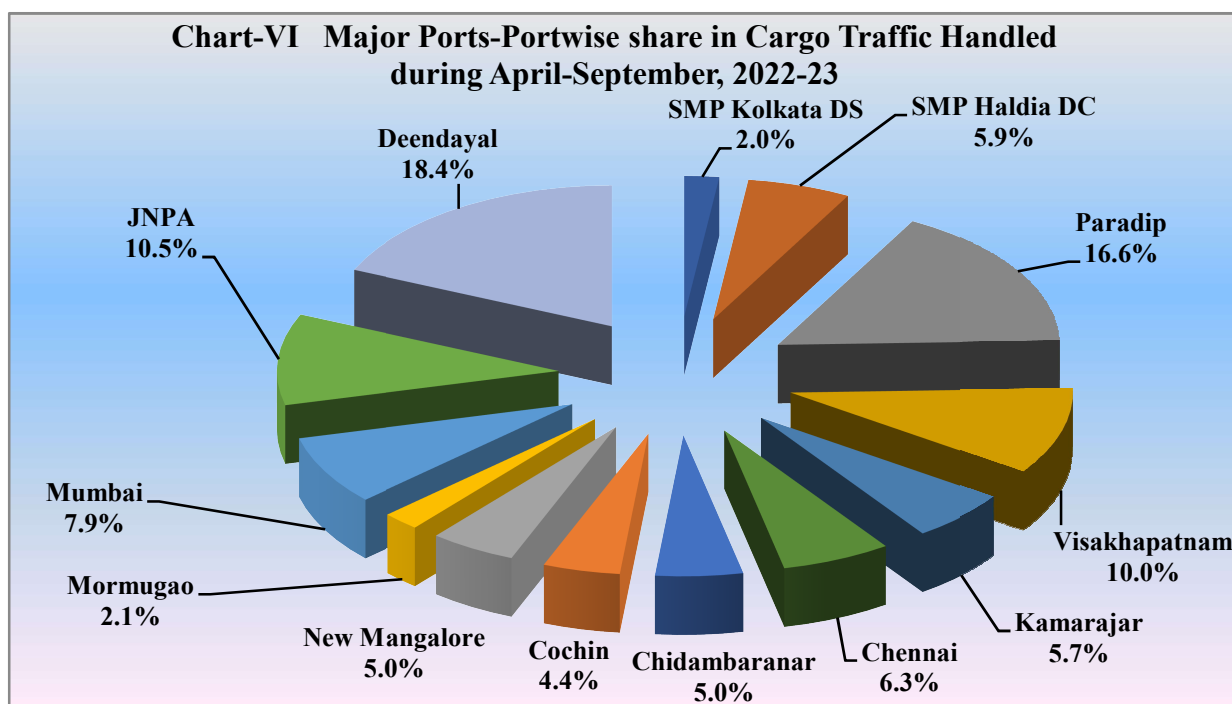
**Table 3** gives the details of Commodity wise cargo traffic handled at Major Port from financial year 2017-18 to first half of the year 2022-23.

<b>Table 3 : Commodity wise Cargo Traffic Handled at Major Ports</b>								(000' Tonnes)
Commodities	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September		% change April- September - 2022-23 w.r.t to 2021-22
						2021-22	2022-23 (P)	
1	2	3	4	5	6	7	8	9
POL	213261	220940	221634	191063	202748	95887	108448	13.1
Iron Ore	41170	38814	55681	64330	51320	27558	19988	-27.5
Fertiliser	15052	15414	16154	17947	16091	7592	7629	0.5
1. Finished	7523	8428	9555	10381	7493	3603	3663	1.7
2. Raw(Dry)	7529	6986	6599	7566	8598	3990	3967	-0.6
Coal	126725	137481	118879	102928	117375	59469	73119	23.0
1. Thermal Coal	87145	99600	78771	68881	84370	42429	53896	27.0
2. Coking Coal	39580	37881	40109	34047	33006	17040	19223	12.8
Food Grain	2396	798	406	1555	7129	2304	4835	109.8
Container(Tonnes)	133726	145522	146861	143710	166907	81942	84084	2.6
Others	147140	140202	145310	151149	158485	72798	86173	18.4
<b>Total</b>	<b>679470</b>	<b>699171</b>	<b>704925</b>	<b>672682</b>	<b>720054</b>	<b>347549</b>	<b>384277</b>	<b>10.6</b>
* 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								

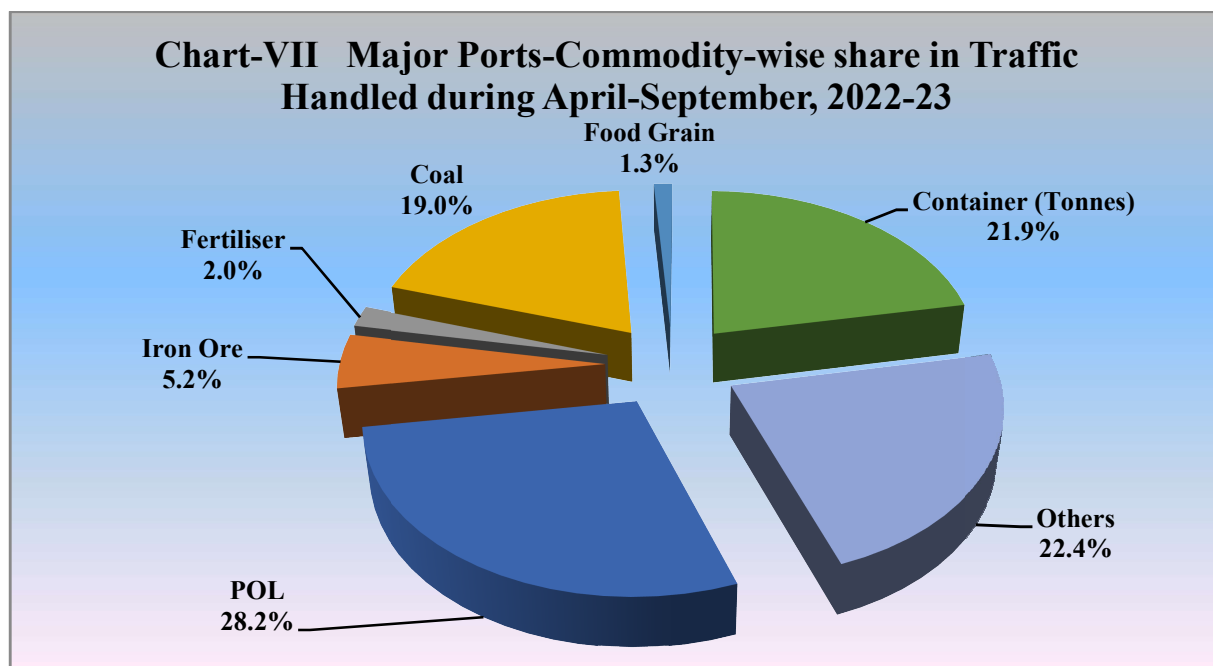
1.3.5 In terms of composition of cargo traffic handled during April-September, 2022-23 at Major Ports, the largest commodity group (with share in percent in total cargo handled) was POL (28.2%), Others cargo (22.4%), Container traffic (21.9%), Thermal Coal (14.0%), Iron ore (5.2%), Coking Coal (5.0%), Fertilizer & FRM (2.0%) and Food Grain (1.3%).

1.3.6 The Port-wise and Commodity-wise shares in total cargo traffic during April-September, 2022-23 are depicted in the **Charts VI and VII** respectively.

**Chart-VI: Port-wise share in Cargo Traffic Handled during April-September, 2022-23**



**Chart-VII: Commodity composition of Cargo Traffic Handled April-September, 2022-23**



1.3.7 The Port-wise & commodity-wise traffic handled at Major Ports from 2020-21 to 2021-22 and April to September of 2021-22 and 2022-23 is given at **Annexure-I** and port wise commodity wise traffic handled in Overseas and Coastal during first half of 2021-22 & 2022-23 is given at **Annexure-III**.



## Container Traffic

1.3.8 Container traffic (tonnes), which reflects largely trade in manufactures and components increased by 2.6% from 81.84 million tonnes during April-September, 2021-22 to 84.08 million tonnes handled during April - September 2022-23. In terms of Twenty Foot Equivalent Units (TEUs), containers handled increased by 3.8% from 5.48 million tonnes during April-September, 2021-22 to 5.68 million tonnes during April-September 2022-23.

1.3.9 Amongst the major ports, Kamarajar Port recorded highest growth in container traffic (in Tonnes) of 30.0% followed by JNPA (10.6%), Mumbai Port (0.7%) and Cochin Port (0.3%). Major Ports which witnessed highest fall in container traffic were Mormugao Port (89.2%) followed by SMP Haldia Dock Complex (43.1%), Paradip (15.9%), Vishakhapatnam Port (8.0%), Chennai Port (7.0%), Deendayal Port (4.8%), NMPA (1.7%), SMP Kolkata Dock System (1.3%) and V.O.Chidambaranar Port (0.7%). JNPA continues to be the leading container handling port in the country with a share of 43.3% in terms of tonnage and 52.1% in terms of TEUs in the total container traffic at major ports during April-September, 2022-23 followed by Chennai Port (16.8%), V.O. Chidambaranar Port (9.3%), Kamarajar (6.9%), Cochin Port (5.9%),SMP Kolkata Dockyard System (5.1%), Visakhapatnam Port (4.8%), Deendayal Port (4.8%), New Mangalore (1.5%) and SMP Haldia (1.3%) in term of tonnes during April-September, 2022-23 (Table 4).

<b>Table 4: Container Traffic at Major Ports (in thousand tonnes/TEUs)</b>										
<b>PORT</b>	<b>2020-21</b>		<b>2021-22 (P)</b>		<b>April-September</b>				<b>% change April-September - 2022-23 w.r.t to 2021-22</b>	
					<b>2021-22(P)</b>		<b>2022-23 (P)</b>			
	<b>Tn</b>	<b>TEU</b>	<b>Tn</b>	<b>TEU</b>	<b>Tn</b>	<b>TEU</b>	<b>Tn</b>	<b>TEU</b>	<b>Tn</b>	<b>TEU</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>
SMP Kolkatta DS	8237	538	8441	570	4324	290	4268	291	-1.3	0.3
SMP Haldia DC	2927	149	3353	165	1871	91	1065	54	-43.1	-40.6
Paradip	279	16	185	10	105	5	88	6	-15.9	14.9
Visakhapatnam	8178	481	8583	512	4400	256	4048	262	-8.0	2.3
Chennai	26768	1387	30925	1602	15194	787	14131	732	-7.0	-7.0
Kamarajar	3871	198	9269	481	4490	233	5837	303	30.0	30.1
Chidambanar	15023	762	15429	781	7850	402	7799	390	-0.7	-3.0
Cochin	9550	690	10278	736	4983	358	5000	347	0.3	-2.9
New Mangalore	2291	150	2310	152	1252	82	1230	88	-1.7	7.4
Mormugao	307	22	184	14	148	11	16	2	-89.2	-84.5
JNPT	57746	4677	69092	5684	32969	2703	36448	2960	10.6	9.5
Mumbai	255	25	238	22	122	11	123	0	0.7	-97.2
Deendayal	8279	515	8620	493	4235	245	4032	246	-4.8	0.6
<b>All Ports</b>	<b>143710</b>	<b>9610</b>	<b>166907</b>	<b>11223</b>	<b>81942</b>	<b>5475</b>	<b>84084</b>	<b>5682</b>	<b>2.6</b>	<b>3.8</b>
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 45.9% of total maritime cargo traffic of the country during April-September, 2022-23.

1.4.2 The following table (**Table 5**) presents maritime State-wise share and growth of traffic handled at Non-Major Ports from 2017-18 and onwards.

Table 5 : Cargo Traffic Handled by Non-Major Ports by Maritime States/UTs									
(000'Tonnes)									
Maritime State/UT	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September		% Change over previous year	
						2021-22	2022-23 (P)	2021-22	2022-23(P)
Gujarat	370769	399197	411791	387572	405391	198017	208424	14.9	5.3
	(70.1)	(68.5)	(67.0)	(67.1)	(67.1)	(68.5)	(64.0)		
Maharashtra	37906	45786	43661	39844	52474	14244	31848	-0.2	123.6
	(7.2)	(7.9)	(7.1)	(6.9)	(8.7)	(4.9)	(9.8)		
Andhra Pradesh	86285	103334	99905	89637	87996	47700	53107	13.9	11.3
	(16.3)	(17.7)	(16.2)	(15.5)	(14.6)	(16.5)	(16.3)		
Goa	72	15	8	35	27	10	2	168.6	-82.0
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
Tamil Nadu	1103	960	11370	7407	7842	3581	4883	586.6	36.3
	(0.2)	(0.2)	(1.8)	(1.3)	(1.3)	(1.2)	(1.5)		
Karnataka	681	1044	935	785	787	257	532	-19.8	107.0
	(0.1)	(0.2)	(0.2)	(0.1)	(0.1)	(0.1)	(0.2)		
A&N	1418	1495	1851	1433	1535	625	914	-2.4	46.3
	(0.3)	(0.3)	(0.3)	(0.2)	(0.3)	(0.2)	(0.3)		
Odisha	22595	22186	35269	43033	41543	21971	20979	10.3	-4.5
	(4.3)	(3.8)	(5.7)	(7.5)	(6.9)	(7.6)	(6.4)		
Kerala	139	222	156	113	320	44	180	33.1	309.5
	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)	(0.0)	(0.1)		
Puducherry	8121	8370	10101	7330	5839.3	2527	4896	-42.9	93.7
	(1.5)	(1.4)	(1.6)	(1.3)	(1.0)	(0.9)	(1.5)		
Lakshadweep	-	-	-	116	184	130	-	-	-
				(0.0)	(0.0)	(0.0)	-	-	-
All Non-Major States/Uts	529089	582609	615046	577303	603939	289106	325765	13.7	12.7
	(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) 2022-23 increased by 12.7% from 289.12 million tonnes during April-September, 2021-22 to 325.77 million tonnes during April - September 2022-23. Gujarat accounted for 64.0% of the traffic handled by the non-major ports followed by Andhra Pradesh (16.3%), Maharashtra (9.8%) and Odisha (6.4%). Four maritime States, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 96.5% of the total cargo traffic handled by the non-major

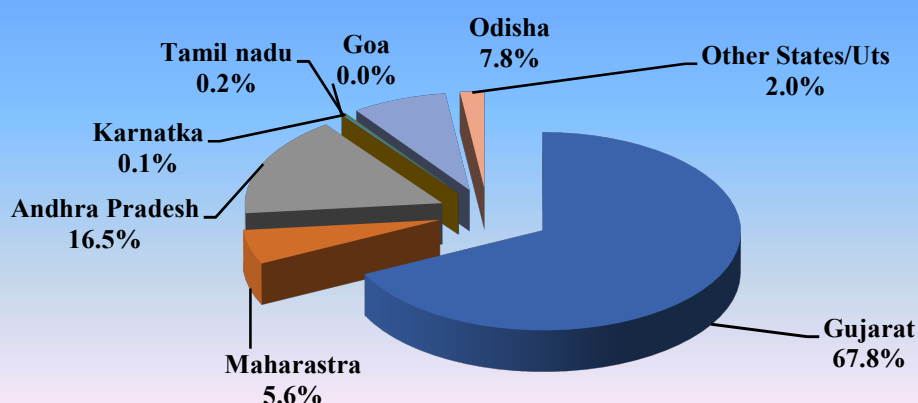
ports during April–September 2022-23. Kerala recorded highest growth of 309.5% during April - September, 2022-23 as compared to the same period of the previous year followed by Maharashtra (123.6%), Karnataka (107.0%), Puducherry (93.7%), Andaman and Nicobar Islands (46.3%), Tamil Nadu (36.3%), Andhra Pradesh (11.3%) and Gujarat (5.3%). Maritime Boards/States/UTs which recorded **negative growth** in traffic during April to September, 2022-23 were Goa (82.0%) and Odisha (4.5%).

1.4.4 **Table 6** below gives the details of commodity-wise traffic handled at Non-Major Ports from April–September, 2022-23. The table shows that the two commodities, viz. POL and Coal accounted for three-fifth of the total cargo handled at the non-major ports during April – September, 2022-23.

Table 6: Commodity-wise Cargo Traffic Handled by Non-Major Ports									
(000'Tonnes)									
Commodity	2017-18	2018-19	2019-20	2020-21	2021-22(P)	April-September		% Change over previous year	
						2021-22	2022-23(P)	2021-22	2022-23(P)
POL*	193422	191749	197156	157628	194397	95638	90802	10.3	-5.1
	(36.6)	(32.9)	(32.1)	(27.3)	(32.2)	(33.1)	(27.9)		
Iron Ore**	36596	44823	39968	42989	40069	19333	21790	-1.3	12.7
	(6.9)	(7.7)	(6.5)	(7.4)	(6.6)	(6.7)	(6.7)		
Building Material\$	15588	16162	15003	13885	15272	6069	5609	22.7	-7.6
	(2.9)	(2.8)	(2.4)	(2.4)	(2.5)	(2.1)	(1.7)		
Coal@	146684	171096	178525	153841	138250	66907	99802	2.6	49.2
	(27.7)	(29.4)	(29.0)	(26.6)	(22.9)	(23.1)	(30.6)		
Fertilizer & FRM#	11714	16224	15959	13413	17297	7191	7680	-23.4	6.8
	(2.2)	(2.8)	(2.6)	(2.3)	(2.9)	(2.5)	(2.4)		
Others	125085	142555	168434	195548	198653	93968	100081	37.4	6.5
	(23.6)	(24.5)	(27.4)	(33.9)	(32.9)	(32.5)	(30.7)		
All	529089	582609	615046	577303	603939	289106	325765	13.7	12.7
	(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 Iron ore fines and Pellets									
\$ includes Building Materials and Cement/Clinker @ includes Thermal Coal, Coking coal, other coal and Pet coal									
# includes Fertilisers, FRM-Liquid, FRM-Dry and Rock Phosphate									
Source: BPS and Non Major Ports/State Maritime Boards (P); Provisional									

1.4.5 The Maritime Boards/States/UTswise share in total traffic handled during April-September, 2022-23 is depicted in the pie **Chart VIII**.

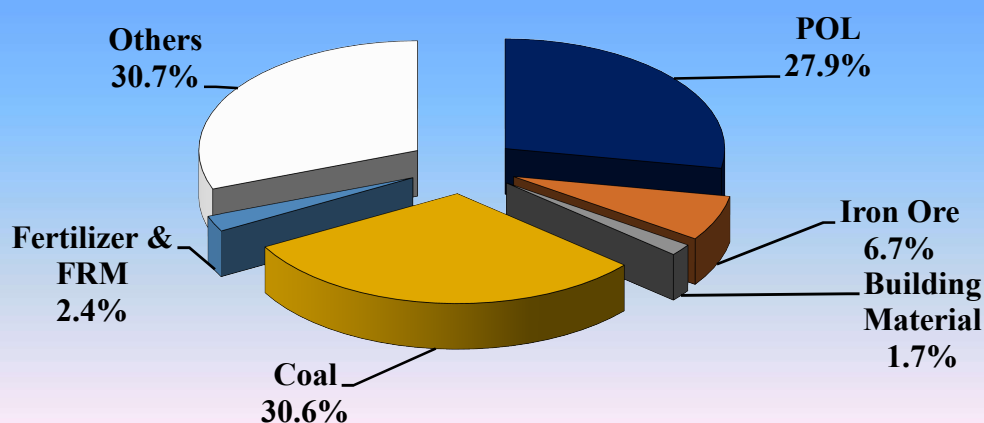
**Chart VIII : Non-Major Ports-share of Maritime States/UTs in Cargo Traffic Handled during April-September, 2022-23**



1.4.6 The percentage share of Other Cargo is maximum (30.7%) followed by Coal (30.6%), POL (27.9%), Iron Ore(6.7%), Fertilizer & FRM (2.4%) and Building Materials (1.7%) during April-September, 2022-23. Coal registered the highest growth of 49.2% during April-September, 2022-23 as compared to same period of the previous year followed by Iron Ore (12.7%), Fertilizer & FRM (6.8%) and other commodities (6.5%). Building Material recorded the negative growth rate of 7.6% followed by POL (5.1%) during April-September, 2022-23.

1.4.7 The Commodity-wise composition of traffic handled at Non-Major Port during April-September, 2022-23 is depicted in the pie **Chart IX**.

**Chart IX: Non-Major Ports-Commodity Composition of Traffic Handled during April-September, 2022-23**



1.4.8 Maritime State-wise & commodity-wise cargo traffic handled at Non-Major Ports from 2020-21 to 2021-22 and April to September of 2021-22 and 2022-23 is given at **Annexure-II** and Port-wise/Commodity-wise Overseas & Coastal traffic handled during April to September, 2021-22 and April-September, 2022-23 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 multimodal nature. India has a coast-line of over 7517 Kms with 12 major ports and 217 notified non-major (minor/intermediate) ports along the coast-line and sea-islands. These 217 Non-major ports are located in Gujarat (48), Maharashtra (48), Goa (5), Daman & Diu (2), Karnataka (13), Kerala (17), Lakshadweep (10), Tamil Nadu (17), Puducherry (3), Andhra Pradesh (15), Odisha (14), West Bengal (1) and Andaman & Nicobar Island (24). Out of these 217 Non-major ports, only some ports are well developed and provide all-weather berthing facilities for cargo handling. Only 68 Non-major Ports are cargo handling Ports. The Maritime Ports operate within the statutory framework of the Indian Ports Act 1908 which applies to all the ports. However, the Major Ports Act 2021 applies only to Major Ports. Each Major Port is administered by a 'Port Authority' except for the port of Kamarajar (Ennore) which is a corporatized entity.

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). 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 & Nicobar Administration, Daman & Diu and Lakshadweep are its members. The deliberations and decisions of the MSDC provide the institutional framework for coordinated development of Major and Non- Major ports. So far seventeen meetings of MSDC have been held. The 18<sup>th</sup> meeting of MSDC was held on 24.06.2021 at New Delhi under the chairmanship of Hon'ble Minister of State for Shipping (Independent Charge) with Ministers and officials from various Maritime States and Government of India. In the meeting 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 325.77 million tonnes of traffic during first six months of the financial year 2022-23 as compared to 289.11 million tonnes of cargo handled in the same period of 2021-22 recording a growth of 12.7%.

### 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 Minor Ports**



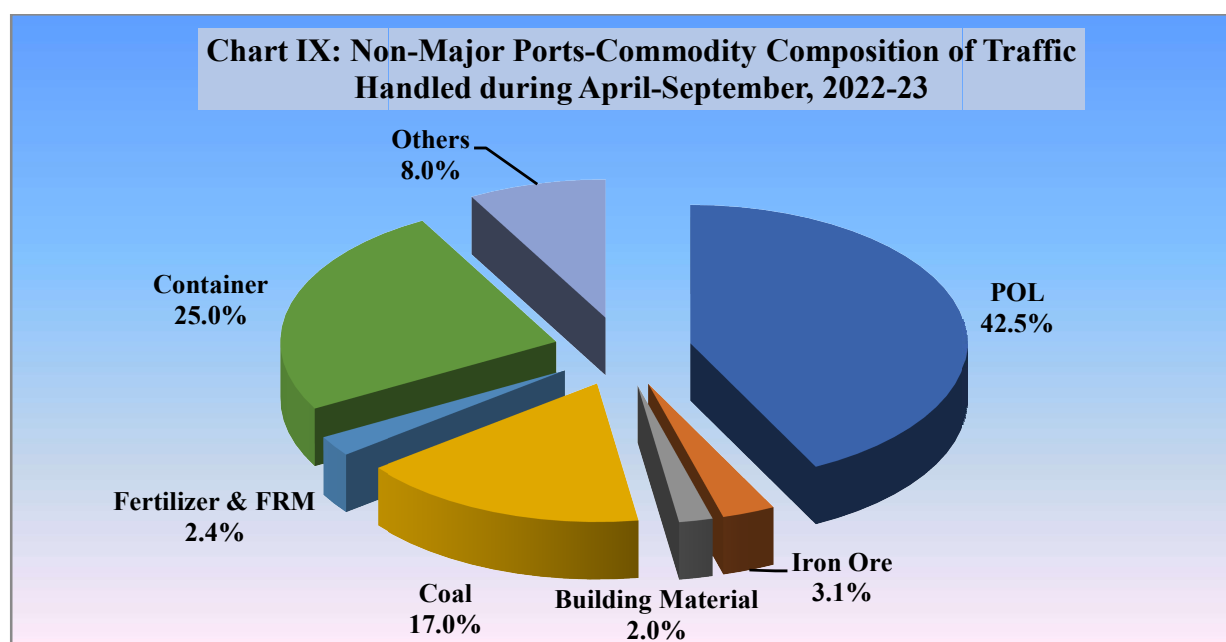
Source :[https://gmbports.org/assets/downloads/35\\_administrative\\_report\\_2016\\_17\\_eng.pdf](https://gmbports.org/assets/downloads/35_administrative_report_2016_17_eng.pdf)

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

<b>Table 7 - Gujarat: Trends in Cargo Handled at Major &amp; Non-Major Ports</b>							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	<b>(Million Tonnes)</b>	
						<b>April-September</b>	
						<b>2021-22</b>	<b>2022-23(P)</b>
Major Ports	110.10	115.40	122.61	117.57	127.1	63.00	70.89
	(4.4)	(4.8)	(6.2)	-(4.1)	(8.1)	(18.0)	(12.5)
Non-Major Ports	370.77	399.20	411.79	387.57	405.39	198.02	208.42
	(7.2)	(7.7)	(3.1)	-(6.2)	(4.4)	(14.9)	(5.3)
All Ports	480.87	514.60	534.40	505.14	532.49	261.02	279.32
	(2.7)	(7.0)	(3.8)	-(5.5)	(5.4)	(15.7)	(7.0)
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 39.3% of the total cargo handled by Indian ports during first half of 2022-23. The total cargo traffic handled at the major and non-major ports of Gujarat during April-September, 2022-23 was 279.32 million tonnes as against 261.02 Million tonnes during April-September, 2021-22, reflecting an increase of 7.0%. In particular, non-major ports of Gujarat alone handled around 64.0% of total cargo traffic at India's non-major ports during April-September, 2022-23.

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-September, 2022-23 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 2022-23, total cargo handling capacity in the non- major port sector in Gujarat is 552.00 million tonnes. Gujarat Maritime Board (GMB) is the nodal agency for regulation and development of the State’s maritime activities. In 2017-18, the capacity utilization was 70.9 and increases to 73.4% in 2021-22. During April – September 2022-23 the capacity utilization has reached to 37.8%.

<b>Table 8 - Gujarat: Non Major Ports - Capacity &amp; Utilization</b>						
<b>(Million Tonnes)</b>						
<b>Item</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22(P)</b>	<b>2022-23 (P)</b>
Capacity*	523	542	542.81	544.62	552	552
	(4.4)	(3.6)	(0.1)	(0.3)	(1.4)	(0.0)
Cargo Handled	370.77	399.20	411.79	387.57	405.39	208.42
% Utilization	70.9	73.7	75.6	71.2	73.4	37.8
* Including Lighterage Port Capacity;						
Cargo Handled during 2022-23 is up to September, 2022						
Figures within parenthesis indicate capacity addition in % age during the year						
(P) Provisional						

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

## 2.4.3 MAHARASHTRA

2.4.3.1 The State has a coastline of around 653 km, with 2 major ports viz. Mumbai port and Jawahar Lal Nehru Port and 48 non-major ports. Out of 48 non-major ports only 16 ports handle cargo. Maharashtra Maritime Board (MMB) is the nodal agency for regulation and development of the State’s maritime activities. The total cargo handled during April-September 2022-23 was 102.53 Million tonnes registering a growth of 29.7% over 79.07 Million tonnes recorded in the same period of 2021-22. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 68.9 % while share of Non-major Ports was only 31.1%.



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**.

<b>Table 9 - Maharashtra: Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Major Ports	128.91	131.34	129.15	118.13	135.89	64.82	70.69
	(2.9)	(1.9)	-(1.7)	-(8.5)	(15.0)	(26.1)	(9.0)
Non-Major Ports	37.91	45.79	43.66	39.84	52.47	14.24	31.85
	(8.6)	(20.8)	-(4.6)	-(8.7)	(31.7)	-(0.2)	(123.6)
All Ports	166.81	177.13	172.81	157.98	188.36	79.07	102.53
	(4.1)	(6.2)	-(2.4)	-(8.6)	(19.2)	(20.4)	(29.7)
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 5 non-major ports all of which are riverine ports with an average depth of about 2 meters except Panaji (which is the lone cargo handling non-major port) with a depth of 4 meters. In Goa State, the cargo handled at Non-major Ports was very less compared to Major Port. The percentage share of Major port in the total cargo handled in the Goa state was 99.98%.

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**.

<b>Table 10: Goa : Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (MillionTonnes)							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Major Ports	26.90	17.68	16.02	21.99	18.46	9.39	8.23
	-(18.9)	-(34.3)	-(9.4)	(37.3)	-(16.1)	(9.8)	-(12.3)
Non-Major Ports	0.07	0.02	0.01	0.035	0.027	0.01	0.002
	-(38.5)	-(79.2)	-(33.3)	(250.0)	-(22.9)	(150.0)	-(82.0)
All Ports	26.97	17.70	16.03	22.02	18.48	9.40	8.24
	-(19.0)	-(34.4)	-(9.4)	(37.4)	-(16.1)	(9.8)	-(12.4)
Figures in bracket represent 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 13 non-major ports in Karnataka. Out of 13 non-major ports, 2 ports handled cargo during April-September, 2022-23 in the state which is: Old Mangalore and Karwar port. During April-September, 2022-23, non- major ports in the State

handled 0.53 million tonnes cargo as compare to 0.26 million tonnes handled during corresponding period of 2021-22. The total cargo handled in the Karnataka state was 19.64 million tonnes during April-September, 2022-23 as compared to 18.12 million tonnes during April-September, 2021-22.

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**.

<b>Table 11 - Karnataka: Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Major Ports	42.06	42.51	39.14	36.50	39.30	17.86	19.11
	(5.3)	(1.1)	-(7.9)	-(6.7)	(7.7)	(8.0)	(7.0)
Non-Major Ports	0.68	1.04	0.94	0.79	0.79	0.26	0.53
	-(3.9)	(53.5)	-(10.0)	-(16.5)	(0.3)	-(19.7)	(107.0)
All Ports	42.74	43.55	40.08	37.29	40.08	18.12	19.64
	(5.2)	(1.9)	-(8.0)	-(7.0)	(7.5)	(7.4)	(8.4)
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. In Kerala, the four cargo handling non-major ports are: Vizhinjam, Neendakara, Beypore and Azhikkal. The total cargo handled during April-September, 2022-23 in Kerala state was 17.19 million tonnes as compared to 16.09 million tonnes handled during same period of 2021-22 reflecting a growth of 6.8%.

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**.

<b>Table 12 - Kerala : Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Major Ports	29.14	32.02	34.04	31.50	34.55	16.05	17.01
	(16.5)	(9.9)	(6.3)	-(7.4)	(9.7)	(27.6)	(6.0)
Non-Major Ports	0.14	0.22	0.16	0.11	0.32	0.04	0.18
	-(1.4)	(59.4)	-(27.3)	-(29.4)	(183.2)	(33.3)	(309.5)
All Ports	29.28	32.24	34.20	31.62	34.87	16.09	17.19
	(16.4)	(10.1)	(6.1)	-(7.6)	(10.3)	(27.6)	(6.8)
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 17 non-major ports. Out of 17 non-major ports, only 6 ports handled Cargo are Cuddalore, Nagapattinam, Kudankulam, Ennore, Kattupalli and Thirukkadaiyur. A Port Policy for promoting private investment for the development of minor ports in Tamil Nadu has been formulated. Its main objectives are to provide exclusive port facilities for import of Coal/Naphtha/Oil/Natural Gas for shore based thermal power plants, promote export oriented and port based industries along the coastal districts of Tamil Nadu, encourage ship-repairing, ship-breaking and manufacture of cranes and floating cranes. In addition, leisure tourism and water sports along the coastline are also aimed.

2.4.7.2 During April-September, 2022-23, the non-major ports in Tamil Nadu handled 4.88 million tonnes cargo as compared to 3.58 million tonnes handled during the same period of 2021-22, thereby showing a growth of 36.3%. The total cargo handled by Major and Non-Major ports in Tamil Nadu State has increased to 70.46 million tonnes in 2022-23 from 62.20 million tonnes in 2021-22 reflecting an increase of 13.3%. 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 13**.

<b>Table 13 - Tamil Nadu: Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Major Ports	118.91	121.85	114.58	101.23	121.43	59.62	65.57
	(0.2)	(2.5)	-(6.0)	-(11.6)	(19.9)	(30.5)	(10.0)
Non-Major Ports	1.10	0.96	11.37	7.41	7.84	3.58	4.88
	-(4.3)	-(12.7)	(1080.7)	-(34.9)	(5.9)	(394.4)	(36.3)
All Ports	120.01	122.81	125.95	108.64	129.27	62.20	70.46
	(0.1)	(2.3)	(2.6)	-(13.7)	(19.0)	(34.6)	(13.3)
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 15 non-major ports located at Bhavanapadu, Meghavaram, Bheemunipatnam, Gangavaram, Kakinada SEZ, Kakinada Deep Water, Rawa, Narsapur, Machilipatnam, Kalingapatnam, Nakkapalli,

Ramayapattanam, Nizamapatnam, Vadarevu and Krishnapatnam. Out of 15 non-major Ports; only 5 Ports handled cargo in the State which are: Kakinada Deep Water, Krishnapatnam, Gangavaram, Rawa and Kakinada Anchorage Port.

2.4.8.2 Ports in Andhra Pradesh collectively handled 91.7 million tonnes of cargo during first six months of 2022-23 as compared with 81.10 million tonnes in same period of 2021-22 thus registering an increase of 13.0 % in traffic handled by major and non-major ports of Andhra Pradesh. Non-major ports in Andhra Pradesh have registered an increase of 11.3% in first half of 2022-23 over the same period of 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**.

<b>Table 14 - Andhra Pradesh: Trends in Cargo Handled at Major &amp; Non-Major Ports (Million Tonnes)</b>							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23 (P)
Major Ports	63.54	65.30	72.72	69.84	69.03	33.41	38.55
	(4.1)	(2.8)	(11.4)	-(4.0)	-(1.2)	(2.0)	(15.4)
Non-Major Ports	86.29	103.33	99.85	89.64	88.00	47.70	53.11
	(24.0)	(19.8)	-(3.4)	-(10.2)	-(1.8)	(13.9)	(11.3)
All Ports	149.8	168.6	172.6	159.5	157.0	81.10	91.7
	(14.7)	(12.6)	(2.3)	-(7.6)	-(1.5)	(8.7)	(13.0)
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 20.98 million tonnes of cargo during April-September, 2022-23 as compared to 21.97 million tonnes in April-September, 2021-22 registering a decline of 4.5% in traffic. However, total cargo handled by both the Major and Non-Major Ports of Odisha during April-September, 2022-23 was 84.67 million tonnes compared to 78.13 million tonnes in the corresponding period of 2021-22 registering an increase of 8.4% in traffic. The cargo handled at Major port has registered an increase of 13.4% during April-September, 2022-23 as compared to same period of 2021-22.

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**.

<b>Table 15 - Odisha : Trends in Cargo Handled at Major &amp; Non-Major Ports (Million Tonnes)</b>							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Major Ports	102.03	109.30	112.69	114.55	116.13	56.16	63.69
	(14.7)	(7.1)	(3.1)	(1.6)	(1.4)	(7.8)	(13.4)
Non-Major Ports	22.60	22.19	35.27	43.03	41.54	21.97	20.98
	(0.5)	-(1.8)	(59.0)	(22.0)	-(3.5)	(10.3)	-(4.5)
All Ports	124.62	131.49	147.96	157.58	157.68	78.13	84.67
	(11.8)	(5.5)	(12.5)	(6.5)	(0.1)	(8.5)	(8.4)
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 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**.

<b>Table 16 - West Bengal :Trends in Cargo Handled at Major &amp; Non-Major Ports (Million Tonnes)</b>							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Major Ports	57.89	63.76	63.98	61.37	58.19	27.25	30.53
	(13.6)	(10.1)	(0.3)	-(4.1)	-(5.2)	(6.6)	(12.1)
All Ports	57.89	63.76	63.98	61.37	58.19	27.25	30.53
	(13.6)	(10.1)	(0.3)	-(4.1)	-(5.2)	(6.6)	(12.0)
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.

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**.

<b>Table 17 - Union Territory: Trends in Cargo Handled at A &amp; N Islands Port</b> (Million Tonnes)							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Andaman & Nicobar Islands	1.42	1.50	1.85	1.43	1.54	0.63	0.91
	(11.1)	(5.4)	(23.7)	-(22.6)	(7.2)	-(2.3)	(46.3)
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**.

<b>Table 18 - Union Territories: Trends in Cargo Handled at Non-Major Ports</b> (Million Tonnes )							
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	April-September	
						2021-22	2022-23(P)
Lakshadweep	-	-		0.12	0.18	0.13	
				-	(58.6)		-(100.0)
Puducherry	8.12	8.37	10.10	7.33	5.84	2.53	4.90
	-(10.9)	(3.1)	(20.7)	-(27.4)	-(20.3)	-(42.8)	(93.7)
Figures in bracket represents percentage change over the previous year/period.							
P- Provisional							

### 3. PERFORMANCE INDICATORS

#### 3.1 Capacity Utilization for Major and Non-Major Ports

3.1.1 Over the years, cargo handling capacity of major ports has steadily increased to cater to the growing volume of internal and external trade. The capacity of the ports which was 172.59 million tonnes at the end of 1993-94 increased to 1597.59 million tonnes during 2022-23. The provisional port-wise capacity during 2022-23 and the traffic handled at Major Ports during April to September, 2022-23 are given in **Table 19**.

<b>Table 19 -Major Port-wise Capacity Utilisation during 2022-23</b> (Million Tonnes)				
<b>S.No.</b>	<b>Name of Ports</b>	<b>Capacity</b>	<b>Traffic (up to 30.09.2022) (P)</b>	<b>Capacity Utilisation (%)</b>
1	SMP Kolkata Ports Authority *	92.77	30.53	32.9
2	Paradip Port Authority	289.75	63.70	22.0
3	Visakhapatnam Port Authority	134.18	38.55	28.7
4	Kamarajar Ports Limited	91.00	22.10	24.3
5	Chennai Port Authority	135.00	24.16	17.9
6	V.O.Chidambaranar Authority	111.46	19.32	17.3
7	Cochin Port Authority	78.60	17.01	21.6
8	New Mangalore Port Authority	108.96	19.11	17.5
9	Mormugao Port Authority	63.40	8.23	13.0
10	Mumbai Port Authority	84.00	30.51	36.3
11	Jawaharlal Nehru Port Authority	141.37	40.17	28.4
12	Deendayal Port Authority	267.10	70.89	26.5
<b>All Major Ports</b>		<b>1597.59</b>	<b>384.28</b>	<b>24.1</b>

Note: \*Haldia Dock Complex included

(P): Provisional

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

3.1.2 The above table shows that around 24.1% capacity has been utilized at Major Ports during the first six months of the 2022-23. The highest capacity utilization i.e. 36.3% is achieved at Mumbai Port Authority followed by SMP Kolkata Port Authority (including Haldia Dock Complex) (32.9%), Visakhapatnam Port Authority (28.7%), JN Port Authority (28.4%), Deendayal Port Authority (26.5%), Kamarajar Port (24.3%), Paradip Port Authority (22%), and Cochin Port Authority (21.6%) during April to September 2022-23. The least capacity utilization was at Mormugao Port Authority which was 13% only during April to September, 2022-23.

3.1.3 The **Table 20** below shows that around 32.3% capacity has been utilized at Non-major Ports during April-September, 2022-23. The highest capacity utilization i.e. 37.8% is achieved

at Gujarat Maritime Board (GMB) followed by Odisha (32.3%), Puducherry (27.3%), Maharashtra Maritime Board (MMB) (27.1%), Andhra Pradesh Maritime Board (25.7%), Port Management Board, A&N Islands (22.2%), Tamil Nadu Maritime Board (TNMB) (19.5%), Kerala (16.8%) and Karnataka (10.6%) during April to September 2022-23.

<b>Table 20-Non-Major Port-wise Capacity Utilisation during 2022-23</b>				
<b>(Million Tonnes)</b>				
<b>S.No.</b>	<b>Name of State/State Maritime Board/UTs</b>	<b>Capacity</b>	<b>Traffic (P) (up to 30.09.2022)</b>	<b>Capacity Utilization (%)</b>
1	Gujarat Maritime Board	552.00	208.42	37.8
2	Maharashtra Maritime Board	117.55	31.85	27.1
3	Andhra Pradesh Maritime Board	207.00	53.11	25.7
4	Goa	9.00	0.002	0.0
5	Tamil Nadu Maritime Board	25.05	4.88	19.5
6	Karnataka Maritime Board	5.00	0.53	10.6
7	Puducherry	17.95	4.90	27.3
8	Odisha	65.00	20.98	32.3
9	Kerala Maritime Board	1.07	0.18	16.8
10	Andaman & Nicobar Islands	4.11	0.91	22.2
11	Lakshadweep	5.82	0.00	0.0
<b>All Ports</b>		<b>1009.55</b>	<b>325.77</b>	<b>32.3</b>

Source: Directorate of States/UTs/State Maritime Boards

(P): Provisional

### **3.2 Cargo Traffic Targets during 2022-23 & achievement during April-September, 2022-23 for Major ports.**

3.2.1 Total cargo handled at Major Ports during 2022-23 was 384.28 million tonnes against the target of 790 million tonnes set for the whole year, achieving 48.6% of the target in the first six months of 2022-23.

### **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 The average TRT during April-September, 2022-23 was 52.63 hrs as compared to 49.68 hrs during April-September, 2021-22. The average TRT varied in the range between 29.12 hrs at J.L. Nehru Port to 75.52 hrs at Visakhapatnam Port during April-September, 2022-23. Among the 12 major ports; Average TRT has been improved at SMP Kolkata Dockyard,



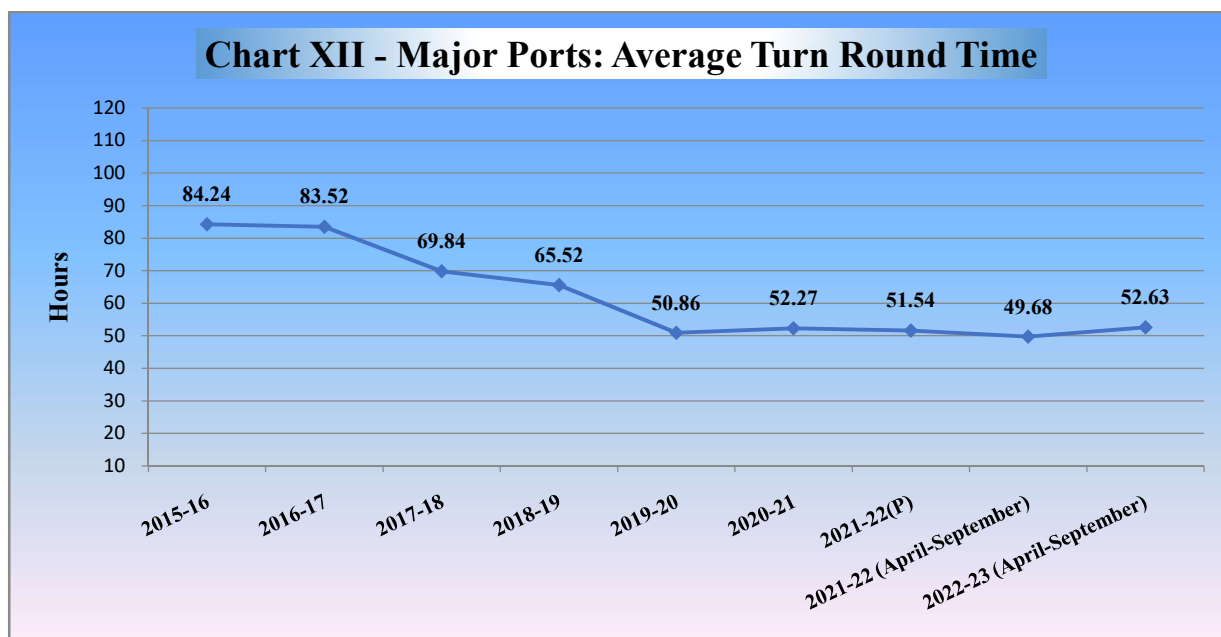
Paradip Port, Chennai Port and Mormugao Port during April-September, 2022-23. Port-wise TRT for selected years is given in **Table 21**.

**Table 21: Average Turn Round Time (hrs)**

Port	2018-19	2019-20	2020-21	2021-22(P)	April- September	
					2021-22	2022-23 (P)
1	2	3	4	5	6	7
Kolkata D.S	80.40	76.14	51.01	61.63	67.44	53.14
Haldia D.C	72.72	66.00	69.79	51.19	38.16	49.98
Paradip	60.35	56.09	58.10	53.16	54.96	48.76
Vishakhapatnam	60.23	58.27	66.09	73.83	73.92	75.52
Kamarajar	47.04	41.49	42.97	46.38	46.80	46.90
Chennai	47.41	48.01	51.38	53.19	50.64	44.95
Chidambaranar	42.24	40.09	40.92	48.54	47.52	50.22
Cochin	46.56	34.70	35.83	34.64	34.56	40.24
New Mangalore	46.21	45.63	47.58	47.99	48.96	50.28
Mormugao	83.52	55.93	57.76	63.94	72.48	68.17
J.L.Nehru	51.12	29.54	28.59	27.59	27.84	29.12
Mumbai	64.56	40.75	49.56	57.04	59.04	59.46
Deendayal	112.32	60.99	62.07	59.99	51.60	70.15
<b>All Ports</b>	<b>65.52</b>	<b>50.86</b>	<b>52.27</b>	<b>51.54</b>	<b>49.68</b>	<b>52.63</b>

Source: Major Ports, (P): Provisional

Average Turn Round Time at major ports for selected years from 2015-16 to 2022-23 (up to September - 2022) is presented in the **Chart XII** below.

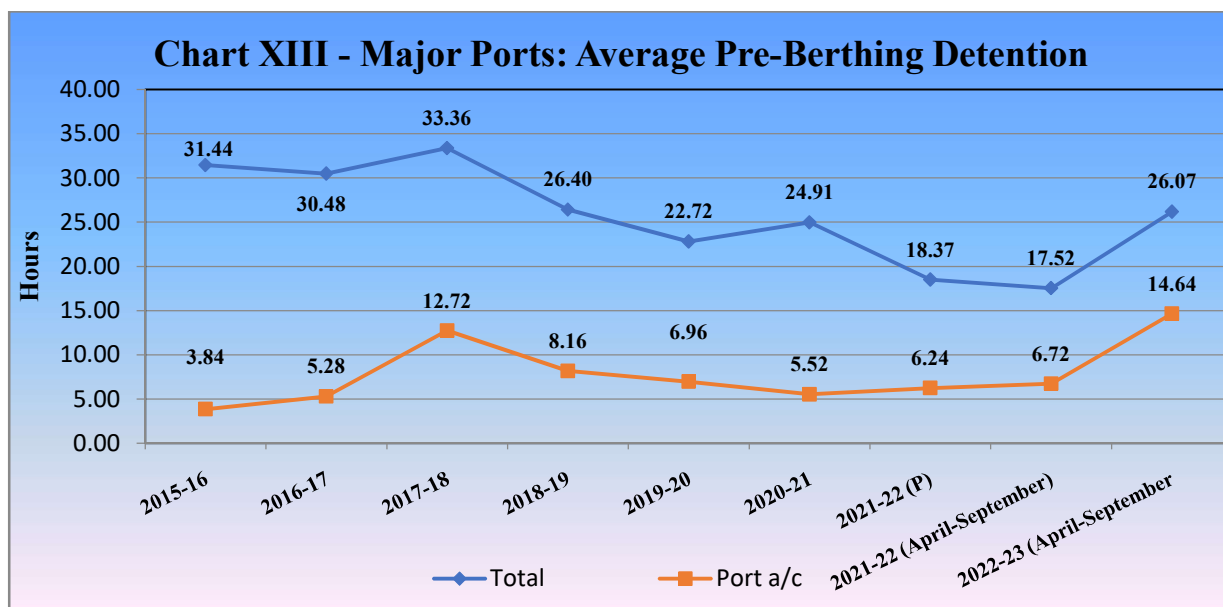


Source: Major Ports

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

## Average Pre Berthing Detention Time (PBDT)

3.3.3 The average pre-berthing detention time during April-September, 2022-23 was 26.07 hrs as compared to 17.52 during April-September, 2021-22. The trajectory of weighted average of pre-berthing detention time at Major Ports – total and on Port account since 2015-16 to April-September, 2022-23 is shown in the **Chart XIII** below.



3.3.4 During April-September, 2022-23, the Average PBDT on port account increased to 14.64 hrs as compared to 6.72 hrs during April-September, 2021-22. Port-wise PBDT for selected years is indicated in **Table 22**.

**Table 22 : Average Pre-Berthing Detention(hrs)**

Port	2018-19	2019-20	2020-21	2021-22(P)	April- September	
					2021-22	2022-23 (P)
1	2	3	4	5	6	7
Kolkata D.S	11.04	16.77	12.18	14.86	19.92	13.20
Haldia D.C	65.28	70.95	65.07	26.33	27.84	26.04
Paradip	7.14	15.32	6.20	2.44	2.64	1.99
Vishakhapatnam	30.96	1.22	1.15	0.90	20.64	1.78
Kamarajar	6.48	2.91	1.83	0.71	0.96	1.01
Chennai	3.60	0.07	0.07	0.07	0.00	0.00
Chidambaranar	16.32	15.61	12.00	11.63	10.8	29.11
Cochin	12.72	11.44	15.28	11.23	11.76	5.60
New Mangalore	26.40	30.13	26.25	28.54	26.64	42.79
Mormugao	29.76	29.05	30.22	18.85	23.28	17.80
J.L.Nehru	19.68	18.38	21.73	21.52	21.6	30.30
Mumbai	25.68	3.74	2.45	0.95	2.64	0.55
Deendayal*	48.48	44.43	67.36	56.42	33.84	94.63
<b>All Ports</b>	<b>26.40</b>	<b>22.72</b>	<b>24.91</b>	<b>18.37</b>	<b>17.52</b>	<b>26.07</b>

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

## Average Output Per Ship Berth-day

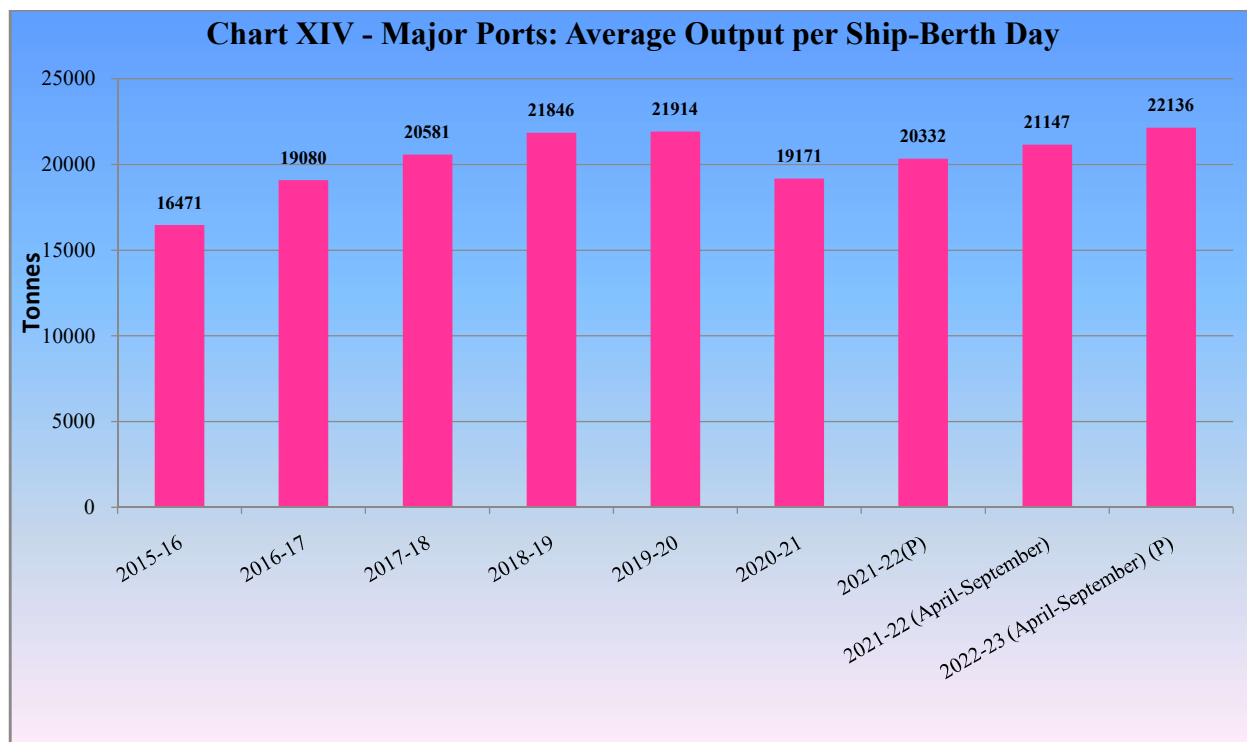
3.3.5 Average Output per Ship-berth day has seen tremendous improvement in last 30 years from 3,372 tonnes in 1990-91 to 20332 tonnes in 2021-22. The average Output per Ship-berth day during April-September, 2022-23 was 22136 as compared to 21147 tonnes during April-September, 2021-22. However, average output per ship berth-day during April-September, 2022-23 is marked by substantial variation across major ports ranging from a high 36078 tonnes in Paradip Port to 11259 tonnes at SMP Kolkata Dock. 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	2018-19	2019-20	2020-21	2021-22(P)	April- September	
					2021-22	2022-23 (P)
1	2	3	4	5	6	7
Kolkata D.S	7765	7174	8210	7393	6423	11259
Haldia D.C	15083	15192	14243	14589	14576	15570
Paradip	36030	32001	30224	56767	32424	36078
Visakhapatnam	18281	20032	17238	16069	15641	16506
Kamarajar	27678	26581	23945	27482	26925	28702
Chennai	21001	20340	20331	20152	20920	22460
Chidambaranar	19494	19334	19302	19994	19464	18032
Cochin	30150	31258	30915	31513	29245	31688
New Mangalore	18126	19140	19048	19627	18472	23426
Mormugao	18685	19944	24305	52921	18038	20199
J.L.Nehru	25847	28296	27711	29418	29509	27286
Mumbai	25941	25608	23659	20053	20704	20933
Deendayal	21410	21109	10467	18975	21283	19391
<b>All Ports</b>	<b>21846</b>	<b>21914</b>	<b>19171</b>	<b>20332</b>	<b>21147</b>	<b>22136</b>

Source: Major Ports, P: Provisional

3.3.6 The average output per ship-berth-day from 2015-16 to April-September, 2022-23 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 30.09.2022 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

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

Sl. No.	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2022
1	2	3	4	5	6
1.	Development of Ro-Ro Terminal cum GCB-2	Kamarajar Port Ltd	3.00	149.36	Construction work is in progress. 49% Physical Progress completed. Expected completion – 02.08.2023.
2.	Construction of IOCL Oil jetty on Captive basis	Kamarajar Port Ltd	3.00	921	IOCL awarded the EPC contract to M/s. ITDC, Mumbai on 31.01.2022. · Land & ROW allotted on 02.03.2022. · Date of Award of Concession declared on 02.03.2022. · Physical Progress - 6.5% Expected completion- 30.04.2024
3.	Construction and Operation of a Captive Jetty (Berth No.15) and Associated Facilities for Handling Bulk Quantity of Coal	New Mangalore Port Authority	5.40	376.52	Commercial operation commenced on 22.06.2012.
4.	Mechanisation of Berth No. 16 for providing handling equipments for handling bulk cargo on DBFOT basis at NMPA	New Mangalore Port Authority	6.73	469.46	Commercial operation commenced on 08.11.2019.
5.	Mechanisation of Berth No. 14 for handling containers and other clean cargo on PPP mode at NMPA.	New Mangalore Port Authority	6.02 (in two phases)	280.71	Construction works of Phase-I development completed on 28-03-2022. Commercial operation commenced on 29-03-2022.
6.	Deepening and optimization of Inner Harbour facilities including development of Western Dock on BOT basis to handle Cape size vessels	Paradip Port Authority	25 MTPA	3004.63	Concession Agreement signed with the selected Concessionaire on 11.07.2022. Project is in Financial Closure stage
7.	Development of fourth container terminal (Phase	JNPA	30 MTPA	3196	On December, 2014, JNPT awarded the concession for the prestigious 4 <sup>th</sup>

	II)				container terminal to M/s. Bharat Mumbai Container ( Subsidiary of PSA, Singapore ) on DBFOT basis with capacity of 4.8 million tonnes with Quay length of 2 kms. The project is taken up in 2 phases. The construction of phase-1 is completed and operation was commenced from 22.12.2017. The project work of phase-II is under progress and scheduled completion of April, 2025. The progress of work is 4.46%.
8.	Development of additional Liquid Cargo Terminal	JNPA	4.5	181	The construction of is in progress through EPC contract and 78% progress is achieved. Expected date of completion is May 2023.
9.	“Conversion of 9 <sup>th</sup> berth as container terminal on DBFOT basis through PPP mode”	VOCPA	7.2 MTPA (6 Lakh TEUs)	434.00	<ul style="list-style-type: none"> <li>➤ Concession Agreement signed on 03.09.2022.</li> <li>➤ Fulfilment of conditions precedent by Concessionaire is under progress</li> </ul>
10.	Procurement of 3rd RMQC.	HDC, SMP, Kolkata	2.50	52.82	Work in Progress.* EHouse dispatched at Germany on 11.10.22. Crane to be commissioned on Feb'23. Phy.: 90.00% Fin.: 57%
11.	Augmentation of Fire Fighting system at HOJ-I&II including 2 nos. Barge Jetties including O&M for 10 years.	HDC, SMP, Kolkata	Nil	107.49	Work in Progress. Phy.: 60.00% Fin. 46.00% Expected completion by March 2023
12.	Supply, installation, testing, commissioning along with other allied works for augmentation of GC Berth Substation. .	HDC, SMP, Kolkata	Nil	7.78	Work in Progress. Phy: 35% Fin: 10.43%
13	Development of Multimodal Logistics Park at Mappedu, Chennai	Chennai Port Authority		1423.5	MoRT&H approved the Management model for implementation of “Establishment of Multimodal Logistics Parks (MMLP)” through PPP mode, by forming an SPV with Stakeholders viz. NHLML, ChPA, TIDCO and RVNL (all government bodies) as equity partners and the MMLP infrastructure to be developed by a private developer. The project is

					<p>implemented by NHLML/NHAI. MoU was signed between NHLML, ChPA and TIDCO on 12.10.2021, for the “Establishment of Multimodal Logistics Park at Mappedu” and Supplementary MoU has been executed on 24.05.2022, among NHLML, ChPA, TIDCO and RVNL.</p> <p>The Hon’ble Prime Minister has laid the foundation stone for the project on 26.05.2022.</p> <p>NHLML invited RFP for Selection of Concessionaire for “Development Operation and Maintenance of the Multimodal Logistics Park (MMLP) through (DBFOT) basis”. Bid opened on 27.08.2022 and three bids received, as informed by NHLML.</p>
14.	Development of Oil Jetty to handle Liquid Cargo and Ship Bunkering Terminal at Old Kandla	Deendayal Port Authority	3.39	233.5	<p>Construction Phase is ongoing. Due to slow progress of the work, Board has decided to levy Liquidated Damages on the Concessionaire, Against, which, an appeal has been filed by KOTPL in the ongoing arbitration.</p> <p><b>[under Construction stage]</b></p>
15.	Development of Marine Liquid Terminal Facilities consisting of SPM & Two Product Jetties in KPT waters at OOT Vadinar, Kandla Port on Captive Use Basis.	Deendayal Port Authority	24.5	448	<ul style="list-style-type: none"> <li>• Concession Agreement signed on 16.04.2015.</li> <li>• Award of concession: 16/8/2019.</li> <li>• Construction Period as per CA: 36 months from date of award of concession. (Revised to 42 months due to 6 months extension granted by DPA due to COVID 19 FM.</li> <li>• M/s CETL asked extension of time limit for completion of construction upto 31/8/2026.</li> <li>• DPA Board in its meeting held on 23/4/2021 had not accepted the said request of M/s CETL. However, granted extension of time period for a period of six months (due to COVID 19 Force majeure).</li> <li>• After repeated follow up from DPA side, as M/s CETL not initiated project implementation, The Board of DPT vide resolution</li> </ul>



					<p>no. 134 in its meeting held on 10/1/2022 has resolved to approve as under:</p> <p>(i) To levy Liquidated Damages on M/s CETL at the rate of 0.1% of the Performance Guarantee (Rs.2,24,000/-) for every day of delay i.e. from 16/2/2021 till the specified limit of 5% of the Estimated Project Cost (Rs.22,40,00,000/-) provided in Article 6.9 of the Concession Agreement. As on 31.12.2021, the Liquidated Damages to be levied on M/s. CETL amounts Rs.7,14,56,000/-.</p> <p>(ii) To refer the case to Conciliation Settlement Committee for recovery of outstanding License Fee for the period from 16.04.2015 (Date of Agreement) to 15.08.2019 (on day prior to date of award of concession) amounting to approximately Rs.50.00 crores.</p> <ul style="list-style-type: none"> <li>• According to above decision of the Board, DPA vide letter dated 27/1/2022 had issued tax invoice for levy of LD to M/s CETL (Rs.7,14,56,000 + GST).</li> <li>• 4/3/2022 – In response to DPA request letter dated 20/1/22, M/s CETL given consent to refer the case to the CSC (Recovery of outstanding LF). Now, after following due procedure as per CSC guidelines, the case may be referred to the CSC.</li> <li>• 21/3/2022 – DPT once again requested M/s CETL to take immediate action for timely implementation of the project without any further delay.</li> <li>• 8/4/2022 - M/s NEL in continuation to their letter dated 28/2/2022 has made following submission and requested once</li> </ul>
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					<p>again DPA to grant time extension for the construction period of the Concession Agreement (2015) from February 2023 to August 2026 :</p> <p>(i) DPA has imposed LD from 16th Feb 2021 at rate of Rs2.24 Lakh/ day till specified limit of Rs 22.4 Cr, that falls on 13th Nov 2023. There is ambiguity about the fate of the agreement after this.</p> <p>(ii) CETL and Nayara Energy has provided reasons for the delay in implementation of project highlighting various factors which are beyond our control.</p> <p>(iii) To take the Agreement forward, we agree to pay the LD as imposed, provided the extension of time for Construction is granted to Aug 2026 by DPA.</p> <p>• It was decided by DPA to take Legal Opinion from the Additional Solicitor General (ASG) on above representation of M/s Nayara Energy Limited (parent company of M/s CETL).</p>
16.	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa on BOOT basis. (a) Bulk cargo Berth No. 5A&6A (b) Enhancement of Cargo Handling capacity by installing rapid in motion wagon loading facility.	Mormugao Port Authority	(a)5.00 (b)2.50	(a) 250 (b) 45	<p>(a)Terminal Operational since 19.06.2004</p> <p>(b) Rapid in motion wagon loading facility operational from 26.07.2014</p>
17.	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port Goa on DBFOT basis	Mormugao Port Authority	4.61 MTPA	404.97	Terminal Operational since 06.06.2014
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

## **Appendix – II**

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

Sl. No	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 30.09.2022
1	2	3	4	5	6
1.	Mechanization of existing operational berths at Paradip Port	Paradip Port Authority	30 MTPA	2500	Techno-Economic Feasibility Reports under preparation.
2.	Operationalization of JNPCT on PPP Mode	JNPA		872.16	LOA is issued on 28.06.2022. Concession agreement signed on 29.07.2022.  Award on concession after financial closure by successful bidder 28.01.2023. Commissioning of berths ( partially) 28.01.2023
3.	Operationalization of Coastal Berth and Shallow water berth on PPP mode	JNPA		343	LOA is issued on 13.10.2022.
4.	Operationalization of Additional Liquid Cargo jetty through PPP mode	JNPA		928	SEF meeting was held on 19.09.2022 and clarifications were submitted on 07.10.2022
5.	Development of JNPA Hospital on PPP Mode	JNPA	Addition of 25 beds. Enhancing capacity to 100 beds	48	SFC memo submitted to MoPSW on 13.09.2022
6.	Development of OJ-09 under PPP Mode.	Deendayal Port Authority	3.2 MMTPA	123.4	At tendering stage
7	Development of OJ-10 under PPP Mode.	Deendayal Port Authority	3.20 MMTPA	1231.2	Tendering of OJ-10 will be initiated only after 04 months of award of concession of OJ-09
8.	Development of OJ-11 under PPP	Deendayal Port	3.20 MMTPA	3617	Tendering of OJ-11 will be initiated only after 04 months of award of

	Mode.	Authority			concession of OJ-10
9.	Development of Container Terminal at Tuna-Tekra, Deendayal Port on BOT basis under PPP mode	Deendayal Port Authority	26 MMTPA	42436.4	At tendering stage
10.	Development of Multipurpose Cargo Berth Off Tuna Tekra Outside Kandla Creek at Kandla on BOT basis	Deendayal Port Authority	18 MMTPA	22506.4	At tendering stage
11.	Development of one no. of HMC (120 T capacity) through license Mode	VOCPA	-	4.2	Proposal for Deployment of one no. of HMC(120T capacity) through License Mode is under progress
12.	Mechanization of North Cargo Berth III for handling bulk cargoes on PPP mode	VOCPA	6.96	265.2	SFC Memo is under preparation
13	Development of Outer Harbour	VOCPA	80	7055	PPPAC memo is under preparation
14.	Berth No.26B (BD-I) and Berth No.27B (BD-III) for handling POL	Chennai Port Authority	32.40 MTPA	195	<p>At present POL operators of these berths Viz. CPCL &amp; IOCL have shown their interest for setting up a facility to handle their captive cargo and were requested to submit the Feasibility Report for the same as per Captive Berth policy.</p> <ul style="list-style-type: none"> <li>• CPCL is carrying out a Feasibility study through IPA consultant for "Setting up of its dedicated facilities</li> </ul>

					<p>for POL/Liquid cargo on captive basis".</p> <ul style="list-style-type: none"> <li>• The amount indicated is only the cost of berths (Asset value/Book value to the existing berths including equipment's and the fire fighting arrangements).</li> <li>• Hence the amount indicated is tentative cost as per the details assessed by the value of the insurance firm (Present asset value of the Berths).</li> <li>• The actual cost will be known on submission of Feasibility study by IPA consultant for the same.</li> </ul>
15.	Mechanization of Berth No. 2 (previous berth no.3)	HDC, SMP, Kolkata	3.744 MMTPA	298.26	<p>LOA issued to Adani Ports and Special Economic Zone (APSEZ) on 10.02.22.</p> <p>Concession agreement signed on 15.09.22</p>
16.	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	Haldia Dock Complex, Kolkata Port Authority	2.04 MTPA	172.5	<p>Award of concession issued on 17.08.22 to Hoogly Oil &amp; Gas Terminal Pvt Ltd (HOGTPL). Mobilization work will commence from Nov'2022.</p>
17.	Rejuvenation of Khidderpore Docks (PPP)	KOLKATA DOCK SYSTEM of SMP, KOLKATA	<p>Total: 5.48 MMTPA</p> <p>3.00 MMTPA (Phase-I) (2025-26)</p> <p>2.48 MMTPA (Phase-II) (2029-30)</p>	<p>INR 181.81 Cr. (PPP Mode)</p> <p>INR 95.66 Cr. (1st Phase)</p> <p>INR 86.15 Cr. (2nd Phase)</p>	<ul style="list-style-type: none"> <li>• LoI issued on 25.03.2022</li> <li>• Concession Agreement signed on 26.09.2022</li> <li>• Concessionaire: Century Ports Limited</li> </ul> <p>Expected COD (Phase-I): October 2024</p>

18.	Redevelopment of berth no. 9 & 3 nos Barge jetties	Mormugao Port Authority	12	842	1) Project approved by MoPSW on 25/04/2022 on PPP Mode. 2) RFQ opened on 1/07/2022. Two bids received Evaluation of bids is in progress 3) Letter sent to Ministry regarding obtaining Security Clearance of the bidder on 5.07.2022 4) Awaiting for Security clearances of the bidder and also for EC & CRZ Clearances
19.	Development of International & Domestic Cruise Terminal & other allied facilities at Mormugao Port	Mormugao Port Authority	6.0	Nil	Work in progress  Technical bids opened on 6.7.2022. Proposal for Security Clearance sent to MOPSW on 8.10.2022.
20	Mechanization of WQ-7 & 8 berths.	Visakhapatnam Port Authority	6.14	2884.70	RFP bid due date extended upto 17.01.2023  Security clearances were received from Ministry on 27.12.2022.
21	Mechanization of EQ-7 berth.	Visakhapatnam Port Authority	3.61	2009.9	RFP bid due date extended upto 17.01.2023. Awaiting security clearance from Ministry.
22	Mechanization of EQ-6 berth.	Visakhapatnam Port Authority	2.62	696.90	SFC proposal along with TEFR is submitted to Ministry on 02.09.2022. Replies to DFA and MoPS&W are under preparation by VPA
23	Mechanization of WQ-6 berth.	Visakhapatnam Port Authority	5.18	1657.00	RFP due date is on 20.01.2023. VPA sought clarification from Ministry on security clearance to M/s IPL.

BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.

## Appendix – III

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

Sl. No	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2022
1	2	3	4	5	6
1.	Development of Mundra Port	Mundra (Gujarat)	260	20000	<p>Phase-I of the Project completed &amp; Operational</p> <p>1.810 m Multipurpose jetty&amp; Dry Berth terminal (Terminal –II)</p> <p>2.1843 m container terminal</p> <p>3. 1 SBM and other back up facilities</p> <p><u>Phase-2:</u></p> <p>1.810 m Container Terminal Operational</p> <p>2.Second SBM Operational</p> <p>3.Multipurpose Berth (Terminal-III) Operational</p> <p>4.650 m Container Terminal Operational.</p> <p>5. 650.50 m Container Terminal operational.</p> <p>6. One LNG berth is operational.</p> <p>7.Started handling LPG cargo at Mundra</p> <p><u>Phase- 3:-</u></p> <p>DPR for development of Phase 3 has been submitted and the same is under consideration.</p>
2.	Development of BGCT under phase I B at Hazira  Development of Phase II assets	Hazira, (Gujarat)	35	3500	<p>Completion of construction of the following: Phase 1B</p> <p>1) 2 container berths are 3 general berths</p> <p>2) breakwater</p> <p>3) backup facility for handling the cargo.</p> <p>Multipurpose Berths under Phase-II, Construction of One berth of Total 182 m quay length has been completed and operational. DPR for remaining assets of Phase-II is under consideration.</p>
3.	GCPL Proposed 2 <sup>nd</sup> Berth and allied infrastructure	Dahej (Gujrat)	5	3322	DPR is approved and construction has been granted. Construction is in Progress.
4.	Development of Chhara Port	Chhara (Gujrat)	8	3886	CA signed on 29/1/2015. DPR has been approved and construction is in progress.
5.	Development of LNG Terminal at	Chhara (Gujrat)	5	4239	Construction permission has been granted. Construction is in progress

	Chhara Port				
6.	LNG Terminal at Jafrabadby SWAN	Jafrabad (Gujarat)	5	4239	Construction is in progress
7.	Development of LPG Terminal at Chhara Port	Chhara (Gujrat)	2.5	1400	In-Principal approval is granted by Government to develop the project under sub-concession.
8.	Development of CNG terminal at North side of Bhavnagar Port	Bhavnagar (Gujarat)	6	4024	Letter of Intent has been issued on 15/09/2020. DPR has been approved. CA is under legal vetting.
9.	RSPL Limited at Devbhumi Dwarka	Devbhumi, Dwarka (Gujarat)	3	249	In-principal approval granted.
10.	Captive Jetty at Victor by M/d. Reliance prts Terminal Ltd.- 6 <sup>th</sup> oil tanker at Sikka- A2	Sikka, Gujarat	7	900	Work is completed and A2 berth is in operational from dated 21/08/2021.
11.	Private jetty at Victor by Om sai Navigations Pvt. Ltd	Jafrabad (Gujarat)	0.5	29.02	. Construction is in Progress.
12.	Mata Sitadevi Infrastructure & Research Pvt Ltd.	Megdalla	0.5	166	Construction is in Progress.
13.	Multipurpose jetty terminal at Mankhurd (Dist. Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt. Ltd.	Trombay	0.2	75	Jetty facilities in Phase-I of the project are ready. Trial shipments have been carried out successfully. Regular cargo operations are expected to start shortly.
14.	Multipurpose jetty terminal at village change (Tal. Uran, Dist. Raigad) in Karanja creek by M/s Karanja Terminal & Logistics Pvt. Ltd.	Karanja	5.0	1000	400m. of quay length, out of the proposed 1000m is operational and operational Action is underway for operationalization of the balance quay length.
15.	Expansion of existing captive jetty facilities at village Vave (Tal. Pen, Dist. Raigad)in Dharamtar creek by M/s JSW Dharamtar Port Pvt. Ltd	JSW Dharamtar	34.0	280	JSW Dharamtar Port Pvt. Limited captive jetty is the gateway for new materials
16	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	JSW Jaigad	80.0	2800	The facility for handling of 2 MTPA LPG is proposed to be developed in phases. The Phase-I for handling 0.5 MTPA LPG is completed and further expansion is under progress.  Phase-I of the LNG handling facility with floatong storage and



					Regasification Unit (FSRU) is 100% completed. LNG will be imported using Floating Storage and Regasification Unit (FSRU). LNG carries will deliver the LNG to FRSU, which will moor side by side or ship to ship along. SRU Regasification will be done onboard, and the gas will be sent to GAIL grid at Dabhol. Additionally, road distributed will be carried out through trucks.
17.	Construction of Terminal Building.	Panaji Port	N.A.	25	Construction work is in Progress
18.	Two Conventional ferry boats	Panaji Port	N.A.	1.89	Construction work is almost completed and delivery will be at the end of November 2022.
19.	Desilting of River Sal of the 1st, 2nd and 3rd Phase of phase II of 18Kms from TaulimVarca new bridge downstream upto the mouth of river Sal..	Panaji Port	N.A.	46.17	Desilting work of 1st Phase and 2nd phase is completed, The file of 3rd Phase from Ambelimupto the mouth of river Sal is forwarded to Government for Finance (Exp.) sanction.
20.	Development of Honnavar Port by M/s Honnavar Port Pvt. Ltd., Hyderabad	Honnavar Port	5 MTPA	580	M/s Honnavar Port Pvt. Ltd., has commenced the construction work of 5 MTPA capacity private port at Kasarkod Tonka in Honnavar Taluk of Uttara Kannada District at a project cost of Rs.580.00 Cr.  National Highway Authority of India has taken up the work of construction of 4 lane road connectivity from NH-66 to the project site under 1 <sup>st</sup> phase of BharatmalaPariyojana at a cost of Rs.91.51 Cr. Currently Hon'ble National Green Tribunal, South Zone, Chennai has issued an interim order to stay the project link road work. Hence the link road work and Port Development work are stopped temporarily.
21.	Captive Port facility M/s. Udangudi Power Corporation	Udangudi in Thoothukudi, Tamil Nadu	6 MMTPA	1902	Port Construction works are in progress. Expected completion by 2023.

	Limited.				
22.	Liquid Jetty Project	Krishnapatnam Port	10	36.39	Ongoing
	Berth Mechanisation 6	Krishnapatnam	11	21.7	Ongoing
23.	Phase II expansion of Dhamra Port	Dhamra Port Bhadrak	50MMT per annum (From present capacity of 45 MMT)	3000	Under Execution
24.	Development of LNG Terminal at Dhamra	Dhamra Port Bhadrak	Nominal 5 MMTPA Expandable to 10 MMTPA	5500 (Phase 1)	Under Execution
25.	Dhamra Port Railway doubling works	Dhamra Port Bhadrak	Approx. Length- 40.8 Km	4,02	Under Execution
26.	2 Lane Road from Dhamra port to Mantai River	Dhamra Port Bhadrak	Approx. Length- 12 Km	1,46	Under Execution
27.	Airstrip	Dhamra Port Bhadrak		200	Under Execution
28.	Additional Export Berth (BB-4) expansion of Dhamra Port	Dhamra Port Bhadrak	13 MMT per annum	1250	Under Execution
29.					
30.	Expansion, Development and Operation of Gopalpur Port	Gopalpur Port Ltd	20	2270.69	All project components have been completed for the current stage of development.
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

## Appendix – IV

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

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2022
1	2	3	4	5	6
1.	Development of Nargol Port	Valsad (Gujarat)	Bidding Process under review		
2.	Development of Dahej Port	Bharuch (Gujarat)	Bidding Process under review		
3.	Expansion of Captive jetty by M/s. Sanghi CEMENT Ltd.	Jakhau, Gujarat	2	150	Environmental clearance is awaited.
4.	Captive jetty by M/s Archan Chemical Budh Bunder	Jakhau, Gujarat	2	135	Environmental clearance is awaited
5.	Captive jetty development by HPCL Hindustan Petroleum Corporation Limited)	Dahej, Bharuj, Gujarat	5	1183	In Principal approval granted.
6.	M/s Adani Cementation Ltd.	Dhnuay, Kutch	5.8	845	In-principal approval granted. DPR submitted by company and applied for EC & CRZ clearance.
7.	M/s. Shree Cement Ltd.	Dhunay, Kutch	3	166	In-principal approval granted. DPR preparation is in progress.
8.	HPCL( Mittal Pipelines ltd. (HMPL)	Mandvi Kutch	9	2781.37	In-principal approval grnated. DPR prepared and EC & CRZ clearance is awaited.
9.	Construction of captive jetty at village Nandgaon (Tal. Satpati, Dist. Palghar) by JSW Infrastructure Ltd.	Satpati Nawapur Maharashtra	2.07	185	Project has received EC on 9.12.2016. However, the project could not take off due to prolonged lega matter. Initially, the project has been planned to handle 16.7 MMT of cargo with the investment of Rs. 3500 crores. However, due to delay as stated above, the project has been resized to handle 2.07 MTPA of cargo with an investment of Rs. 185 crores. The approval for the revision of project is being processed.
10.	Construction of captive jetty at village Korlai (Tal. Murud-Janjira, Dist. Raigad) in Revdanda creek by M/s indo Energy International Ltd.	Revdanda Maharashtra	11.75	437	The project is awaiting environmental clearance vide letters dtd. 31/08/2021 & 06/12/2021 (corrigendum). The project proponent has submitted a proposal for change of classification of the project from captive jetty to multipurpose jett. The proposal is being processed for Board approval. However, due to ongoing

					pandemic situation , the Government has put restriction on conducting meetings as far as possible.
11.	Construction of captive jetty in Dharamtar in creek near village Shahabaz (Tal. Alibag Dist. Raigad) by M/s Adani Cementation Ltd.	Dharamtar Maharashtra	1.0	350	Letter of Intent (LoI) has been issued to Project Proponent (PP) on 03.07.2018. PP is in process of obtaining EC. Project delayed due to covid-19 pandemic
12.	Expansion of existing multipurpose jetty facility on Dharmatar creek near village Shahbaz (Tal. Alibag, Dist. Raigad) by M/s PNP Maritime Services Pvt. Ltd.	Dharamtar	5.0	990	PP has obtained EC from MoEF& CC. Pre - construction activities are in progress.
13.	Construction of captive jetty at village Nate (Tal. Rajapur, Dist. Ratnagiri) by M/s I-Log Ports Ltd.	Jaitapur	5.0	135	ToR has been received from MoEF. The process of obtaining environmental clearance is underway.
14.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/S White Orchid Estate Pvt. Ltd.	Kiranpani	0.5	28	Consideration of jetty facilities completed. However, port operations are kept in abeyance due to legal matters pending in the court/ NGT.
15.	Development of port at Redi (Tal. Vengurla, Dist. Sawantwadi) by Redi port Ltd.	Redi	5.16	716	Environmental clearance received. Detailed designs of development components carried out and approved by IIT Chennai. Tendering for various work under process. The transfer for forest land is awaited.
16.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Shri Sai Baba sand dredging Co. Pvt Ltd.	Ulwa-Belapur	0.3	3	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance and technical studies are being carried out CWPRS, as advised by MCZMA. Project delayed due to covid-19 pandemic.
17.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Famous dredging	Ulwa-Belapur	0.2	5	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance and technical studies are being carried out CWPRS, as advised by MCZMA. Project delayed due to covid-19 pandemic.

	Co.				
18.	Construction of multipurpose jetty in Vasai creek near village Ghodbunder (Tal. Mira Bhayander. Dist Thane) by M/s Famous dredging Co.	Vasai	0.2	5	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance. Project delayed due to covid-19 pandemic.
19.	Modernisation of 9 existing Jetties under Sagarmala Program me.	Panaji Port	N.A.	730.40 Million	1) CRZ clearance obtained for all nine Jetties.  2) Consent to establish permission form Goa Pollution Control Board will be obtained on payment of fees.  3) Tender document for Project Management Consultant will be opened on 20 <sup>th</sup> October, 2022.
20.	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.
21	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.
22.	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.
23.	Development of Deep-Water All-Weather Greenfield Port at Keni-Belekeri in Uttar Kannada District, Karnataka.	Belekeri	30	4118	In the 6 <sup>th</sup> meeting of Karnataka Maritime Board held on 01.02.2022 under the Chairmanship of Hon'ble Chief Minister, CEO KMB is directed to strictly scrutinize the Swiss Challenge proposal in the context of the relevant orders of the Hon'ble Supreme Court of India.  In the 7 <sup>th</sup> Meeting of Karnataka Maritime Board held on 27.07.2022, CEO, KMB is directed to float the GLOBAL REQUEST FOR PROPOSAL.  At present, Request for Proposal has been invited for development of 30 MTPA Capacity Deep-Water All-Weather Greenfield Port at Keni, Ankola, Uttar

					Kannada District under Public Private Partnership (PPP), mode at a project cost of Rs.4118.00 Cr. and the financial bid was opened on 21.12.2022, evaluation of the bid is under progress.
24.	Development of Captive Port at Pavinkurve in Honnavar Taluka of Uttar Kannada District	Pavinkurve	14	3047	<p>As resolved in the 6<sup>th</sup> meeting of Karnataka Maritime Board held on 01.02.2022, a proposal for Extension of Concession period from 30 years to 50 years for development of All-Weather Deep-Water Greenfield Port at Pavinkurve has been submitted to the Government. As such, Government has permitted Concession period for 30 years only vide letter No. IDD 41 PSP 2020 (T106180) Dated: 21.06.2022.</p> <p>At present, Request for proposal has been invited for development of 14 MTPA capacity All Weather Port of at Pavinkurve in Honnavar Taluk of Uttar Kannada District under Public Private Partnership (PPP) mode at a project cost of Rs.3047.00 Cr. and the bid was opened on 23.12.2022. as there is no bidders have participated in the 1<sup>st</sup> call tender, 2<sup>nd</sup> call tender is floated on 28.12.2022 and the last date for receipt of bid is 12.01.2023.</p>
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

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	2020-21	306	0	0	0	134	3348	571	206	8237	538	3098	15900
	2021-22(P)	316	0	0	0	165	1791	306	775	8441	570	3504	15298
	2021-22	116	0	0	0	59	302	140	410	4324	290	1632	6983
April- September	2022-23(P)	96	0	0	0	567	291	237	338	4268	291	1886	7683
SPM Haldia	2020-21	4204	4848	3947	522	7587	7739	553	0	2927	149	13141	45468
	2021-22(P)	4609	5474	948	95	7687	6131	556	51	3353	165	13973	42877
	2021-22	2065	2494	846	94	4216	1781	309	28	1871	91	6558	20262
April- September	2022-23(P)	1995	2695	125	0	5999	3489	240	6	1065	54	7231	22845
Paradip	2020-21	33118	0	28451	23037	10317	1355	5402	0	279	16	12590	114549
	2021-22(P)	35126	0	20065	28201	10028	6483	5191	0	185	10	10855	116134
	2021-22	16539	0	11304	12089	5318	3063	2408	0	105	5	5336	56161
April- September	2022-23(P)	17445	0	7469	20683	5160	5473	2376	0	88	6	5003	63697
Visakhapatnam	2020-21	13675	1828	12643	695	5423	5878	3033	98	8178	481	18392	69843
	2021-22(P)	11338	1940	14913	2594	4451	7825	2674	613	8583	512	14099	69030
	2021-22	5354	941	7699	1228	2232	3297	1381	302	4400	256	6573	33407
April- September	2022-23(P)	6270	959	7044	1441	2668	7537	1436	530	4048	262	6614	38547
Chennai	2020-21	10230	0	0	0	0	0	337	0	26768	1387	6218	43553
	2021-22(P)	11850	0	0	0	0	0	268	84	30925	1602	5437	48564
	2021-22	5343	0	0	0	0	0	92	0	15194	787	2462	23091
April- September	2022-23(P)	7175	0	473	0	0	0	138	16	14131	732	2229	24162
Kamarajar	2020-21	2420	2402	0	14330	859	240	0	20	3871	198	1747	25889
	2021-22(P)	2571	2357	0	19257	1823	398	0	0	9269	481	3067	38742
	2021-22	1166	1163	0	9822	846	0	0	0	4490	233	1493	18980
April- September	2022-23(P)	1278	1084	0	10968	747	70	0	0	5837	303	2111	22095
V.O.Chidambaranar	2020-21	396	58	0	6675	0	0	1344	0	15023	762	8294	31790
	2021-22(P)	283	70	25	7488	476	4177	1109	135	15429	781	4928	34119
	2021-22	185	33	0	3692	316	2647	510	71	7850	402	2247	17552
April- September	2022-23(P)	104	50	0	4748	160	2784	793	0	7799	390	2880	19318
Cochin	2020-21	18553	1024	0	0	0	0	256	0	9550	690	2120	31503
	2021-22(P)	21067	1024	0	0	0	0	319	0	10278	736	1864	34551
	2021-22	9427	613	0	0	0	0	139	0	4983	358	885	16046
April- September	2022-23(P)	10468	477	0	0	0	0	87	0	5000	347	973	17006
New Mangalore	2020-21	19109	2783	4729	0	94	3300	852	0	2291	150	3343	36500
	2021-22(P)	21074	2663	4314	0	107	3909	549	1	2310	152	4370	39296
	2021-22	8501	1356	2262	0	107	2296	257	1	1252	82	1829	17860
April- September	2022-23(P)	11394	1275	911	0	323	2058	310	0	1230	88	1608	19109
Mormugao	2020-21	410	0	7010	1456	7693	0	163	0	307	22	4949	21988
	2021-22(P)	497	0	3552	1832	7331	0	63	0	184	14	4997	18456
	2021-22	214	0	2233	861	3613	0	36	0	148	11	2281	9386
April- September	2022-23(P)	299	0	805	1761	3448	0	53	0	16	2	1852	8234
J. L. Nehru	2020-21	2550	1040	0	0	0	0	0	0	57745	4677	3474	64809
	2021-22(P)	2136	1040	0	0	0	0	0	0	69092	5684	3727	75996
	2021-22	1065	1059	0	0	0	0	0	0	32969	2703	1787	36881
April- September	2022-23(P)	1077	532	0	0	0	0	0	0	36448	2960	2116	40173
Mumbai	2020-21	33226	1273	7175	3544	969	0	362	0	255	25	6520	53324
	2021-22(P)	35580	1273	6739	5088	290	0	470	20	238	22	10193	59891
	2021-22	16603	652	3098	2729	155	0	125	20	122	11	4439	27943
April- September	2022-23(P)	17671	648	2775	3431	0	0	181	6	123	0	5679	30514
Deendayal (Kandla)	2020-21	52866	0	375	18622	971	0	5074	1231	8279	515	30148	117566
	2021-22(P)	56302	1731	764	19815	648	0	4585	5449	8620	493	29187	127100
	2021-22	29308	0	115	11915	178	0	2196	1472	4235	245	13580	62998
April- September	2022-23(P)	33174	0	387	10864	151	0	1778	3939	4032	246	16569	70894
All Ports	2020-21	191062	15255	64330	68881	34047	21860	17947	1555	143710	9610	114035	672682
	2021-22(P)	202748	17571	51320	84370	33006	30713	16091	7129	166907	11223	110201	720054
	2021-22	95887	8312	27558	42429	17039	13386	7592	2304	81942	5475	51101	347549
April- September	2022-23(P)	108448	7720	19988	53896	19223	21703	7629	4835	84084	5682	56750	384277
* Includes POL Crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only ** excludes pulses													
P : Provisional													
Source: Major Ports.													

## Commodity-wise Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2020-21	151503	12430	10665	65415	9706	90878	6353	46975	387572
	2021-22 (P)	182449	14774	10784	53835	10119	103234	7661	30196	405391
April-September	2021-22	87498	7413	3986	28989	4512	51134	6353	14485	198017
	2022-23(P)	88638	6470	4114	35354	4972	52100	3920	16776	208424
Maharashtra	2020-21	177	9439	1785	18988	408	1	0	9046	39844
	2021-22 (P)	5212	13953	2592	14976	334	0	0	15408	52474
April-September	2021-22	4529	4260	915	2722	6	0	0	1812	14244
	2022-23(P)	709	11842	956	13944	0	0	0	4397	31848
Andhra Pradesh	2020-21	1359	7662	798	46540	2315	5797	345	25165	89637
	2021-22 (P)	1433	4431	962	45859	6050	2429	146	26832	87996
April-September	2021-22	774	2647	737	23917	2331	2030	120	15263	47700
	2022-23(P)	563	1068	125	32559	3269	417	25	15107	53107
Goa	2020-21	0	7	0	0	0	0	0	29	35
	2021-22 (P)	0	2	0	2	0	0	0	24	27
April-September	2021-22	0	0	0	0	0	0	0	10	10
	2022-23(P)	0	0	0	2	0	0	0	0	2
Tamil Nadu	2020-21	525	0	210	0	0	6143	535	529	7407
	2021-22 (P)	687	0	266	0	0	6367	433	523	7842
April-September	2021-22	366	0	107	0	0	2848	194	260	3581
	2022-23(P)	401	0	84	0	0	4054	338	344	4883
Karnataka	2020-21	0	0	19	0	0	0	0	766	785
	2021-22 (P)	260	0	39	0	0	0	0	488	787
April-September	2021-22	111	0	25	0	0	0	0	121	257
	2022-23(P)	221	0	8	0	0	0	0	303	532
Puducherry	2020-21	427	54	0	5510	436	0	0	902	7330
	2021-22 (P)	356	0	0	4014	348	0	0	1121	5839
April-September	2021-22	182	0	0	1671	165	0	0	509	2527
	2022-23(P)	165	0	24	4482	0	0	0	225	4896
Odisha	2020-21	3446	13398	0	17387	548	0	0	8254	43033
	2021-22 (P)	3770	6909	150	19565	446	0	0	10702	41543
April-September	2021-22	2056	5013	100	9608	177	0	0	5017	21971
	2022-23(P)	0	2410	0	13461	112	0	0	4996	20979
Kerala	2020-21	25	0	0	0	0	0	0	88	113
	2021-22 (P)	24	0	0	0	0	55	0	241	320
April-September	2021-22	18	0	0	0	0	3	47	24	44
	2022-23(P)	6	0	134	0	0	0	0	40	180
A & N	2020-21	147	0	369	0	0	550	56	367	1433
	2021-22 (P)	186	0	407	0	0	508	52	433	1535
April-September	2021-22	86	0	144	0	0	231	24	163	625
	2022-23(P)	99	0	164	0	0	284	29	368	914
Lakshadweep	2020-21	18	0	40	0	0	0	0	57	116
	2021-22 (P)	19	0	73	0	0	0	0	92	184
April-September	2021-22	17	0	55	0	0	0	0	58	130
	2022-23 (P)									0
All Non-Major States/Uts	2020-21	157610	42989	13845	153841	13413	103369	7290	92121	577188
	2021-22 (P)	194377	40069	15200	138250	17297	112593	8292	85968	603755
April-September	2021-22	95638	19333	6069	66907	7191	56246	6738	37722	289106
	2022-23 (P)	90802	21790	5609	99802	8352	56855	4312	42554	325765

\* 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

&amp; includes Fertilisers, FRM-Liquid, FRM\_Dry and Rock Phosphate

Source: Non Major Ports/State Maritime Boards



Overseas and Coastal-wise and Commodity-wise Traffic Handled at Major Ports													Annexure-III
Port	Period April-Septembr	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	(000 Tonnes) Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata	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
	2022-23 (O)	28	0	0	0	567	291	237	338	4245	288	1823	7529
	2022-23 (C)	68	0	0	0	0	0	0	0	23	3	63	154
SMP Haldia	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
	2022-23 (O)	627	2695	45	0	5458	3455	240	6	768	38	7092	20386
	2022-23 (C)	1368	0	80	0	541	34	0	0	297	16	139	2459
Paradip	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
	2022-23 (O)	15160	0	2802	133	4986	5446	2376	0	12	1	4360	35274
	2022-23 (C)	2286	0	4667	20550	174	27	0	0	76	5	643	28423
Visakhapatnam	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
	2022-23 (O)	4665	959	685	312	2668	7537	1436	530	3839	235	5816	28447
	2022-23 (C)	1605	0	6359	1129	0	0	0	0	209	27	798	10100
Chennai	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
	2022-23 (O)	5771	0	473	0	0	0	138	16	12819	664	1983	21200
	2022-23 (C)	1404	0	0	0	0	0	0	0	1312	68	246	2962
Kamarajar	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
	2022-23 (O)	0	1084	0	4036	747	70	0	0	5837	302	2034	13808
	2022-23 (C)	1278	0	0	6932	0	0	0	0	0	0	77	8287
V.O.Chidambaranar	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
	2022-23 (O)	60	50	0	374	160	2733	793	0	6651	333	2584	13405
	2022-23 (C)	44	0	0	4374	0	51	0	0	1148	57	296	5913
Cochin	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
	2022-23 (O)	8539	477	0	0	0	0	87	0	2366	193	280	11749
	2022-23 (C)	1930	0	0	0	0	0	0	0	2634	154	693	5257
New Mangalore	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
	2022-23 (O)	9435	1275	386	0	323	1924	310	0	628	45	1084	15365
	2022-23 (C)	1959	0	525	0	0	134	0	0	602	43	523	3744
Mormugao	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
	2022-23 (O)	0	0	548	1761	3396	0	53	0	16	2	1774	7548
	2022-23 (C)	299	0	257	0	52	0	0	0	0	0	78	686
J. L. Nehru	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
	2022-23 (O)	401	532	0	0	0	0	0	0	35574	2873	1548	38055
	2022-23 (C)	677	0	0	0	0	0	0	0	873	87	568	2118
Mumbai	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
	2022-23 (O)	9955	648	0	3423	0	0	181	6	4	0	5151	19367
	2022-23 (C)	7716	0	2775	9	0	0	0	0	119	0	528	11147
Deendayal	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
	2022-23 (O)	29811	0	259	10864	151	0	1778	3939	1653	101	16460	64915
	2022-23 (C)	3363	0	125	0	0	0	0	0	2379	145	112	5979
All Ports	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
	2022-23 (O)	84451	7720	5197	20902	18456	21456	7629	4835	74412	5075	51988	297048
	2022-23 (C)	23997	0	14788	32994	767	247	0	0	9672	607	4765	87230
* 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 Oversease & 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	2021-22(O)	79648	210	1476	28796	4512	50875	0	12086	177603
	2021-22( C )	7850	7203	2510	193	0	259	0	2399	20414
	2022-23(O)	79590	1460	794	34588	4972	51976	3906	12343	185723
	2022-23(C)	9048	5010	3320	766	0	124	14	4433	22701
Maharashtra	2021-22(O)	4529	544	0	594	6	0	0	1715	7389
	2021-22( C )	0	3716	915	2128	0	0	0	97	6856
	2022-23(O)	698	367	0	7804	0	0	0	3562	12431
	2022-23(C)	11	11475	956	6139	0	0	0	835	19416
Andhra Pradesh	2021-22(O)	2	1369	502	20249	2331	1932	114	15246	41630
	2021-22( C )	772	1278	236	3668	0	98	5	18	6070
	2022-23(O)	4	499	36	23658	3269	250	15	14929	42644
	2022-23(C)	559	569	89	8901	0	167	10	178	10463
Goa	2021-22(O)	0	0	0	0	0	0	0	0	0
	2021-22( C )	0	0	0	0	0	0	0	10	10
	2022-23(O)	0	0	0	0	0	0	0	0	0
	2022-23(C)	0	0	0	2	0	0	0	0	2
Tamil Nadu	2021-22(O)	365	0	107	0	0	2665	181	179	3315
	2021-22( C )	2	0	0	0	0	183	12	81	266
	2022-23(O)	398	0	84	0	0	132	11	174	788
	2022-23(C)	3	0	0	0	0	3923	327	170	4095
Karnataka	2021-22(O)	105	0	0	0	0	0	0	110	215
	2021-22( C )	6	0	25	0	0	0	0	11	41
	2022-23(O)	202	0	0	0	0	0	0	231	433
	2022-23(C)	19	0	8	0	0	0	0	72	99
Puducherry	2021-22(O)	25	0	0	1671	165	0	0	436	2297
	2021-22( C )	157	0	0	0	0	0	0	73	229
	2022-23(O)	13	0	0	1700	0	0	0	225	1938
	2022-23(C)	151	0	24	2783	0	0	0	0	2958
Odisha	2021-22(O)	2056	4096	0	9040	177	0	0	4885	20254
	2021-22( C )	0	917	100	569	0	0	0	131	1717
	2022-23(O)	0	1820	0	12158	112	0	0	4916	19006
	2022-23(C)	0	591	0	1303	0	0	0	80	1973
Kerala	2021-22(O)	0	0	0	0	0	0	0	0	0
	2021-22( C )	18	0	0	0	0	2	47	24	44
	2022-23(O)	0	0	0	0	0	0	0	0	0
	2022-23(C)	6	0	134	0	0	0	0	40	180
A & N	2021-22(O)	7	0	0	0	0	0	0	0	7
	2021-22( C )	80	0	144	0	0	231	24	163	618
	2022-23(O)	6	0	0	0	0	0	0	121	127
	2022-23(C)	92	0	164	0	0	284	29	247	787
Lakshdweep	2021-22(O)	0	0	0	0	0	0	0	0	0
	2021-22( C )	17	0	55	0	0	0	0	58	130
	2022-23(O)									
	2022-23(C)									
Total	2021-22(O)	86737	6219	2084	60350	7191	55472	296	34657	252711
	2021-22( C )	8902	13114	3985	6558	0	773	88	3065	36395
	2022-23(O)	80913	4146	913	79908	8352	52358	3932	36500	263090
	2022-23(C)	9889	17644	4696	19893	0	4498	380	6054	62674
* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil.										
@ includes Thermal Coal, Coking coal, Other coal and Pet coal										
\$ includes Building Material and Cement/Clinker										
** includes iron ore fines and Pellets										
& includes Fertilisers, FRM-Liquid, FRM_Dry and Rock Phosphate										
O=Overseas, C=Coastal										
Source: Non Major Ports/State Maritime Boards										

**Capacity at Major Ports**

(In MTPA)

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

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

(P): Provisional

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

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

(Million Tonnes)

S.No.	States	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23 (P)
1	Gujarat	422.00	466.00	501.00	523.00	542.00	542.81	544.62	552.00	552.00
2	Maharashtra	68.60	69.80	85.80	100.90	102.40	125.00	125.00	125.00	117.55
3	Goa	0.60	0.43	0.12	0.07	0.02	9.00	9.00	9.00	9.00
4	Tamil Nadu	0.83	0.86	1.17	1.10	2.15	26.15	25.05	25.05	25.05
5	Kerala	0.02	0.02	0.01	0.01	0.55	0.55	1.07	1.07	1.07
6	Karnataka	0.66	0.84	0.71	0.68	17.80	5.00	5.00	5.00	5.00
7	Andhra Pradesh	154.40	154.40	154.40	178.00	178.00	193.40	193.40	193.40	207.00
8	Odisha	27.50	27.50	27.50	34.50	47.50	65.00	70.00	70.00	65.00
9	Puducherry	11.40	14.90	14.90	14.90	16.90	16.96	16.96	16.96	17.95
10	Andaman & Nicobar Islands	3.00	3.00	3.00	3.00	3.00	4.11	4.11	4.11	4.11
11	Lakshadweep								5.82	5.82
	Total	689.01	737.75	788.61	856.16	910.32	987.98	994.21	1007.41	1009.55

(P): Provisional

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