

**भारत के पत्तन क्षेत्र का अद्यतन**  
**UPDATE ON INDIAN PORT SECTOR**  
**(31.03.2022)**



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

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SECRETARY  
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पत्तन, पोत परिवहन और  
जलमार्ग मंत्रालय  
MINISTRY OF PORTS,  
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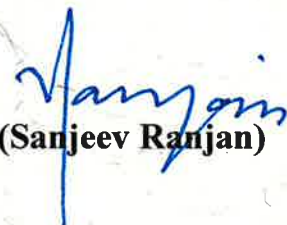
## PREFACE

As per the decision of the Maritime State Development Council (MSDC), the Transport Research Wing in the Ministry of Port, Shipping & Waterways has been bringing out the biannual publication "*Update on Indian Port Sector*". Present issue (upto 31.03.2022) is Thirty Ninth in the series of the publication "*Update on Indian Port Sector*". The last issue contained data up to September, 2021.

The current issue of the "*Update on Indian Port Sector*" includes the information on the performance of Major and Non-Major Ports for the period up to end of March, 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.

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

New Delhi  
November 09, 2022

  
(Sanjeev Ranjan)

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**UPDATE ON INDIAN PORT SECTOR**  
**(UP TO 31.03.2022)**

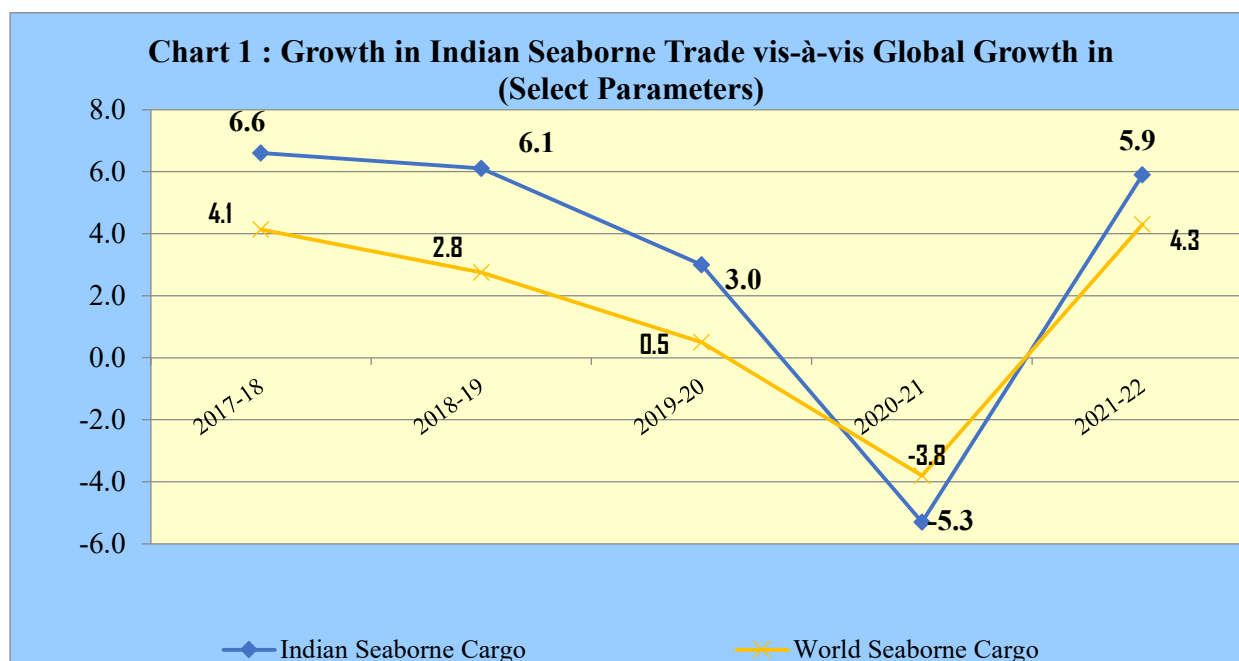
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## 1. RECENT TRENDS IN CARGO TRAFFIC

### 1.1 India: Seaborne Cargo Traffic

1.1.1 The growth in India's Port traffic and growth in world seaborne trade from 2017-18 to 2021-22 is given in **Chart I**.



### 1.2 Cargo Traffic at Indian Ports

1.2.1 During 2021-22, Major and Non-major Ports in India have accomplished a total Cargo throughput of 1323.99 million tonnes reflecting an increase of 5.9% over 2020-21 (Table 1). During 2021-22 cargo handled at Major & Non Major ports registered growth of 7.0% and 4.6% respectively. The share of Non-major Port in the total traffic handled at Indian Port decreased from 46.2% in 2020-21 to 45.6% in 2021-22. Trend in traffic handled at Major and Non-major Ports is given below in **Table 1(a)**.

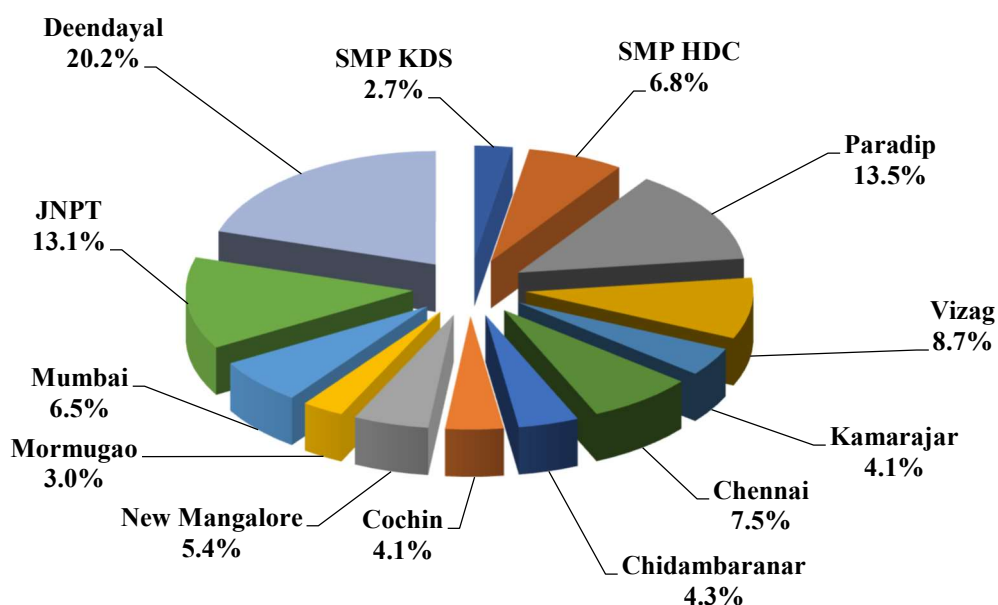
<b>Table 1 (a)- Trends in Cargo Handled at Major &amp; Non-Major Ports (Million Tonnes)</b>						
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	648.47	679.47	699.17	704.92	672.68	720.05
	(7.0)	(4.8)	(2.9)	(0.8)	-(4.6)	(7.0)
Non-Major Ports	485.21	529.09	582.61	615.00	577.30	603.94
	(4.2)	(9.0)	(10.1)	(5.6)	-(6.1)	(4.6)
All Ports	1133.69	1208.56	1281.78	1319.92	1249.99	1323.99
	(5.8)	(6.6)	(6.1)	(3.0)	-(5.3)	(5.9)
Figures in bracket represents percentage change over the previous year/period.						
P- Provisional						

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

1.2.2 The overseas cargo handled at Indian Ports increased by 3.6% during 2021-22 as compared to 2020-21. Coastal cargo handled at Indian Ports also increased by 16.5% during the same period. The overseas cargo handled at Major Ports increased by **4.4%** from 525.34 million tonnes during 2020-21 to 548.65 million tonnes handled during 2021-22. The Coastal Cargo handled at Major port also increased by **16.3%** from 147.35 million tonnes during 2020-21 to 171.41 million tonnes handled during 2021-22. The overseas cargo handled at Non-Major Ports during 2021-22 increased by 2.6% to 509.62 million tonnes from 496.55 million tonnes 2020-21. The coastal cargo handled at Non-Major Ports during 2021-22 also increased by 16.8% to 94.32 million tonnes from 80.76 million tonnes handled during the 2020-21. The overseas-coastal cargo traffic handled at Indian Ports during 2020-21 and 2021-22 is presented in **Table-1(b)**.

<b>Table 1(b)- Overseas - Coastal Traffic handled at Indian Ports during 2021-22</b>						
<b>(Million Tonnes)</b>						
<b>Major/Non-Major</b>	<b>2020-21</b>			<b>2021-22 (P)</b>		
	Overseas	Coastal	Total	Overseas	Coastal	Total
<b>Major Ports</b>	525.34	147.35	672.69	548.65	171.41	720.05
	-(3.6)	-(7.8)	-(4.6)	(4.4)	(16.3)	(7.0)
<b>Non-Major Ports</b>	496.55	80.76	577.31	509.62	94.32	603.94
	-(4.7)	-(14.1)	-(6.1)	(2.6)	(16.8)	(4.6)
<b>All Ports</b>	1021.89	228.11	1250.00	1058.27	265.72	1323.99
	-(4.2)	-(10.1)	-(5.3)	(3.6)	(16.5)	(5.9)
Figures in bracket represents percentage change over the previous year/period.						
P- Provisional						

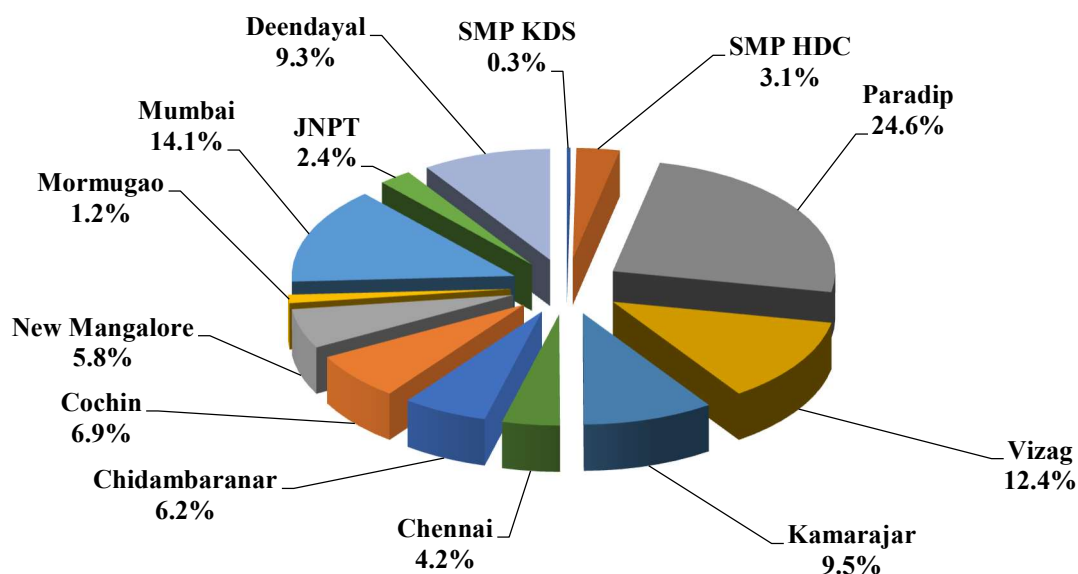
**Chart-II Share of overseas cargo traffic at Major Ports during 2021-22**



**1.2.3 Major Ports:** Among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 111.08 million tonnes with a share of 20.2% followed by Paradip Port (13.5%), JNPT (13.1%), Vishakhapatnam Port (8.7%), Chennai Port (7.5%), Haldia Dock (6.8%), Mumbai Port (6.5%), New Mangalore Port (5.4%), V.O. Chidambaranar Port (4.3%), Cochin Port (4.1%), Kamarajar Port (4.1%), Mormugao Port (3.0%) and Kolkata Dock (2.7%) during 2021-22 (Chart II above).

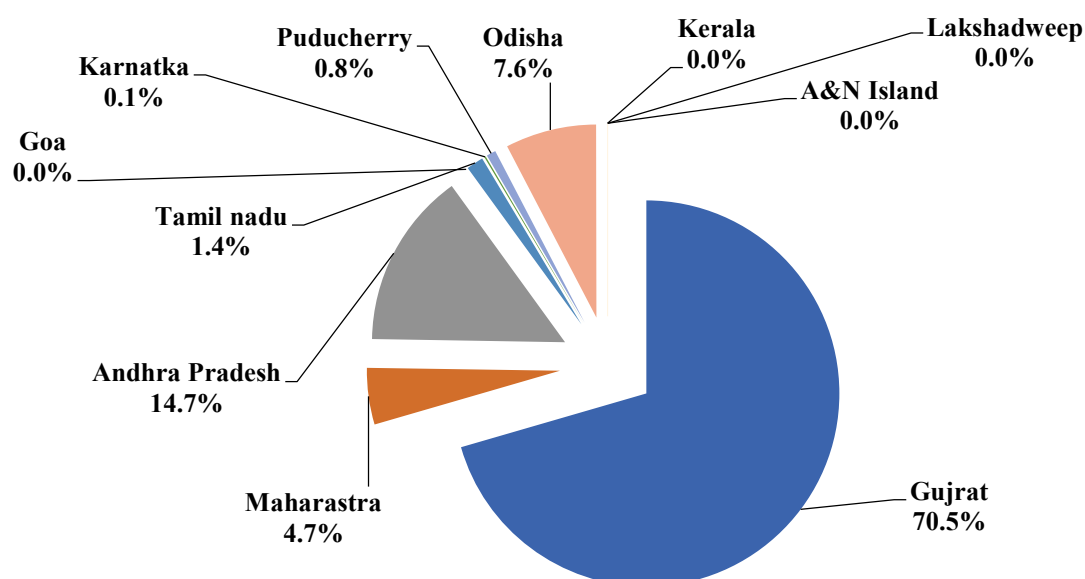
**1.2.4** Among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 42.20 million tonnes with a share of 24.6% followed by Mumbai Port (14.1%), Vishakhapatnam Port (12.4%), Kamarajar Port (9.5%), Deendayal Port (9.3%), Cochin Port (6.9%), V.O.Chidambaranar Port (6.2%), New Mangalore Port (5.8%), Chennai Port (4.2%), Haldia Dock (3.1%), JNPT (2.4%), Mormugao Port (1.2%) and Kolkata Dock (0.3%) during 2021-22 (Chart III below).

**Chart-III Share of coastal cargo traffic at Major Ports during 2021-22**



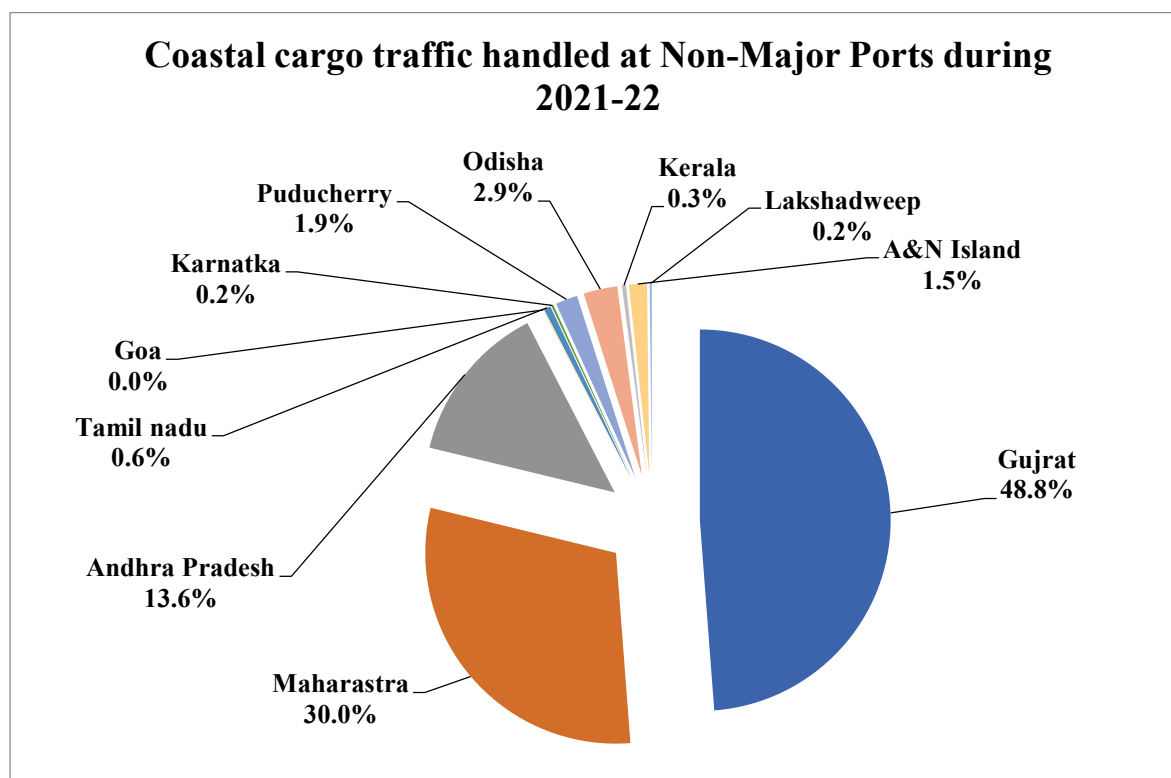
**1.2.5 Non Major Ports:** Among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum overseas cargo of 359.37 million tonnes with a share of 70.5% followed by Andhra Pradesh Maritime Board (APMB) (14.7%), Directorate of Ports, Odisha (7.6%), MMB (4.7%), TNMB (1.4%), Puducherry (0.8%) and Karnataka (0.1%) during 2021-22 (**Chart IV below**).

**Overseas cargo traffic handled at Non-Major Ports during 2021-22**





1.2.6 Amongst the Non-Major Ports, GMB handled the maximum Coastal Cargo of 46.02 million tonnes with a share of 48.8% followed by MMB (30.0%), Andhra Pradesh Maritime Board (APMB) (13.6%), Directorate of Ports, Odisha (2.9%), Puducherry (1.9%), A&N Islands (1.5%), Directorate of Ports, Kerala Maritime Board (KMB) (0.3%) and Karnataka and Lakshadweep ( 0.2%) during 2021-22 (**Chart V below**).



### 1.3 Cargo Traffic at Major Ports

1.3.1 Cargo traffic at India's 12 major ports during 2021-22 was 720.05 million tonnes registering a growth of 7.0% over the previous year.

1.3.2 During 2021-22, Kamarajar Port recorded highest growth in traffic 49.6% as compared to 2020-21 followed by JNPT (17.3%), Mumbai (12.3%), Chennai Port (11.5%), Cochin Port (9.7%), Deendayal (8.1%), New Mangalore Port (7.7%), V.O. Chidambaranar (7.3%) and Paradip (1.4%). Major ports which recorded **negative growth** in traffic during 2021-22 were: Mormugao Port (16.1%), followed by Haldia (5.7%), Kolkata Dock System (3.8%) and Vizag (1.2%).

<b>Table 2 : Traffic Handled at Major Ports</b>							
<b>Ports</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22 (P)</b>	<b>(000' Tonnes) % change 2021-22 w.r.t to 2020-21</b>
1	2	3	4	5	6	7	8
SMP Kolkata	50951	57891	63763	63983	61368	58175	-5.2
SMP Kolkata DS	16810	17390	18551	17303	15900	15298	-3.8
SMP Haldia DC	34141	40501	45212	46680	45468	42877	-5.7
Paradip	88958	102028	109302	112689	114549	116133	1.4
Vizag	61020	63537	65301	72722	69843	69030	-1.2
Kamarajar	30020	30446	34498	31746	25889	38742	49.6
Chennai	50214	51881	53012	46759	43553	48564	11.5
Chidambaranar	38463	36583	34342	36077	31790	34119	7.3
Cochin	25007	29143	32021	34042	31503	34551	9.7
New Mangalore	39936	42059	42508	39144	36500	39296	7.7
Mormugao	33181	26897	17683	16016	21988	18456	-16.1
Mumbai	63129	62902	60634	60696	53324	59891	12.3
JNPT	62152	66004	70706	68449	64809	75996	17.3
Deendayal	105442	110099	115401	122607	117566	127100	8.1
<b>All Ports</b>	<b>648473</b>	<b>679470</b>	<b>699171</b>	<b>704929</b>	<b>672682</b>	<b>720054</b>	<b>7.0</b>
Source: Major Port, (P): Provisional							

1.3.3 Amongst the Major Ports, Deendayal (Kandla) Port handled the maximum cargo traffic of 127.10 million tonnes with a share of 18.1% in total cargo handled at major ports during 2021-22 followed by Paradip Port (16.2%), JNPT (10.6%), Visakhapatnam Port (9.6%), Mumbai Port (8.0%), Chennai Port (6.6%), Haldia Dockyard Complex (5.8%), New Kamarajar Port (5.5%), Mangalore Port and V.O. Chidambaranar Port (5.1%), Cochin Port (4.6%), Mormugao Port (2.7%) and Kolkata Dock System (2.0%) (Table 2).

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

1.3.4 At a broad commodity level, during 2021-22, Food Grain posted highest growth rate of 358.4% followed by Thermal Coal (22.5%), Container (16.1), FRM (Dry) (13.6%), POL (6.1) and Other Cargo(4.9%) as compared to 2021-22. The Fertilizer recorded the highest negative growth of 27.8% during 2021-22 followed by Iron Ore (20.2%) and Coking coal ( 3.1%) from previous year.

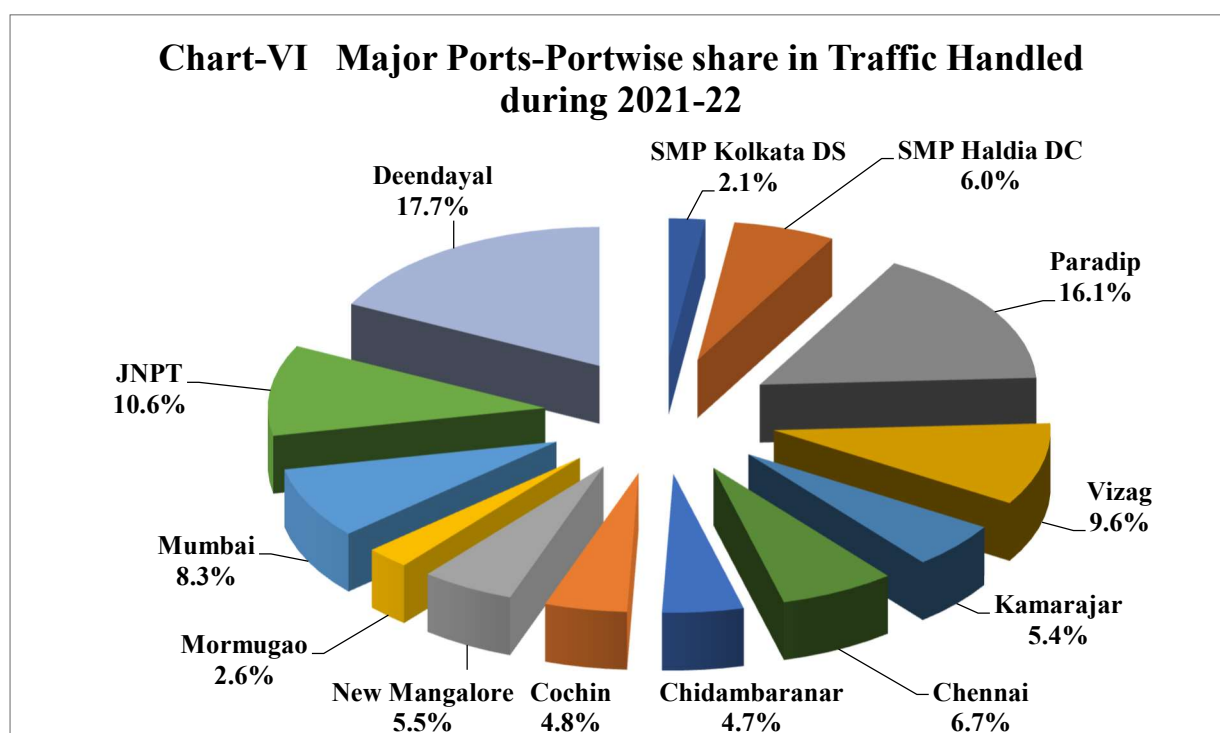
**Table 3** gives the details of Commodity wise traffic handled at Major Port from financial year 2016-17 to first half of the year 202-22

<b>Table 3 : Commodity wise Traffic Handled at Major Ports</b>							
							(000' Tonnes)
Commodities	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)	% change 2021-22 w.r.t to 2020-21
1	2	3	4	5	6	7	8
POL	200225	213261	220940	222427	191063	203720	6.6
Iron Ore	41765	41170	38814	55512	64330	51320	-20.2
<b>Fertiliser</b>	<b>14057</b>	<b>15052</b>	<b>15414</b>	<b>15920</b>	<b>17947</b>	<b>16091</b>	<b>-10.3</b>
1. Finished	7043	7523	8428	9322	10381	7493	-27.8
2. Raw (DRY)	7014	7529	6986	6599	7566	8598	13.6
<b>Coal</b>	<b>126177</b>	<b>126725</b>	<b>137481</b>	<b>118839</b>	<b>102928</b>	<b>117375</b>	<b>14.0</b>
1. Thermal Coal	90329	87145	99600	78806	34047	84369	147.8
2. Coking Coal	35848	39580	37881	40033	68881	33006	-52.1
Food Grain	6504	2396	798	956	1555	7129	358.4
Container (Tonnes)	124663	133726	145522	146879	143710	166907	16.1
Others	135082	147140	140202	144397	151149	157514	4.2
<b>Total</b>	<b>648473</b>	<b>679470</b>	<b>699171</b>	<b>704929</b>	<b>672682</b>	<b>720054</b>	<b>7.0</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							

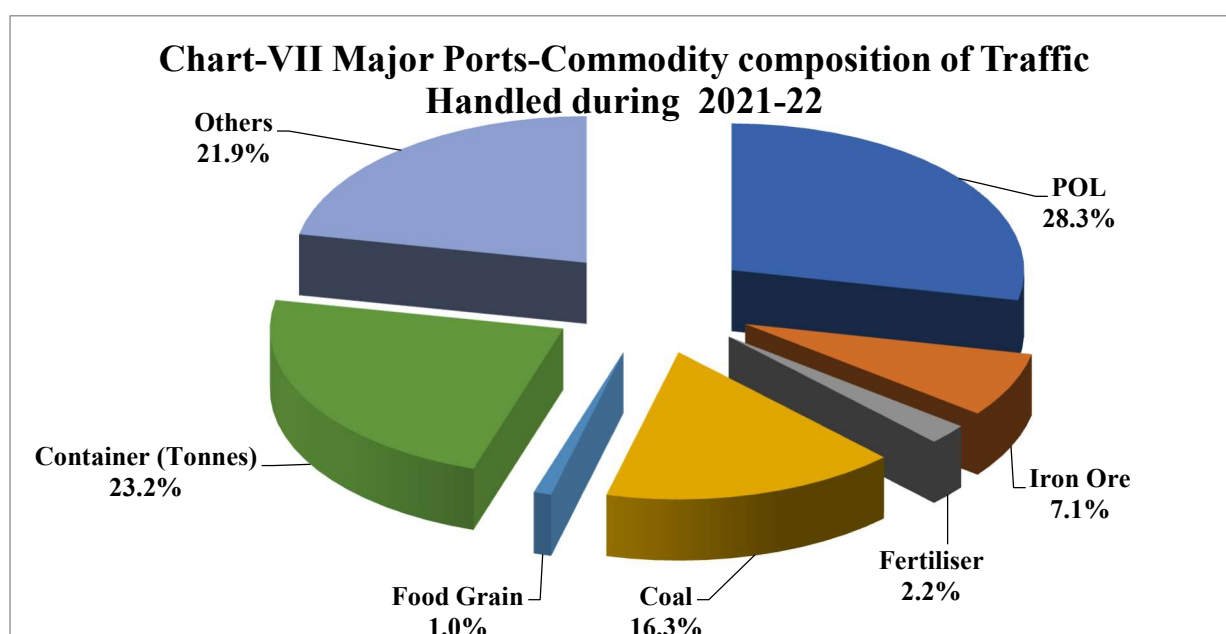
1.3.5 In terms of composition of cargo traffic handled during 2021-22 at Major Ports, the largest commodity group (with share in percent in total cargo handled) was POL (28.3%), Container traffic (23.2%), Others cargo (22.0%), Coal (16.3%), Iron ore (7.1%), Fertilizer & FRM (2.2%) and Food Grain (1.0%).

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

**Chart-VI: Port-wise share in Traffic Handled during 2021-22.**



**Chart-VII: Commodity composition of Traffic Handled during 2021-22.**



1.3.7 The Port-wise & commodity-wise traffic handled at Major Ports from 2018-19 to 2021-22 is given at **Annexure-I** and port wise commodity wise traffic handled in Overseas and Coastal during first 2018-19 to 2021-22 is given at **Annexure-III**.

## Container Traffic

1.3.8 Container traffic (tonnes), which reflects largely trade in manufactures and components increased by 16.1% during 2021-22 as compared to 18.1% decline during 2020-21. In terms of Twenty Foot Equivalent Units (TEUs), containers handled by Major Ports during 2021-22 recorded 16.8% increase as compared to 20.9 decline registered during 2020-21. Amongst the major ports, Kamarajar Port recorded highest growth in container traffic (in terms of Tonnes) of 139.4% followed by JNPT (19.6%), Chennai Port (15.5%), SMP Haldia Dock Complex (14.6%), Cochin Port (7.6%), Vishakhapatnam Port (5.0%), Deendayal Port (4.1%), V.O.Chidambaranar Port (2.7%), SMP Kolkata Dock System (2.5%) and NMPT (0.8%). Major Ports which witnessed highest fall in container traffic were Mormugao Port (40.1%) followed by Paradip (33.6%) and Mumbai Port (6.6%). JNPT continues to be the leading container handling port in the country with a share of 41.4% in terms of tonnage and 50.6% in terms of TEUs in the total container traffic at major ports during 2021-22 followed by Chennai Port (18.5%), V.O. Chidambaranar Port (9.2%), Cochin Port (6.2%), Kamarajar (5.6%) Visakhapatnam Port (5.1%), Deendayal Port (5.2%) and SMP Kolkata Dockyard System (5.1%) in term of tonnes during 2021-22 (**Table 4**).

<b>Table 4: Container Traffic at Major Ports (in thousand tonnes/TEUs)</b>								
<b>PORT</b>	<b>2019-20</b>		<b>2020-21</b>		<b>2021-22 (P)</b>		<b>% change- 2021-22 w.r.t to 2020-21</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>
1	2	3	4	5	6	7	8	9
SMP Kolkatta DS	9767	675	8237	538	8441	570	2.5	5.9
SMP Haldia DC	3032	169	2927	149	3353	165	14.6	10.7
Paradip	222	12	279	16	185	10	-33.6	-38.2
Vizag	8649	409	8178	481	8583	512	5.0	6.4
Chennai	26710	1384	26768	1387	30925	1602	15.5	15.5
Kamarajar	2524	128	3871	198	9269	481	139.4	142.8
Chidambanar	16436	804	15023	762	15429	781	2.7	2.5
Cochin	8628	620	9550	690	10278	736	7.6	6.7
New Mangalore	2278	153	2291	150	2310	152	0.8	1.4
Mormugao	418	32	307	22	184	14	-40.1	-36.2
JNPT	60940	5031	57746	4677	69092	5684	19.6	21.5
Mumbai	291	27	255	25	238	22	-6.6	-9.8
Deendayal	6967	447	8279	515	8620	493	4.1	-4.3
<b>All Ports</b>	<b>146861</b>	<b>9892</b>	<b>143710</b>	<b>9610</b>	<b>166907</b>	<b>11223</b>	<b>16.1</b>	<b>16.8</b>
Note: (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 45.6% of total maritime freight traffic of the country during 2021-22.

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

Table 5 : Traffic Handled by Non-Major Ports by Maritime States/UTs								
(000'Tonnes)								
Maritime State/UT	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22(P)	% Change over previous year	
							2020-21	2021-22(P)
Gujarat	345739	370769	399197	411791	387572	405391	-5.9	4.6
	(71.3)	(70.1)	(68.5)	(67.0)	(67.1)	(67.1)		
Maharashtra	34894	37906	45786	43661	39844	52474	-8.7	31.7
	(7.2)	(7.2)	(7.9)	(7.1)	(6.9)	(8.7)		
Andhra Pradesh	69603	86285	103334	99905	89637	87996	-10.3	-1.8
	(14.3)	(16.3)	(17.7)	(16.2)	(15.5)	(14.6)		
Goa	117	72	15	8	35	27	337.5	-22.2
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
Tamil Nadu	1152	1103	960	11370	7407	7842	-34.9	5.9
	(0.2)	(0.2)	(0.2)	(1.8)	(1.3)	(1.3)		
Karnataka	707	680	1044	935	785	787	-16.0	0.3
	(0.1)	(0.1)	(0.2)	(0.2)	(0.1)	(0.1)		
A&N	1276	1418	1495	1851	1433	1535	-22.6	7.2
	(0.3)	(0.3)	(0.3)	(0.3)	(0.2)	(0.3)		
Odisha	22473	22595	22186	35269	43033	41543	22.0	-3.5
	(4.6)	(4.3)	(3.8)	(5.7)	(7.5)	(6.9)		
Kerala	140	138	222	156	113	320	-27.6	183.3
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)		
Puducherry	9112	8121	8370	10101	7330	5839	-27.4	-20.3
	(1.9)	(1.5)	(1.4)	(1.6)	(1.3)	(1.0)		
Lakshadweep	-	-	-	-	116.00	184.40	-	59.0
All M.States/UTs	485213	529087	582609.2	615046	577303	603939	-6.1	4.6
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)		
Note: Figure in parenthesis is the percentage share of traffic handled by the maritime state to the total traffic handled by all the maritime states;								
P- Provisional								

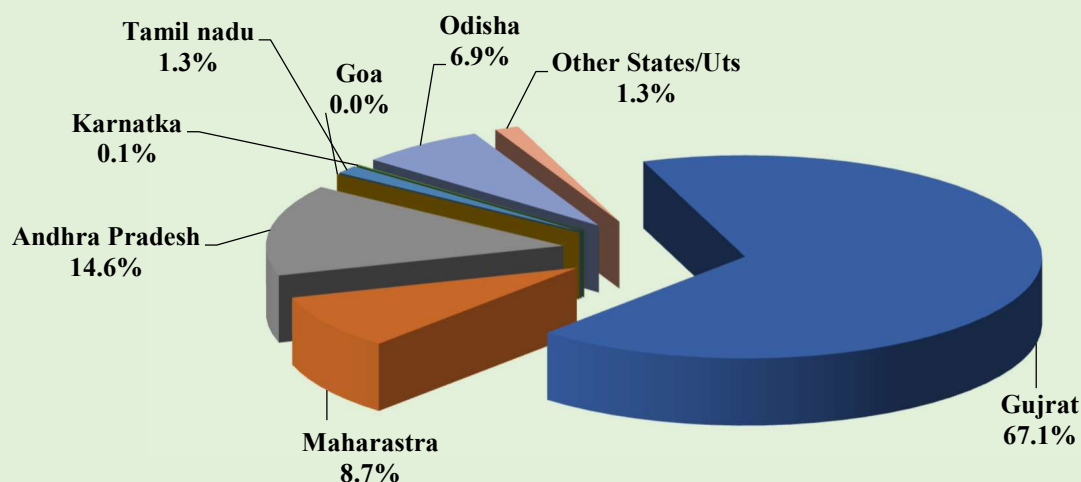
1.4.3 The cargo handled by the non-major ports during 2021-22 was increased by 4.6% as compared to 6.1% decline during 2020-21. Gujarat accounted for 67.1% of the traffic handled by the non-major ports followed by Andhra Pradesh (14.6%), Odisha (6.9%) and Maharashtra (8.7%). Four maritime States, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 97.3% of the total cargo traffic handled by the non-major ports during 2021-22. Kerala has highest growth of 183.3% during 2021-22 as compared to previous year followed by Lakshadweep ( 59.0%), Maharashtra (31.7%) Andaman and Nicobar (7.2%), Tamil Nadu (5.9%), Gujarat (4.6%) and Karnataka (0.3%). Non Major ports which recorded **negative growth** in traffic during 2021-22 were Goa (22.2%), Puducherry (20.3%), Odisha (3.5%) and Andhra Pradesh (1.8%).

1.4.4 **Table 6** below gives the details of commodity-wise traffic handled at Non-Major Ports from 2016-17 to 2021-22. The table shows that the two commodities, viz. POL and Coal accounted for 55.1% of the total cargo handled at the non-major ports during 2021-22 .

<b>Table 6: Commodity-wise Traffic Handled by Non-Major Ports</b>								
Commodity							(000'Tonnes)	
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22(P)	% Change over previous year	
							2020-21	2021-22(P)
<b>POL*</b>	186070 (38.3)	193422 (36.6)	191749 (32.9)	197156 (32.1)	157628 (27.3)	194397 (32.2)	-20.0	23.3
<b>Iron Ore**</b>	34454 (7.1)	36596 (6.9)	44823 (7.7)	39968 (6.5)	42989 (7.4)	40069 (6.6)	7.6	-6.8
<b>Building Material\$</b>	15170 (3.1)	15588 (2.9)	16162 (2.8)	15003 (2.4)	13885 (2.4)	15272 (2.5)	-7.5	10.0
<b>Coal@</b>	133755 (27.6)	146684 (27.7)	171096 (29.4)	178525 (29.0)	153841 (26.6)	138250 (22.9)	-13.8	-10.1
<b>Fertilizer &amp; FRM&amp;</b>	14237 (2.9)	11714 (2.2)	16224 (2.8)	15959 (2.6)	13413 (2.3)	17297 (2.9)	-16.0	29.0
<b>Others</b>	101527 (20.9)	125085 (23.6)	142555 (24.5)	168434 (27.4)	195548 (33.9)	198653 (32.9)	16.1	1.6
<b>All</b>	485213 (100.0)	529089 (100.0)	582609 (100.0)	615046 (100.0)	577303 (100.0)	603939 (100.0)	-6.1	4.6
Note: Figure in parenthesis is the percentage share of major commodity groups in the total traffic handled by the Non major ports * includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil. @ includes Thermal Coal, Coking coal, other coal and Pet coal \$ includes Building Material and Cement/Clinker ** includes iron ore fines and Pellets & includes Fertilisers, FRM-Liquid, FRM Dry and Rock Phosphate Source: BPS and Non Major Ports/State Maritime Boards								

1.4.5 The Non major port wise share of Maritime States/UTs in total traffic handled during 2021-22 is depicted in the pie **Chart VIII**.

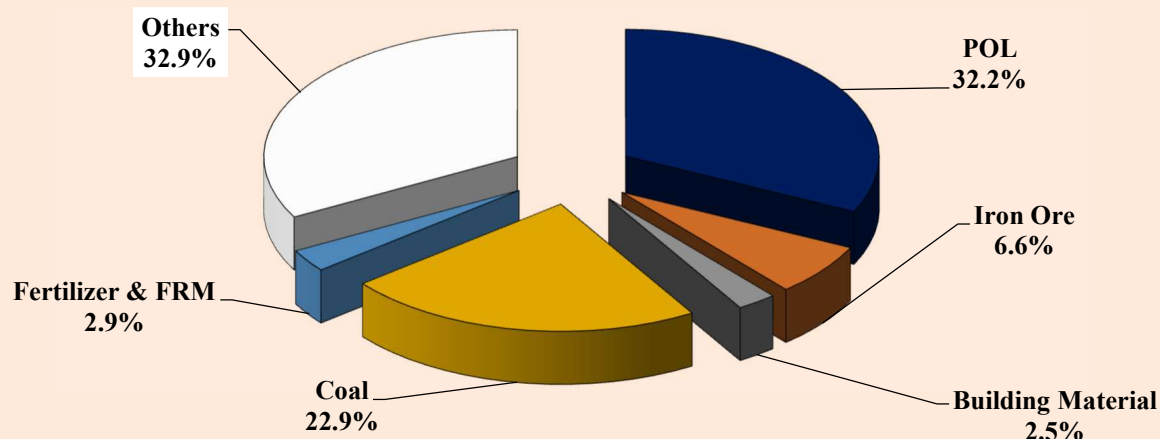
**Chart VIII : Non-Major Ports-share of Maritime States/UTs in Traffic Handled during 2021-22**



1.4.6 The percentage share of Other Cargo is maximum (32.9%) during 2021-22 followed by POL (32.2%), Coal (22.9%), Iron ore (6.6%), Fertilizer & FRM (2.9%) and Building Material (2.5%). Fertilizer & FRM registered the highest growth of 29% during 2021-22 as compared to previous year followed by POL (23.3%), Building materials (10%) and other Commodities (21.6%). Coal and Iron ore recorded negative growth of 10.1% & 6.8% respectively during 2021-22 .

1.4.7 The Commodity-wise composition of traffic during 2021-22 is depicted in the pie **Chart IX**.

**Chart IX: Non-Major Ports-Commodity Composition of Traffic Handled during 2021-22**



1.4.8 Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2018-19 to 2021-22 is given at **Annexure-II** and port wise/ commodity wise traffic handled in Overseas & Coastal during 2020-21 and 2021-22 is given at **Annexure-IV**.



## **2. PERFORMANCE OF MARITIME STATES**

2.1 Ports are economic and service provision units of a remarkable importance since they act as a place for the interchange of two transport modes, maritime and land, whether by rail or road. Therefore, the essential aspect of ports lies in their intermodal nature. India has a coast-line of over 7517 Kms with 12 major ports and 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. In 2021-22, only 68 Non-major Ports were reported to have handled cargo traffic.

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

### **2.3 Maritime States Development Council (MSDC)**

2.3.1 With a view to have an integrated approach for the development of both Major and Non-Major Ports, the **Maritime States Development Council (MSDC)** was constituted in May, 1997 under the Chairmanship of the Hon'ble Minister of Shipping. The Ministers in-charge of Ports in all Maritime States, Union Territories of Puducherry, Andaman & 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 17<sup>th</sup> meeting of MSDC was held on 15.10.2019 at New Delhi under the chairmanship of Hon'ble Minister of State for Shipping (Independent Charge) with Ministers and officials from various Maritime States and Government of India. In the meeting it was agreed that there is a need for a closer and active interaction between the Central Government and the Maritime States/UTs for augmenting the infrastructure development and safety & security of the ports as port play a vital role in EXIM Trade.

## 2.4 Maritime States – Non-Major Ports

2.4.1 Non-major ports in India collectively handled 603.75 million tonnes of traffic during 2021-22 as compared to 577.30 million tonnes of cargo handled in the same period of 2020-21 recording negative growth of 4.6%.

### 2.4.2 GUJARAT

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



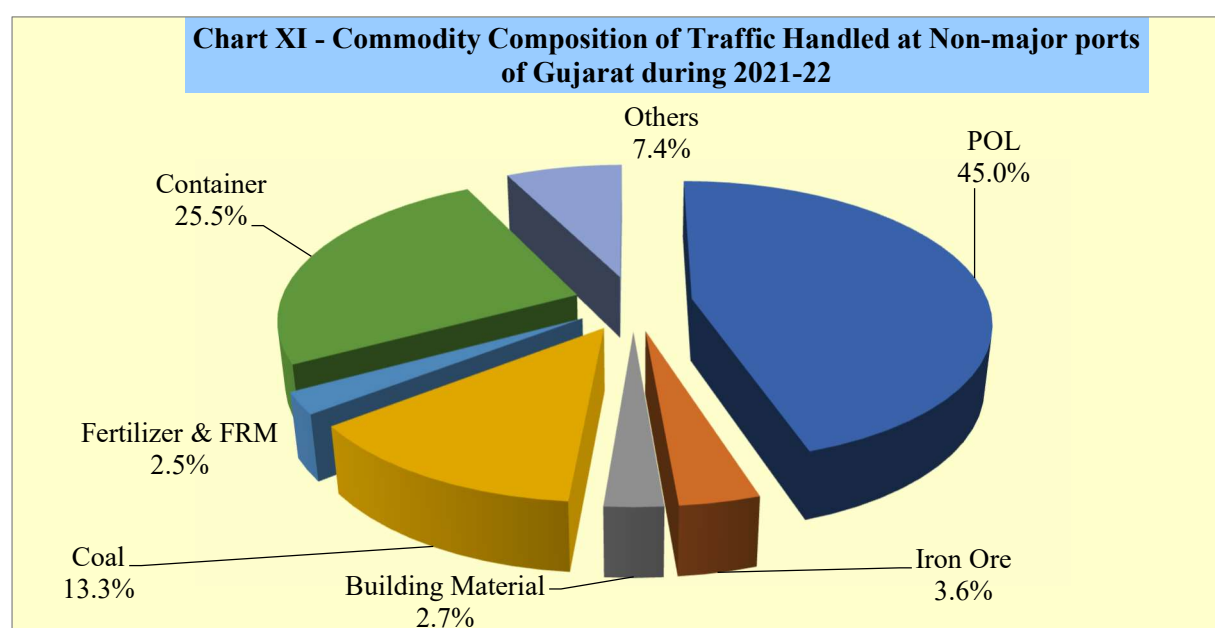
Source : [http://gmbports.org/assets/downloads/35\\_administrative\\_report\\_2016\\_17\\_eng.pdf](http://gmbports.org/assets/downloads/35_administrative_report_2016_17_eng.pdf)

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> (Million Tonnes)						
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	105.44 (6.0)	110.10 (4.4)	115.40 (4.8)	122.61 (6.2)	117.57 (-4.1)	127.1 (8.1)
Non-Major Ports	345.74 (1.8)	370.77 (7.2)	399.20 (7.7)	411.79 (3.1)	387.57 (-6.2)	405.39 (4.4)
All Ports	451.18 (2.7)	480.87 (2.7)	514.60 (7.0)	534.40 (3.8)	505.14 (-5.5)	532.49 (5.4)
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 40.3% of the total cargo handled by Indian ports during 2021-22 . The total cargo traffic handled at the major and non-major ports of Gujarat during 2021-22 was of the order of 532.49 million tonnes as against 505.14 million tonnes during 2020-21, reflecting an increase of 5.4%. In particular, non-major ports of Gujarat alone handled around 67.1% of total cargo traffic at India's non-major ports during 2021-22.

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



2.4.2.5 Recent trends in cargo handled and capacity creation in non-major ports of Gujarat are captured in the **Table 8**. It indicates sustained increase in cargo throughput and capacity addition. During the year 2021-22, total cargo handling capacity in the non- major port sector in Gujarat was 552. million tonnes. Gujarat Maritime Board (GMB) is the nodal agency for regulation and development of the State’s maritime activities. The table indicates that from the year 2016-17 onwards the capacity of Non-major Ports increased every year. In 2016-17, the capacity utilization was 69.0 and increases to 75.6% in 2019-20. However , during 2020-21 it decreases to 71.2% but again rises to 73.4 in 2021-22.

<b>Table 8 - Gujarat: Non Major Ports - Capacity &amp; Utilization (Million Tonnes)</b>						
<b>Item</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22(P)</b>
Capacity*	501	523	542	542.81	544.62	552
	(7.5)	(4.4)	(3.6)	(0.1)	(0.3)	(1.4)
Cargo Handled	345.74	370.77	399.20	411.79	387.57	405.39
% Utilization	69.0	70.9	73.7	75.9	71.2	73.4
* Including Lighterage Port Capacity;						
Figures within parenthesis indicate capacity addition in % age during the year						

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

## 2.4.3 MAHARASHTRA

2.4.3.1 The State has a coastline of around 653 km, with 2 major ports viz. Mumbai port and Jawahar Lal Nehru Port Trust (JNPT) and 48 non-major ports. Out of 48 non-major ports only 16 ports handle cargo. Maharashtra Maritime Board (MMB) is the nodal agency for regulation and development of the State’s maritime activities. Total cargo handled during April to March 2021-22 was 188.36 Million Tonnes compared to 157.98 Million Tonnes handled during 2020-21 in the same period with the increase in growth by 19.2%. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 72.1 % while share of Non-major Ports was only 27.9%.

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	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	125.28	128.91	131.34	129.15	118.13	135.89
	(0.1)	(2.9)	(1.9)	-(1.7)	-(8.5)	(15.0)
Non-Major Ports	34.89	37.91	45.79	43.66	39.84	52.47
	(21.0)	(8.6)	(20.8)	-(4.6)	-(8.7)	(31.7)
All Ports	160.18	166.81	177.13	172.81	157.98	188.36
	(4.0)	(4.1)	(6.2)	-(2.4)	-(8.6)	(19.2)
Figures in bracket represent percentage change over the previous year/period.						
P- Provisional						

## 2.4.4 GOA

2.4.4.1 Goa with a coastline of about 118 kms is criss-crossed by 7 rivers. Apart from the major port at Mormugao, there are five non-major ports all of which are riverine ports with an average depth of about 2 meters except Panaji (which is the lone cargo handling non-major port) with a depth of 4 meters. In Goa State, the cargo handled at Non-major Ports was very less compared to Major Port. The percentage share of Major port in the total cargo handled in the Goa state was 99.9%.

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	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	33.18	26.90	17.68	16.02	21.99	18.46
	(59.7)	-(18.9)	-(34.3)	-(9.4)	(37.3)	-(16.1)
Non-Major Ports	0.12	0.07	0.02	0.01	0.035	0.027
	-(72.8)	-(38.5)	-(79.2)	-(33.3)	(250.0)	-(22.9)
All Ports	33.30	26.97	17.70	16.03	22.02	18.48
	(57.0)	-(19.0)	-(34.4)	-(9.4)	(37.4)	-(16.1)
Figures in bracket represents percentage change over the previous year/period.						
(P) Provisional.						

## 2.4.5 KARNATAKA

2.4.5.1 Karnataka has a coastline of about 280 kms. At present, there is one major sea port, the New Mangalore Port and 13 non-major ports in Karnataka. Out of 13 non-major ports, 2 ports handle cargo during 2021-22 in the state which is: Old Mangalore and Karwar port.

During 2021-22, non- major ports in the State handled almost same cargo amount of cargo handled during 2020-21 i.e. 0.79 million tonnes. The total cargo handled in the Karnataka state was 40.08 million tonnes during 2021-22as compared to 37.29 million tonnes during 2020-21.

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

<b>Table 11 - Karnataka: Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	39.94	42.06	42.51	39.14	36.50	39.30
	(12.2)	(5.3)	(1.1)	-(7.9)	-(6.7)	(7.7)
Non-Major Ports	0.71	0.68	1.04	0.94	0.79	0.79
	-(15.2)	-(3.9)	(53.5)	-(10.0)	-(16.5)	(0.3)
All Ports	40.64	42.74	43.55	40.08	37.29	40.08
	(11.6)	(5.2)	(1.9)	-(8.0)	-(7.0)	(7.5)
Figures in bracket represents percentage change over the previous year/period.						
(P) Provisional.						

## 2.4.6 KERALA

2.4.6.1 Kerala has a coastline of 570 kms, with one major port at Cochin and 17 non-major ports. The Vallarpadam Container Terminal Project in Cochin has been promoted on BOT basis through public private participation. In Kerala, the four non-major ports handling cargo are: Vizhinjam, Neendakara, Beypore and Azhikkal. The total cargo handled during 2021-22 in Kerala state was 34.87 million tonnes as compared to 31.62 million tonnes handled during 2020-21 reflecting growth of 10.3%.

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	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	25.01	29.14	32.02	34.04	31.50	34.55
	(13.2)	(16.5)	(9.9)	(6.3)	-(7.4)	(9.7)
Non-Major Ports	0.14	0.14	0.22	0.16	0.11	0.32
	-(2.8)	-(1.4)	(59.4)	-(27.3)	-(29.4)	(183.2)
All Ports	25.15	29.28	32.24	34.20	31.62	34.87
	(13.1)	(16.4)	(10.1)	(6.1)	-(7.6)	(10.3)
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 2021-22, the non-major ports in Tamil Nadu collectively handled 7.84 million tonnes of cargo traffic as compared to 7.41 million tonnes in the 2020-21, showing growth of 5.9%. The total cargo in Tamil Nadu State has been increased to 121.43 million tonnes in 2021-22 from 101.23 million tonnes in 2020-21 reflecting an increase of 19.9%. 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	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	118.70	118.91	121.85	114.58	101.23	121.43
	-(0.3)	(0.2)	(2.5)	-(6.0)	-(11.6)	(19.9)
Non-Major Ports	1.15	1.10	0.96	11.37	7.41	7.84
	(34.6)	-(4.3)	-(12.7)	(1080.7)	-(34.9)	(5.9)
All Ports	119.85	120.01	122.81	125.95	108.64	129.27
	-(0.1)	(0.1)	(2.3)	(2.6)	-(13.7)	(19.0)
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 157 million tonnes of cargo during 2021-22 as compared with 159.5 million tonnes in same period of 2020-21 thus registering decrease of 1.5 % in traffic handled by major and non-major ports of Andhra Pradesh. Non-major ports in Andhra Pradesh posted negative growth of 1.8% in 2021-22.

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

<b>Table 14 - Andhra Pradesh: Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	61.02	63.54	65.30	72.72	69.84	69.03
	(7.0)	(4.1)	(2.8)	(11.4)	-(4.0)	-(1.2)
Non-Major Ports	69.60	86.29	103.33	99.85	89.64	88.0
	-(4.3)	(24.0)	(19.8)	-(3.4)	-(10.2)	-(1.8)
All Ports	130.6	149.8	168.6	172.6	159.5	157.0
	(0.7)	(14.7)	(12.6)	(2.3)	-(7.6)	-(1.5)
(P): Provisional Figures in bracket represents percentage change over the previous year/period.						

## 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 41.54 million tonnes of cargo during 2021-22 as compared to 43.03 million tonnes in 2020-21 registering decline of 3.5% in



traffic. The total cargo handled during 2021-22 was 157.68 million tonnes compared to 157.58 million tonnes in the corresponding period of 2019-20 registering an increase of 0.1% in traffic. The cargo handled at Major port has registered an increase of 1.4% during 2021-22 as compared to same period of 2020-21.

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

<b>Table 15 - Odisha : Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	88.96	102.03	109.30	112.69	114.55	116.13
	(16.4)	(14.7)	(7.1)	(3.1)	(1.6)	(1.4)
Non-Major Ports	22.47	22.60	22.19	35.27	43.03	41.54
	(50.3)	(0.5)	-(1.8)	(59.0)	(22.0)	-(3.5)
All Ports	111.43	124.62	131.49	147.96	157.58	157.68
	(22.0)	(11.8)	(5.5)	(12.5)	(6.5)	(0.1)
Figures in bracket represents percentage change over the previous year/period.						
(P) Provisional.						

## 2.4.10 WEST BENGAL

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

<b>Table 16 - West Bengal :Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Major Ports	50.95	57.89	63.76	63.98	61.37	58.19
	(1.3)	(13.6)	(10.1)	(0.3)	-(4.1)	-(5.2)
All Ports	50.95	57.89	63.76	63.98	61.37	58.19
	(1.3)	(13.6)	(10.1)	(0.3)	-(4.1)	-(5.2)
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 (Million Tonnes)</b>						
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Andaman &	1.28	1.42	1.50	1.85	1.43	1.54
Nicobar Islands	-(3.6)	(11.1)	(5.4)	(23.7)	-(22.6)	(7.2)
Figures in bracket represents percentage change over the previous year/period.						
P- Provisional						

2.4.11.3 In January 2006, the Government of Puducherry entered into a concession agreement with private developers for the development of deep water ports on BOT basis at Puducherry and Kariakal. The commercial operations started in April 2009. Non-major ports Puducherry collectively handled 5.84 million tonnes of cargo during 2021-22 as compared to 7.33 million tonnes in 2020-21 registering decline of 20.3%.

The Non-major port Lakshadweep collectively handled 0.18 million tonnes of cargo 2021-22 as compared to 0.12 million tonnes in 2020-21 reflecting an increase of 59%.

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 (Million Tonnes )</b>						
Major/Non-Major	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
Lakshadweep	-	-	-		0.1	0.2
					-	(59.0)
Puducherry	9.11	8.12	8.37	10.10	7.33	5.84
	(52.5)	-(10.9)	(3.1)	(20.7)	-(27.4)	-(20.3)
Figures in bracket represents percentage change over the previous year/period.						
P- Provisional						

### 3. PERFORMANCE INDICATORS

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

3.1.1 Over the years, cargo handling capacity of major ports has steadily increased to cater to the growing volume of internal and external trade. The capacity of the ports which was 172.59 million tonnes at the end of 1993-94 would be increased to a level of 1534.91 million tonnes at the completion of six months of 2020-21 ( provisionally ). The provisional port-wise capacity during 2020-21 and the traffic handled at Major Ports during April to March , 2020-21 are given in **Table 19**.

<b>Table 19 -Major Port-wise Capacity Utilisation during 2021-22 (P)</b> (Million Tonnes)				
<b>S.No.</b>	<b>Name of Ports</b>	<b>Capacity</b>	<b>Traffic**</b>	<b>Capacity Utilisation (%)</b>
1	Kolkata Ports of Trust*	82.57	58.18	70.5
2	Paradip Port Trust	249.00	116.13	46.6
3	Visakhapatnam Port Trust	134.18	69.03	51.4
4	Kamarajar Ports Limited	91.00	38.74	42.6
5	Chennai Port Trust	135.00	48.56	36.0
6	V.O.Chidambaranar Port Trust	111.46	34.12	30.6
7	Cochin Port Trust	78.60	34.55	44.0
8	New Mangalore Port Trust	104.73	39.30	37.5
9	Mormugao Port Trust	63.40	18.46	29.1
10	Mumbai Port Trust	79.00	59.89	75.8
11	Jawaharlal Nehru Port Trust	138.87	76.00	54.7
12	Deendayal Port Trust	267.10	127.10	47.6
	<b>Total</b>	<b>1534.91</b>	<b>720.05</b>	<b>46.9</b>

Note: \*Haldia Dock Complex included

\*\*Provisional

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

3.1.2 The above table shows that around 46.9% capacity has been utilized at Major Ports during 2021-22. The highest capacity utilization i.e. 75.8% is achieved at Mumbai Port Trust followed by SMP Kolkata Port Trust (including Haldia Dock Complex) (70.5%), JNPT (54.7%), Visakhapatnam Port Trust (51.4%), Deendayal Port Trust (47.6%), Paradip Port Trust (46.6%), and Cochin Port Trust (44.0%), Kamarajar (42.6%), New Mangalore port (37.5%), Chennai Port (36.0%), V.O.Chidambaranar (30.6%) and Mormugao Port (29.1%) during 2021-22.

3.1.3 The **Table 20** below shows that around 59.9% capacity has been utilized at Non-major Ports during 2021-22. The highest capacity utilization i.e. 73.4% is achieved at Gujarat Maritime Board (GMB) followed by Odisha (59.3%), Directorate of Ports, Andhra Pradesh (45.5%), Port Management Board, Maharashtra Maritime Board (MMB) (42.0%), A&N Islands (37.5%), Puducherry (34.4%), Tamil Nadu Maritime Board (TNMB) (31.3%), Kerala (29.9%), Karnataka (15.8%) and Lakshadweep (3.2%) during 2021-22.

<b>Table 20-Non-Major Port-wise Capacity Utilisation during 2021-22</b>				
<b>(MillionTonnes)</b>				
<b>S.No.</b>	<b>Name of Ports</b>	<b>Capacity@</b>	<b>Traffic*</b>	<b>Capacity Utilisation (%)</b>
1	Gujarat	552.00	405.39	73.4
2	Maharashtra	125.00	52.47	42.0
3	Tamil Nadu	25.05	7.84	31.3
4	Goa	9.00	0.027	0.3
5	Kerala	1.07	0.320	29.9
6	Karnataka	5.00	0.79	15.8
7	Andhra Pradesh	193.40	88.00	45.5
8	Odisha	70.00	41.54	59.3
9	Puducherry	16.96	5.84	34.4
10	Andaman & Nicobar Islands	4.11	1.54	37.5
11	Lakshadweep	5.82	0.18	3.2
	<b>Total</b>	<b>1007.41</b>	<b>603.94</b>	<b>59.9</b>

Source: State Maritime Board/ Directorate of Ports

\*Provisional

## **3.2 Cargo Traffic Targets during 2021-22 & achievement during April - March 2021-22 for Major ports.**

3.2.1 Total cargo handled at Major Ports during 2021-22 was 720.05 million tonnes against the target of 710.0 million tonnes, achieving 101.42% of the target in the o 2021-22.

## **3.3 Port Efficiency**

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

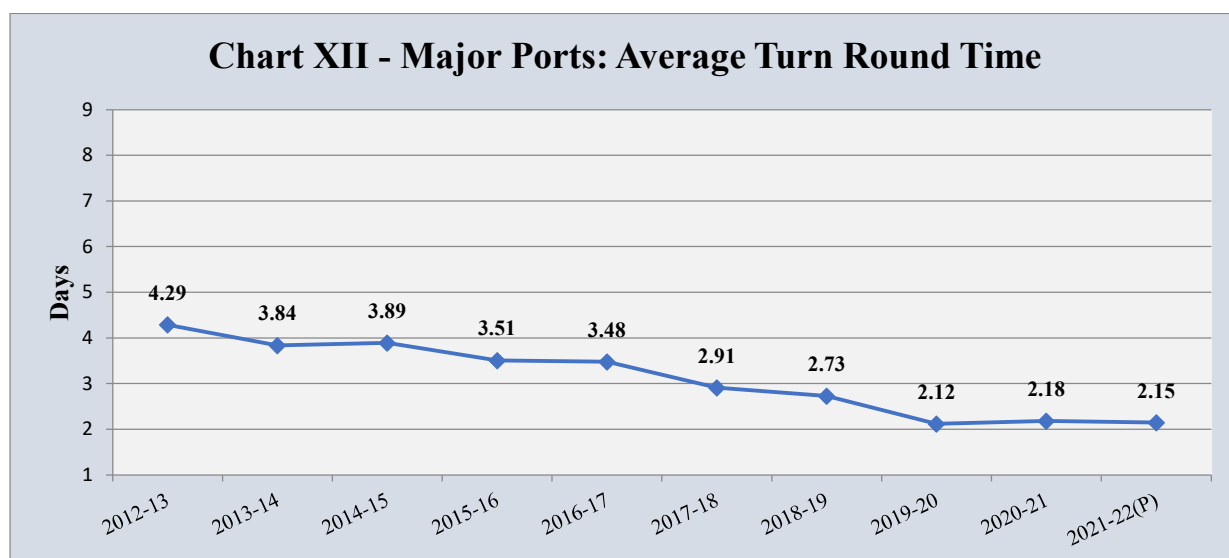
## Average Turn-Round Time (TRT)

3.3.2 This parameter has improved significantly since the past one and half decades for all the major ports. Average TRT for all major ports improved from 8.10 days in 1990-91 to 3.63 days in 2005-06. Thereafter the TRT has increased steadily to 3.48 days in 2016-17. The average TRT during 2021-22 was 2.15 days as compared to 2.18 days during 2020-21. The average TRT varied in the range between 1.15 days at J.L. Nehru Port to 3.08 days at Visakhapatnam Port during 2021-22. Among the 12 major ports; Average TRT has been improved at SMP Haldia Dock, Paradip Port, Cochin Port, J.L. Nehru Port and Deendayal Port during 2021-22. Port-wise TRT for selected years is given in **Table 21**.

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

Port	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22(P)
1	2	3	4	5	6	7
Kolkata D.S	4.43	3.77	3.35	3.17	2.13	2.57
Haldia D.C	5.47	3.75	3.03	2.75	2.91	2.13
Paradip	4.99	3.31	2.51	2.34	2.42	2.21
Vishakhapatnam	3.75	2.58	2.51	2.43	2.75	3.08
Kamarajar	2.68	2.19	1.96	1.73	1.79	1.93
Chennai	2.51	2.21	1.98	2.00	2.14	2.22
Chidambaranar	4.00	2.40	1.76	1.67	1.70	2.02
Cochin	1.99	1.87	1.94	1.45	1.49	1.44
New Mangalore	2.35	2.04	1.93	1.90	1.98	2.00
Mormugao	3.43	3.15	3.48	2.33	2.41	2.66
J.L.Nehru	1.96	2.23	2.13	1.23	1.19	1.15
Mumbai	2.48	2.76	2.69	1.70	2.07	2.38
Deendayal	4.51	4.25	4.68	2.54	2.59	2.50
<b>All Ports</b>	<b>3.48</b>	<b>2.91</b>	<b>2.73</b>	<b>2.12</b>	<b>2.18</b>	<b>2.15</b>
From 2018-19, as per new definition of TRT, from Pilot boarding to de-boarding only.						
Source: Major Ports, P: Provisional						

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

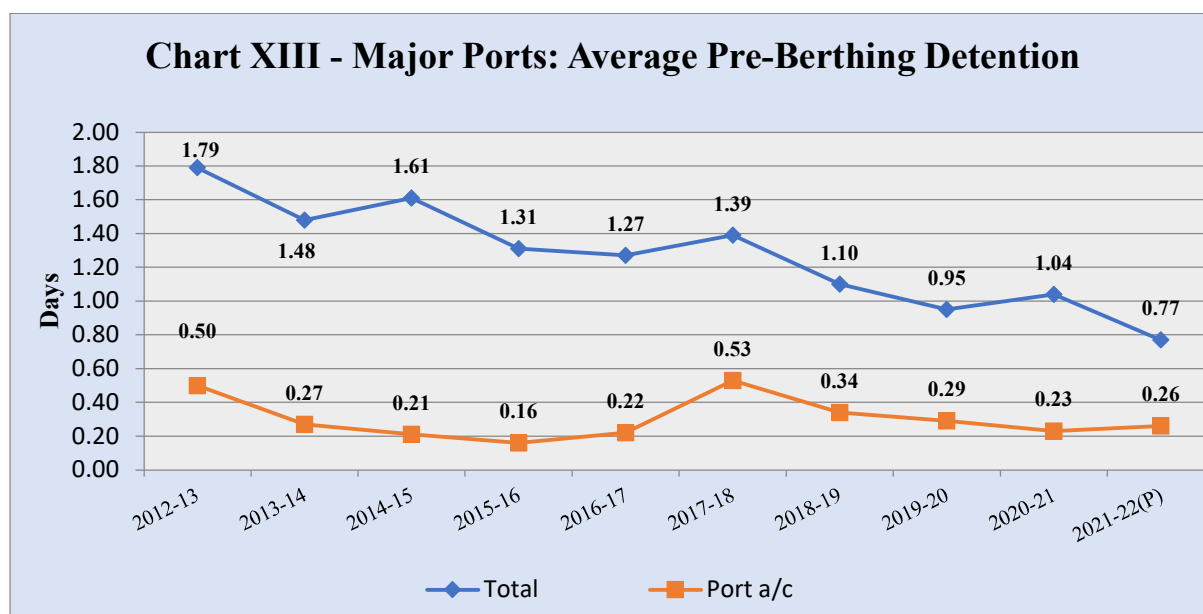


Source: Major Ports

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 overall pre berthing detention time for major ports declined from 2.16 days in 1990-91 to 1.79 days in 2012-13 to 0.95 days in 2019-20. The average pre-berthing detention time during 2021-22 was 0.77 as compared to 1.04 during 2020-21. The trajectory of weighted average of pre-berthing detention time at Major Ports – total and on Port account since 2012-13 2021-22 is shown in the **Chart XIII** below.



3.3.4 Average PBDT on port account has seen a sharper decline from 2.10 days in 1990-91 to 1.27 days in 2016-17. Average PBDT on port account were at 0.34 and 0.29 days in 2018-19

and 2019-20 respectively. In 2021-22, the Average PBDT on port account increased 0.26 days as compared to 0.23 days during 2020-21. Port-wise PBDT for selected years is indicated in **Table 22**.

**Table 22 : Average Pre-Berth Detention(Days)**

Port	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22(P)
1	2	3	4	5	6	7
SMP Kolkata D.S	0.57	0.62	0.46	0.70	0.51	0.62
SMP Haldia D.C	2.49	3.15	2.72	2.96	2.71	1.10
Paradip	2.47	0.87	0.30	0.64	0.26	0.10
Vishakhapatnam	1.22	2.37	1.29	0.05	0.05	0.04
Kamarajar	0.96	0.57	0.27	0.12	0.08	0.03
Chennai	0.38	0.86	0.15	0.00	0.00	0.00
Chidambaranar	1.80	1.13	0.68	0.65	0.50	0.48
Cochin	0.48	0.43	0.53	0.48	0.64	0.47
New Mangalore	0.00	1.16	1.10	1.26	1.09	1.19
Mormugao	1.67	1.31	1.24	1.21	1.26	0.79
J.L.Nehru	0.77	0.92	0.82	0.77	0.91	0.90
Mumbai	0.46	0.96	1.07	0.16	0.10	0.04
Deendayal*	2.02	1.90	2.02	1.85	2.81	2.35
<b>All Ports</b>	<b>1.27</b>	<b>1.39</b>	<b>1.10</b>	<b>0.95</b>	<b>1.04</b>	<b>0.77</b>

Source: Major Ports P: Provisional

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

### **Average Output Per Ship Berth-day**

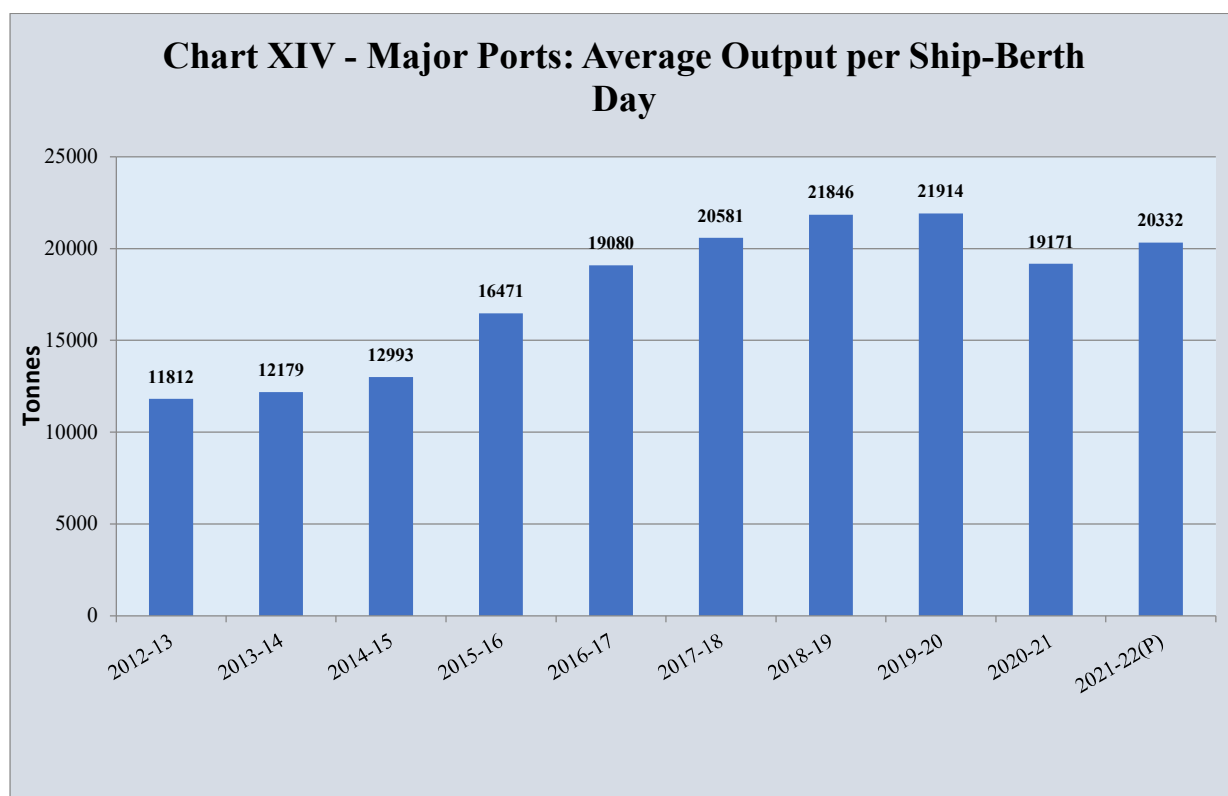
3.3.5 During the last 25 years this indicator has seen a tremendous improvement. Average Output per Ship-berth day has increased more than six times from 3,372 tonnes in 1990-91 to 21914tonnes in 2019-20. The average Output per Ship-berth day during 2021-22 was 20332 as compared to 19171 tonnes during 2020-21. However, average output per ship berth-day during 2021-22 is marked by substantial variation across major ports ranging from a high 56767tonnes in case of Paradip Port to a low of 7393tonnes at SMP Kolkata Dock System. This variation reflects the type of cargo being handled, level of mechanization and labour practices. Port-wise average output per Ship-berth-day for selected years is given in **Table 23**.

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

Port	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 (P)
1	2	3	4	5	6	7
SMP Kolkata D.S	6080	6962	7765	7174	8210	7393
SMP Haldia D.C	12537	13832	15083	15192	14243	14589
Paradip	30245	33440	36030	32001	30224	56767
Visakhapatnam	16823	17592	18281	20032	17238	16069
Kamarajar	26235	28456	27678	26581	23945	27482
Chennai	19220	19113	21001	20340	20331	20152
Chidambaranar	13612	15557	19494	19334	19302	19994
Cochin	23539	28143	30150	31258	30915	31513
New Mangalore	17094	16378	18126	19140	19048	19627
Mormugao	30414	24948	18685	19944	24305	52921
J.L.Nehru	23897	22526	25847	28296	27711	29418
Mumbai	20915	22996	25941	25608	23659	20053
Deendayal	18235	22903	21410	21109	10467	18975
<b>All Ports</b>	<b>19080</b>	<b>20581</b>	<b>21846</b>	<b>21914</b>	<b>19171</b>	<b>20332</b>

Source: Major Ports P: Provisional

3.3.6 The average output per ship-berth-day for the selected years since 2012-13 to 2021-22 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 31.03.2022 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

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

Sl. No.	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status
1	2	3	4	5	6
1.	Development of Ro-Ro Terminal cum GCB-2	Kamarajar Port Ltd	3.00	149.36	Construction work is in progress. Expected completion – 31.07.2023.
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. Expected commencement of work July '22.
3.	Mechanization of Berth No. 14 for Handling Container and Other Clean Cargo on DBFOT Basis at NMP	New Mangalore Port Trust	6.02 (in 2 phases)	280.71	Construction works of Phase-I development is completed on 28.03.2022. Commercial operation commenced on 29.03.2022
4.	Mechanization of Berth No. 16 for providing Handling equipments for handling bulk cargo on DBFOT basis at NMPT	New Mangalore Port Trust	6.73	469.94	Commercial operation commenced on 08.11.2019
5.	Construction and Operation of a captive jetty (Berth No. 15) and associated facilities for handling bulk quantity of coal	New Mangalore Port Trust	5.4	376.52	Commercial operation commenced on 22.06.2012
6.	Mechanization of EQ- 1.2 & 3 berths at Paradip Port on BOT basis	Paradip Port	30 MTPA	1437.76	Completed.
7.	Development of New Coal berth for handling of Coal Imports at Paradip Port on BOT basis	Paradip Port	10 MTPA	655.56	Completed.
8..	Development of fourth container terminal, Phase II on DBFOT basis	JNPT	30 MTPA	3196	On December, 2014, JNPT awarded the concession for the prestigious 4 <sup>th</sup> 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 scheduled completion of phase-II is March, 2026.
9.	Conversion of 9 <sup>th</sup> berth as container terminal on DBFOT basis through PPP mode	VOCPT	7.2 MTPA (6 Lakh TEUs)	434.00	SFC Approval received from MoPSW on 08.03.2021. RFQ invited on 05.05.2021; opened on 24.08.2021. 8 applications received. 8 applicants were prequalified for second stage of Bidding process (RFP). Letter of pre qualification for RFP sent on 15.12.2021. RFP submission scheduled on 13.04.2022. Security clearance is awaited from MOPSW.
10.	Procurement of 3rd RMQC.	HDC, SMP, Kolkata	2.50	52.82	Work in Progress. Phy. 90.00% Fin. 56.62%
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. 32.00% Fin. 16.00%
12.	Supply, installation, testing, commissioning along with other allied works for augmentation of GC Berth Substation.	HDC, SMP, Kolkata	Nil	7.78	Work in Progress. Phy: 5%
13.	Development of Oil Jetty to handle Liquid Cargo and Ship Bunkering Terminal at Old Kandla	Deendayal Port	3.39	233.5	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. <b>[under Construction stage]</b>

14.	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	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 no. 134 in its meeting held on 10/1/2022 has resolved to approve as under: <ul style="list-style-type: none"> <li>(i) <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/-</i></li> <li>(ii) <i>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.</i></li> </ul> </li> </ul>
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				<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 again DPA to grant time extension for the construction period of the Concession Agreement (2015) from February 2023 to August 2026 : <ul style="list-style-type: none"> <li>(i) <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.</i></li> <li>(ii) <i>CETL and Nayara Energy has provided reasons for the delay in implementation of project highlighting various factors which are beyond our control.</i></li> <li>(iii) <i>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.</i></li> </ul> </li> <li>• It was decided by DPA to take Legal Opinion from the</li> </ul>
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					Additional Solicitor General (ASG) on above representation of M/s Nayara Energy Limited (parent company of M/s CETL).
15.	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa on BOOT basis.	Mormugao Port Authority	5.00 MTPA	250	Operational since 19.06.2004
16.	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port Goa on DBFOT basis	Mormugao Port Authority	4.61 MTPA	406	Operational since 06.06.2014
17.	Operation and Maintenance of International Cruise Terminal (MICT) on DBFOT Basis (PPP).	Mumbai	Max. capacity 10 Lakhs Pax per Annum	192	Concession Agreement signed on 22.01.2022. Scheduled appointed date is 22.07.2022 i. e. after fulfillment of the condition precedent.
18.	Setting up of Floating Storage and Regasification Unit (FSRU) in Mumbai Harbour.	Mumbai	5.00 MTPA	900	Project awarded. For fulfillment of condition precedent extension has been granted up to 11.06.2022.
19.	Development, operation and maintenance of lighthouse in Kanhoji Angre Island.	Mumbai	NA (Tourism Project)	50	Condition Precedent achieved. Area handed over to concessioner on 10.03.2022.
20	Construction of two off-shore berths and development of container yard at Mumbai Port.	Mumbai	1.00 MTPA	1286	The project is a stressed project and referred to conciliation and settlement committee for disputes. Presently the berths are used for handling Automobile Export and Break Bulk Cargo mainly Steel.
21.	Establishment of 600 bedded super specialty hospital with a option to develop a Medical College with further expansion of hospital on PPP.	Mumbai	600 Beds	693	Condition Precedent yet to be achieved.
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Note: - The status Projects has been updated on 31.03.2022.					

## **Appendix – II**

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

Sl. No	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status
1	2	3	4	5	6
1.	Development of Western Dock on BOT basis to handle cape size vessels at Paradip Port	Paradip Port Trust	25	2392.13	In RFP Bid evaluation stage. Target Date of Award 30.06.2022
2.	Operationalization of JNPCT on PPP Mode	JNPA		863.31	Approval for the upgradation, Operation, Maintenance and Transfer of JNPCT through PPP basis for a period of 30 years is obtained from MoPSW in 22-7.2021. The request for Qualification(FFQ) is floated on 23.08.2021. Total 12 parties have submitted documents for RFQ on 2-11-2021 and opened on the same date. Following 11 parties have qualified in the RFQ stage for submission of RFP on 24.12.2021. Pre-bid meeting conducted on 24.01.2022. The RFQ and DCA has been issued to 11 parties. The due date of submission of RFP is extended to 24.05.2022. Security clearance is awaited.
3.	Operationalization of Coastal Berth and Shallow water berth on PPP mode	JNPA		343	Board in the meeting held on 15-11-2021 has approved the proposal of Operationalization of Coastal Berth and Shallow water berth through PPP at an estimated project cost of Rs. 366.8 crore and Memorandum to SFC along with draft concession agreement SFC Proposal along with draft RFQ, draft RFP and draft concession agreement sent to the Ministry on

					05.1.2022 and SFC approval received on 20.1.2021. SFC meeting was held on 05.01.2022 and SFC approval received on 20.1.2022. Port has floated RFQ and RFP together on 04.02.2022 as per the approval of SFC. Last date for submission of bids is extended to 23.06.2022 and expected to issue LOI by 31.07.2022
4.	Operationalization of Additional Liquid Cargo jetty through PPP mode	JNPA		80	The PPP process for operationalization of berth is in process and Transaction Advisor M/s CRISIL is appointed. Kick of meeting conducted on 24.12.2021 with the stakeholders. Consultant working on PPP proposal
5.	Operationalization of JNPA Hospital on PPP Mode	JNPA		4.8	Enhance infrastructure capabilities of existing hospital bed capacity from 50 to 100 via PPP mode.
6.	Development of OJ-09 under PPP Mode.	Deendayal Port Trust	3.2 MMTPA	123.4	At tendering stage
	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
7.	Development of OJ-11 under PPP Mode.	Deendayal Port Authority	3.20 MMTPA	3617	Tendering of OJ-11 will be initiated only after 04 months of award of concession of OJ-10
8.	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
9.	Development of Multipurpose Cargo Berth Off Tuna Tekra Outside Kandla	Deendayal Port Authority	18 MMTPA	22506.4	At tendering stage



	Creek at Kandla on BOT basis				
10.	Deployment of one no. of HMC (120 T capacity) through PPP mode	VOCPT	-	4.2	Inviting Tender for Engagement of Transaction Advisor from IPA empanelled Transaction Advisors is under process.
11.	Mechanization of North Cargo Berth III for handling bulk cargoes on PPP mode	VOCPT	6.96 MTPA	356.4	RFQ opened on 29.03.21. Tender under evaluation
12.	Development of Dry Dock/ Ship Repair facility at Timber pond/Boat basin in Chennai Port	Chennai Port Trust		315	Open tenders invited during December 2013 & November 2014 based on the Land Lease Model for the Dry Dock facility failed to yield any response. Later, Cochin Shipyard Ltd. (CSL) declined to take up the project on nomination basis. Subsequently as ICG offered to develop the Dry Dock on a 30yr lease, a draft MoU signed between ChPT & ICG was sent in March 2015. On the request of ICG, ChPT had granted extension of time upto 31.3.2019 for conveying the final decision. ICG, vide letter dated 23.04.2019, informed that Ministry of Defence sanctioned the project of leasing of Timber Pond/Boat Basin from ChPT for Berthing Infrastructure, PRT(E) and Slipway project for a period of 99 years. On Board's approval on 24.05.2019, the proposal was placed before the Empowered Committee of MoS in its meeting chaired by Special Secretary & FA, MoS held on 05.08.2019 at the Ministry. Meanwhile, ICG remitted an amount of Rs. 453,62,26,000/- to Chennai Port on 19.07.2019. The Empowered committee of MoS during the meeting held on 5.08.2019 recommended the proposal of

					<p>“Leasing of Boat Basin and Timber Pond at Chennai Port comprising land area of 48,400 sqm. and water spread area of 61,100 sqm in favour of Indian Coast Guard(ICG), Ministry of Defence for 99 years subject to realization of upfront premium at updated SoR notified by TAMP for Development of Dry Dock/Ship repair facility in adherence of provisions of Land Policy Guidelines, 2015. MoS also approved the proposal on 10.10.2019. In view of the above, ICG is to pay updated upfront premium as per G-Sec rate prevailing during September 2019 amounting to Rs. 840.65 crores. Consequently ICG is to pay a differential amount of Rs. 387.03 crores. and the same was communicated to ICG on 10.01.2020 and 05.03.2020, payment is yet to be made by ICG. On remittance of the above amount, the Boat Basin &amp; Timber Pond premises will be handed over to ICG and Standard Lease Agreement (SLA) will be entered into between ChPT&amp; ICG. With regard to the issue of differential amount payable by ICG, MoS directed ChPT to offer comments. Accordingly, the comments of ChPT were forwarded to MoS on 08.05.2020 and a meeting was held through VC under the Chairmanship of JS (Ports) on 11.05.2020 with the DIG, ICG and Chairman, ChPT. Indian Coast Guard (ICG) informed that, in case of any additional payment as sought by ChPT, the matter will be required to be taken up with Ministry of Defence (MoD). ChPT informed that with the upfront premium of Rs.453.62 crores</p>
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					<p>already paid by ICG, they would be in a position to lease the Timber Pond / Boat Basin for a period of 35 (thirty five) years, if considered necessary. As regards 25% concession on lease rental mentioned by ICG, Chennai Port will look into the issue as per LPG after receiving a formal request from ICG and they can also consider taking Timber Pond / Boat Basin on lease for 35 years for the amount already deposited by them with Chennai Port. In continuation, MoS vide letter dated 18.08.2020 sought parawise comments from ChPT for the D.O letter received from DG(ICG). ChPT's parawise comments sent to MoS on 17.09.2020.</p>
13.	DEVELOPMENT OF MULTI MODAL LOGISTICS PARK AT CHENNAI	Chennai Port Trust	-	1045	<p>MoRT&amp;H approved implementation of "Establishment of Multimodal Logistics Parks (MMLP)" through PPP mode, by forming an SPV with Stakeholders viz. NHLML, ChPA, GoTN/TIDCO and RVNL (all government bodies) as equity partners and the MMLP infrastructure to be developed by a private developer. NHLML/NHAI is the implementing agency for the Project on behalf of SPV.</p> <p>ChPA offered its leased land at Mappedu as its share of the SPV. An MoU has been signed between NHLML, Chennai Port and TIDCO on 12.10.2021 for the "Establishment of Multimodal Logistics Park at Mappedu". Signing of a Supplementary MoU is in progress to induct Rail Vikas Nigam Limited (RVNL) as a partner for its participation and contribution towards the development of Rail connectivity. NHLML initiated action for formation of a Special Purpose Vehicle (SPV) for implementation of the project. NHLML also invited RFP for Selection of Concessionaire for</p>

					“Development Operation and Maintenance of the MMLP” on DBFOT basis. The due date for bid opening is again extended to 18.05.2022 by NHLML. The first phase of the project is expected to be implemented before March 2024.
14.	Mechanization of Berth No. 2 (previous berth no.3)	HDC, SMP, Kolkata	3.744 MMTPA	298.26	LOA issued on 10.02.2022. Concession agreement will be signed within 31.05.2022 (expected)
	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 Trust	2.04 MTPA	172.5	Presently under condition Precedent stage, expected by May, 2022
15.	Development of Marina at Prince Dock – Mumbai.	Mumbai Port	300 Yachts	365	Bids invited but no response received to the bids on two occasions. Board of Mumbai Port Authority approved revised proposal and SFC proposal has been sent to the ministry for approval.
16.	Ropeway between Sewri fort and Elephanta Island in Mumbai harbor	Mumbai Port	NA (Tourism Project)	700	Archaeological Survey Of India permission for the project is awaited.
17.	Rejuvenation of KP Docks (Dock-I West) on PPP at KDS	KDS of SMP, Kolkata	(1st Phase) 2.48 MMTPA (2nd Phase) 3.00 MMTPA	INR 181.1 Cr. (PPP Mode) INR 95.66 Cr. (1 <sup>st</sup> Phase) INR 86.15	LOA issued and handed over to Century Ply boards (I) Ltd on 25.03.2022.

				(2 <sup>nd</sup> Phase)	
18.	Redevelopment of Berth No 9 and Three barge jetties on PPP basis	Mormugao Port Trust	12	842	SFC meeting for the project was held on 12.01.2022 and 29.03.2022
19.	Operation and Maintenance of Existing General Cargo Berth No.10 & 11 on PPP basis	Mormugao Port Trust	6.0	Nil	SFC proposal submitted to MoPSW on 06/04/2022
20.	Operation and Maintenance of International & Domestic Cruise Terminal & other allied facilities at Mormugao Port	Mormugao Port Trust	-	2.2	SFC proposal approved by MoPSW on 29.09.2021.  Updated SFC based on MCA 2021 submitted to MoPSW on 01/04/2022
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Note: - The project status is updated on 31 <sup>st</sup> March, 2022.					

## Appendix – III

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

Sl. No	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
1.	Development of Mundra Port	Mundra (Gujarat)	260	20000	<p><b>Phase-I of the Project completed &amp; Operational</b>  1.810 m Multipurpose jetty (Terminal-I) &amp; Dry berth terminal (Terminal-II)  2.1843 m container terminal  3. 1 SBM and other back up facilities  4. 1510 m Coal Terminal, Wandh</p> <p><b><u>Phase-2:</u></b>  1.810 m Container Terminal Operational  2.Second SBM Operational  3.Multipurpose Berth Operational  4.650m Container Terminal Operational.  5. 650.50 m Container Terminal operational.  6. One LNG berth is operational.  7.Started handling LPG cargo at Mundra</p> <p><b><u>Phase- 3:-</u></b>  DPR for development of Phase 3 has been submitted and the same is under considerations.</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  1) 2 container berths are 3 general berths  2) breakwater  3) backup facility for handling the cargo.  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 are under construction,</p>

3.	Development of Chhara Port	Chhara (Gujrat)	8	3886	CA signed on 29/1/2015. DPR has been approved and construction is in progress.
4.	Development of LNG Terminal at Chhara Port	Chhara (Gujrat)	5	4289	Construction permission has been granted. Construction is in progress.
5.	Development of LPG Terminal at Chhara Port	Chhara (Gujrat)	2.5	1400	In-principal approval is granted by Government to develop by the project under sub-concession.
6.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujarat)	10	4069	Construction is in Progress.
7.	Development of CNG and other terminals at North side of Bhavnagar Port	Bhavnagar Port	6	1841	Letter of intent had been issued on 15/09/2020.
8.	GCPL Proposed 2nd allied infrastructure.	Dahej (Gujarat)	5	2500	DPR is approved.
9.	RSPL limited at Devbhumi, Dwarka	Devbhumi, Dwarka Gujarat	3.00	249	In-principal approval granted.
10.	Private jetty at Victor by Om sai Navigations Pvt.Ltd	Jafrabad (Gujarat)	0.5	29.02	Construction is in Progress.
11.	Mata Sitadevi Infrastructure & Research Pvt Ltd.	Megdalla	0.5	166	Construction is in Progress.
12.	Multipurpose jetty terminal at Mankhurd (Dist. Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt.Ltd.	Trombay	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.
13.	Multipurpose jetty terminal at village change (Tal. Uran, Dist. Raigad) in Karanja creek by M/s Karanja Terminal & Logistics Pvt.Ltd.	Karanja	3.0	1000	400 mtrs of quay length, out of the proposed 1000 mtrs. is operational. Action is underway for operationalization of the balance quay length.
14.	Expansion of existing captive jetty facilities at village Vave (Tal. Pen, Dist. Raigad) in	Dharamtar	35.0	280	JSW Dharamtar Port Pvt. Ltd, captive jetty is the gateway for raw materials for the JSW steel works situated at Village Dolvi. The jetty is

	Dharamtar creek by M/s JSW Dharamtar Port Pvt. Ltd				under expansions in tandem to the expansion of the steel plant. The existing jetty is under expansion of the plant steel plant. The existing jetty length of 331.5 is being expanded up to 1750 m. under the expansion project. Out of the expansion length of 1420m, 714 m is completed and in operation. Another 150 m. is completed and awaiting consent to operate from Mah. Pollution control Board. Further, expansion of 250 m length is in progress. Balance 306 mtrs will be taken up in Phase.
15	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	Jaigad	80.0	280	The facility for handling of 2 MTPA LPG is proposed to be developed in phases. The Phase-1 for handling 0.6 MTPA LPG is completed, and further expansion is under Progress.
16.	Construction of Terminal Building	Panaji Port	N.A.	25	Construction work is in Progress.
17.	Desilting of River Sal of the 1 st , 2 nd and 3 rd Phase of phase II of 18Kms fromTelaulim Varca new bridge downstream upto the mouth of river Sal.	Panaji Port	N.A.	46.165	Desilting work of 1 st Phase and 2 nd phase is completed, Tender formulation of 3 rd Phase from Ambelim upto the mouth of river Sal has been initiated
18.	Two Conventional ferry Boats	Panaji Port	N.A.	1.89	Construction work is started and delivery will be at the end of July 2022.
19.	Panjim Ferry ramp (Beautification & Repairs)	Panaji Port	N.A.	2.4	Civil work almost completed and electrical elimination work is under process.
20.	Construction of four Floating Jetties in the river Mandovi & Chapora river.	Panaji Port	N.A.	9.6	One Floating Concrete Jetty at Panaji and one at old Goa Completed and commissioned, and floating Jetty next to Panaji Ferry Ramp expected to be completed by the end of the May 2022.(Chapora Jetty now merge with Panaji Ferry Ramp Jetty due to limited Vessel Capacity at Chapora) 70 % of work completed till date.



21.	Development of Honnavar port by M/s Honnavar Port Pvt. Ltd., Hyderabad	Karnataka Honnavar Port	5MTPA	580	All Statutory clearance have been obtained and the construction of jetty is under progress. National Highway Authority of India has taken up the work of the construction of 4 lane road connectivity from NH-66 to the project site under Ist Phase of Bharatmala Priyोजना at a cost of Rs. 91.51 Cr. For this, the action has been taken to get the 2 <sup>nd</sup> stage approval for the diversion of foreset land required for the said road project.
22.	Captive Port facility by Tamil Nadu Generation and Distribution Corporation Limited(TANGEDCO).	Udangudi in Thoothukudi, Tamil Nadu	6 MMTPA	1254.61	Port Construction work are in progress. Expected completion by June, 2023.
23.	Phase II expansion of Dhamra port	Dhamra Bhadrak	50 million tonnes per annum	3000	Under Execution
24.	Development of LNG Terminal at Dhamra	Dhamra Bhadrak	Nominal 5 MMTPA, Expandable to 10MMTPA	5500 (Phase I)	Under Execution
25.	Dhamra Port Railway doubling works	Dhamra Bhadrak	App.Length 40.8 km	402	Under Execution
26.	2 Lane Road from Dhamra port to Mantai River	Dhamra Bhadrak	Approx. Length – 12 Km	146	Under Execution
27.	Airstrip	Dhamra Bhadrak		200	Under Execution
28.	Additional Exports Berth (BB-4) expansion of Dhamra Port	Dhamra Bhadrak	13 MMT per annum	1250	Under Execution
29.	Expansion, Development and Operation of Gopalpur Port	Gopalpur Port Ltd	20	20	1. Completion of South Breakwater is Under progress. 2. Three berths (one mechanized) with 800 Mtr length, four Nos of Harbour Mobile Crane (HMC), material handling system for coal

					unloading and six Rly Sidings presently operational in the Port. 3. Dust suppression system is installed at all transfer points in the conveying system and the hopper to limit residual dust in the discharge area. 4. Water sprinkling system installed in stackyards to suppress dust generation during stacking operations and to minimise windblown dust from the stockyard. 5. The Port has constructed RCC Garland drains around the stack yards for collection' of run-off water from spraying system to the dump pond 6. , Open storage area - 7.60lac sq m
30.	Phase-III development of Adani Krishnapatnam Port	Krishnapatnam Port, Andhra Pradesh	150.2 MTPA of Non-Container cargo +1.1 MTEUsPA of Container cargo	9070	5% Completed
31	Operation, Management, Development and Maintenance of Lakshadweep port facilities	Lakshadweep	NA	NA	Ministry of Ports, Shipping and Waterways has conveyed approval to the proposal for operations, Management, development and maintenance of port facilities under Cochin Port Authority. Henceforth all technical matters related to port facilities will be undertaken by the Cochin Port Authority including development projects under State / Center Sector and approved under Sagarmala Scheme.

Note: - The project status is updated on 31<sup>st</sup> March 2022.

Source:-State Maritime Boards/State Directorates

## Appendix – IV

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

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
1.	Development of Nargol Port	Valsad (Gujarat)			Bidding under review.
2.	Captive jetty by M/s Archean Chemical Budh Bunder	Jakhau, Gujarat	4	135	Environment clearance is awaited.
3.	M/s Sealand Port Pvt. Ltd ( a group company of IL&FS ) Coal Jetty&Multipurpose Jetty under Gujarat SEZ act	Nana Layja, Kutch, Gujarat	17	1000	In principle is granted by GoG (December 2014). DPR submitted Company initiate the necessary procedure for sale of “ Sealand port pvt. Ltd” informed vide letter dated 17 Aug, 2020
4.	M/s Sealand Port Pvt. Ltd (a group company of IL&FS) coal Multipurpose Jetty under Gujarat SEZ Act.	Nana Layja, Kutch, Gujarat	3	256	In principle approval is granted by GoG(December 2014). DPR submitted. Company initiate the necessary procedure for sale of “ Sealand port pvt. Ltd” informed vide letter dated 17 Aug, 2020
5.	Captive jetty by M/s Reliance Ports Terminal Ltd. 6 <sup>th</sup> oil tanker berth at sikka-A2	Sikka, Gujarat	7	900	Construction Permission granted. Work is in completed and A2 Berth is in operation from dated 21/08/2021
6.	M/s Adani Cementation Ltd.	Dhnuay, Kutch	5.3	845	Board of GMB has granted in Principal approval for captive jetty as approved by GoG vide Memorandum No: WKS/432017/G/488/GH-1. Dt: 07-01-2019. DPR prepared & submitted. New company applied fro EC & CRZ.
7.	M/s. Shree Cement Ltd.	Dhunay, Kutch	3	300	GMB has granted in-principal approval SCI. Vide letter No; GMB/N/PVT-1/1849/434/7443 Dt: 25/10/2019. DPR preparation is in progress.
8.	Captive jetty development by HPCL(Hindustan Petroleum	Dahej, Bharuch	5	1183	Proposal for getting Inn-Principal approval is under consideration at GoG level.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
	Corporation Limited)				
9.	HPCL --- Mittal Pipelines ltd. (HMPL)	Mandvi Kutch	9	2781.37	GMB has granted in-principal approval Vide letter No; GMB/N/PVT-1/1759/327/5775 Dt: 19/10/2019. DPR prepared and submitted. Company awaiting for EC & CRZ.
10.	Construction of captive jetty at village Nandgaon (Tal. Satpati, Dist.Palghar) by JSW Infrastructure Ltd.	SatpatiNawapur Maharashtra	3.0	220	Project has received EC on 9.12.2016. However, the project could take off due to leal issues. PP has informed that on account of the current Covid-19 situation and to other extraneous issues, the project would be put on hold till the situation(Business Situation) improves
11.	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 has received Environment clearance from MoEF vide letter dtd. 21/08/2021& 06/12/2021 (corrignendum). The Project proponent has submitted a proposal for change of classification of the project from Captive jetty to the multipurpose jetty. The proposal is being processed for Board approval.
12.	Construction of captive jetty at village Nate (Tal. Rajapur, Dist. Ratnagiri) by M/sI-Log Ports Ltd.	Jaitapur	5.0	135	ToR has been received from MoEF. The process of obtaining environment clearance is underway.
13.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/S White Orchid Estate Pvt. Ltd.	Kiranpan	0.5	28	Construction of jetty facilities completed . However, port operations are kept in abeyance due to legal matters pending in the court/NGT.
14.	Development of port at Redi (Tal. Vengurla, Dist. Sawantwadi) by Redi port Ltd.	Redi	5.16	716	Environment clearance received. Detail designs of development components carried out and approved by IIT, Chennai. Tendering for various works under progress.
15.	Construction of multipurpose jetty at	Ulwa-Belapur	0.3	3	Letter of Intent (LOI) has been issued to PP on 23.10.2018 for 24 months. PP is in

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
	vill. Targher (Tel. Panval, Dist. Riagad) by M/s Shri Sai Baba sand dredging Co. Pvt Ltd.				a process of obtaining EC. Project delayed due to Covid-19 pandemic.
16.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Famous dredging Co.	Ulwa-Belapur	0.2	5	Letter of Intent (LOI) has been issued to PP on 23.10.2018. PP is in a process of obtaining EC. Project delayed due to Covid-19 pandemic.
17.	Construction of multipurpose jetty in vasaicreeknear vill. Ghodbunder (Tel. Mira Bhayander. Dist Thane) by M/s Famous dredging Co.	Vasai	0.2	5	Letter of Intent (LOI) has been issued to PP on 23.10.2018. PP is in a process of obtaining EC. Project delayed due to Covid-19 pandemic.
18.	Expansion of existing multipurpose jetty facility in Dharamtar creek near village Shahbaj(Tal. Alibag, Dist Raigad), by M/s PNP Maritime Services Pvt Ltd	Dharamtar	5.0	990	PP has obtained EC from MoEFs & CC. Pre-construction activities are in progress.
19.	Modernisation of 9 existing Jetties under Sagarmala Programme.	Panaji Port	N.A.	73.04	File is sent to Finance Department to sanction process fees for CRZ clearance.
20.	Reconstruction of light house at Campal for navigation.	Panaji Port	N.A.	5	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.	30	Draft request for proposal and Concession Agreement are sent for administrative approval and then for vetting from Department of

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
					Law.
22.	Dredging at the mouth of River Galgibag.	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, Karnatka	Belekeri	57	3997	<p>Pre-feasibility and Techno Economics Feasibility Report(TEFR) is prepared by AECOM during 2016 for development of Belekeri Port.</p> <p>At Present, Project initiator, M/s JSW infrastructure Limited has submitted the proposal with Pre-feasibility report to develop a Deep Water All Weather Greenfield Port of 57 MPA capacity at Keni-Belekeri, Utar Kannada under Swiss Challenger Mode at a project cost of Rs, 3997 Cr.</p> <p>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. Further, the same shall be placed before the Karnataka Maritime Board</p>
24.	Development of captive port at Pavinkurva, in Honnavar taluka of Uttar Kannada District	Pavinkurve	14	1967.5	<p>The proposal to develop Pavinkurve Port in Honnavar Taluk of Uttar Kannada District of 14 MTPA capacity at a project cost of Rs. 1967.5 crore under DBFOT Mode was placed before the 5<sup>th</sup> Karnataka Maritime Board meeting held on 09.07.2021. It was resolved that the approval is hereby accorded to CEO KMB to float the Project information Memorandum (PIM) of the proposed port of Pavinkurve and obtain the Expression of Interest.</p> <p>As resolved, in the 6<sup>th</sup> Meeting of Karnataka Maritime Board held on 01.21.2022, a proposal for extension of concession</p>

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
					period from 30 years to 50 years for development of All weather Deep water Green field Port at Pavinkurve has been submitted to Government. As such, Government has permitted Concession period for 30 years only vide letter No. IDO 41 PSP 2020(T106180) dated 21.06.2022.

Note: - The project status is updated on 31<sup>st</sup> March 2022.

Source:-State Maritime Boards/State Directorates

Commodity-wise Traffic Handled at Major Ports													Annexure-I
Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs (in '000 Nos.)	Others	Total (000 Tonnes)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata	2018-19	780	0	7	9	985	1935	175	8	9934	652	4718	18551
	2019-20	568	0	32	0	313	1489	753	5	9767	652	4376	17303
	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
SPM Haldia	2018-19	5277	3462	467	2531	8633	8503	600	0	3140	178	12599	45212
	2019-20	5733	4017	3147	2359	7679	7532	509	0	3032	169	12672	46680
	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
Paradip	2018-19	38098	0	12206	32478	12377	337	4571	0	221	13	9015	109302
	2019-20	37329	0	23124	27003	11996	162	4547	0	222	222	8307	112689
	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	10854	116133
Visakhapatnam	2018-19	14861	1460	10897	1851	5727	9582	3111	2	7959	451	9851	65301
	2019-20	16098	1773	14889	821	7552	9749	2958	2	8649	504	10231	72722
	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
Chennai	2018-19	13297	0	0	0	0	0	251	57	31263	1620	8144	53012
	2019-20	13420	0	0	0	0	0	431	0	26710	1384	6197	46758
	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
Kamarajar	2018-19	3233	1512	0	23767	1236	0	220	0	1101	57	3429	34498
	2019-20	2993	2081	0	19275	991	0	99	0	2524	131	3783	31746
	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
V.O.Chidambaranar	2018-19	459	135	215	8598	0	4640	785	0	14955	739	4555	34342
	2019-20	386	141	0	7251	61	6062	895	70	16436	804	4774	36076
	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
Cochin	2018-19	21340	575	0	43	0	0	233	0	8116	595	1714	32021
	2019-20	22346	893	0	0	0	0	206	0	8628	620	1965	34038
	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
New Mangalore	2018-19	23637	2209	4624	5061	329	1187	525	0	1920	132	3015	42507
	2019-20	20104	2552	4988	0	10	5133	641	1	2278	153	3438	39145
	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
Mormugao	2018-19	600	0	1653	4208	6066	0	268	0	467	37	4421	17683
	2019-20	658	0	1723	1550	7898	0	52	0	418	32	3718	16017
	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
J. L. Nehru	2018-19	3999	803	0	0	0	0	0	0	62114	5133	3790	70705
	2019-20	3018	855	0	0	0	0	0	0	60940	5031	3637	68449
	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
Mumbai	2018-19	36435	863	7266	4695	1710	0	430	0	375	27	8860	60634
	2019-20	37212	910	7028	3691	2569	0	414	0	291	27	8582	60696
	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
Deendayal (Kandla)	2018-19	58930	1805	1479	16359	818	0	4245	730	3954	244	27082	115402
	2019-20	61770	0	751	16821	1040	0	4650	328	6967	442	30280	122606
	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
All Ports	2018-19	220945	12824	38814	99600	37881	26184	15414	797	145519	9877	101193	699170
	2019-20	221634	13222	55681	78771	40109	30127	16154	406	146861	10170	101961	704925
	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
* Includes POL Crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only ** excludes pulses P : Provisional Source: Major Ports.													



Commodity-wise Traffic Handled at Non-Major Ports										Annex-II
										(000 Tonnes)
Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2018-19	186734	14019	10536	76772	7194	74985	5675	28956	399197
	2019-20	190701	14996	10208	77974	8152	79235	5936	30525	411791
	2020-21	151503	12430	10665	65415	9706	90878	6353	46975	387572
	2021-22 (P)	182449	14774	10784	53835	10119	103234	7661	30196	405391
Maharashtra	2018-19	2655	17653	2329	18750	526	0	0	3874	45786
	2019-20	3779	9547	2409	22253	953	0	0	4720	43661
	2020-21	177	9439	1785	18988	408	1	0	9046	39844
	2021-22 (P)	5212	13953	2592	14976	334	0	0	15408	52474
Andhra Pradesh	2018-19	1398	8130	2389	56312	7486	8835	515	18785	103334
	2019-20	1406	5421	1134	55035	6151	9356	552	21401	99904
	2020-21	1359	7662	798	46540	2315	5797	345	25165	89637
	2021-22 (P)	1433	4431	962	45859	6050	2429	146	26832	87996
Goa	2018-19	0	0	0	0	0	0	0	15	15
	2019-20	0	2	0	0	0	0	0	6	8
	2020-21	0	7	0	0	0	0	0	29	35
	2021-22 (P)	0	2	0	2	0	0	0	24	27
Tamil Nadu	2018-19	574	0	0	0	109	0	0	277	960
	2019-20	509	0	89	0	44	10133	689	595	11370
	2020-21	525	0	210	0	0	6143	535	529	7407
	2021-22 (P)	687	0	266	0	0	6367	433	523	7842
Karnataka	2018-19	164	0	44	0	49	0	0	788	1044
	2019-20	156	0	33	0	54	0	0	693	935
	2020-21	0	0	19	0	0	0	0	766	785
	2021-22 (P)	260	0	39	0	0	0	0	488	787
Puducherry	2018-19	0	440	470	6338	350	0	0	772	8370
	2019-20	385	273	364	7862	295	0	0	922	10101
	2020-21	427	54	0	5510	436	0	0	902	7330
	2021-22 (P)	356	0	0	4014	348	0	0	1121	5839
Odisha	2018-19	0	4579	0	12924	510	0	0	4172	22186
	2019-20	0	9729	175	15401	311	0	0	9654	35269
	2020-21	3446	13398	0	17387	548	0	0	8254	43033
	2021-22 (P)	3770	6909	150	19565	446	0	0	10702	41543
Kerala	2018-19	21	0	0	0	0	27	0	174	222
	2019-20	23	0	2	0	0	0	0	131	156
	2020-21	25	0	0	0	0	0	0	88	113
	2021-22 (P)	24	0	0	0	0	55	0	241	320
A & N	2018-19	203	0	329	0	0	619	59	343	1495
	2019-20	199	0	590	0	0	698	65	364	1851
	2020-21	147	0	369	0	0	550	56	367	1433
	2021-22 (P)	186	0	407	0	0	508	52	433	1535
Lakshadweep	2018-19									0
	2019-20									0
	2020-21	18	0	40	0	0	0	0	57	116
	2021-22 (P)	19	0	73	0	0	0	0	92	184
Total	2018-19	191749	44821	16098	171096	16224	84467	6249	58155	582609
	2019-20	197158	39968	15004	178525	15959	99421	7242	69011	615046
	2020-21	157628	42989	13885	153841	13413	103369	7290	92179	577303
	2021-22 (P)	194397	40069	15272	138250	17297	112593	8292	86060	603939
* includes POL crude, POL products, LPG/LNG, Naptha and Fuel oil. @ includes Thermal Coal, Coking coal, Other coal and Pet coal \$ includes Building Material and Cement/Clinker ** includes iron ore fines and Pellets & includes Fertilisers, FRM-Liquid, FRM_Dry and Rock Phosphate Source: Non Major Ports/State Maritime Boards										

Annexure-III													
Overseas and Coastal-wise and Commodity-wise Traffic Handled at Major Ports													
Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs (in '000 Nos.)	Others	Total (000 Tonnes)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata	2020-21 (O.)	127	0	0	0	134	3348	571	205	8175	531	2762	15322
	2020-21 (C.)	179	0	0	0	0	0	0	0	62	7	337	578
	2021-22 (O.)	68	0	0	0	165	1791	306	775	8392	564	3348	14845
	2021-22 (C.)	248	0	0	0	0	0	0	0	49	6	156	453
SMP Haldia	2020-21 (O.)	864	4848	3947	0	7547	7710	553	0	2104	105	12823	40396
	2020-21 (C.)	3341	0	0	522	40	29	0	0	823	44	317	5072
	2021-22 (O.)	712	5474	736	0	7660	6131	556	51	2564	127	13617	37501
	2021-22 (C.)	3897	0	212	95	27	0	0	0	789	39	356	5376
Paradip	2020-21 (O.)	29547	0	22331	3827	10266	151	5402	0	51	3	12340	83915
	2020-21 (C.)	3571	0	6120	19210	51	1204	0	0	228	13	251	30634
	2021-22 (O.)	31398	0	10748	0	9960	6378	5191	0	52	2	10202	73930
	2021-22 (C.)	3727	0	9316	28201	68	105	0	0	133	7	652	42203
Visakhapatnam	2020-21 (O.)	9617	1828	8733	0	5423	5857	3033	98	7872	440	10526	52987
	2020-21 (C.)	4058	0	3910	695	0	21	0	0	306	41	7866	16856
	2021-22 (O.)	7058	1940	2734	0	4428	7825	2674	613	8153	470	12332	47757
	2021-22 (C.)	5252	0	12179	2594	23	0	0	0	430	42	795	21273
Chennai	2020-21 (O.)	7115	0	0	0	0	0	337	0	24627	1276	5885	37964
	2020-21 (C.)	3114	0	0	0	0	0	0	0	2141	111	334	5589
	2021-22 (O.)	8648	0	0	0	0	0	268	84	27680	1434	4714	41394
	2021-22 (C.)	3202	0	0	0	0	0	0	0	3245	168	723	7170
Kamarajar	2020-21 (O.)	231	2402	0	5580	859	240	0	20	3864	198	1508	14703
	2020-21 (C.)	2189	0	0	8750	0	0	0	0	7	0	240	11186
	2021-22 (O.)	17	2357	0	5582	1823	398	0	0	9269	480	3001	22447
	2021-22 (C.)	2554	0	0	13675	0	0	0	0	0	0	66	16295
V.O.Chidambaranar	2020-21 (O.)	341	58	0	441	0	0	1344	0	10883	550	8069	21136
	2020-21 (C.)	55	0	0	6234	0	0	0	0	4140	212	225	10654
	2021-22 (O.)	211	70	25	0	476	4177	1105	135	12750	646	4617	23565
	2021-22 (C.)	73	0	0	7488	0	0	4	0	2679	135	311	10554
Cochin	2020-21 (O.)	14364	873	0	0	0	0	256	0	4057	331	853	20403
	2020-21 (C.)	4189	0	0	0	0	0	0	0	5493	359	1418	11100
	2021-22 (O.)	16168	1024	0	0	0	0	319	0	4597	390	606	22714
	2021-22 (C.)	4899	0	0	0	0	0	0	0	5681	346	1258	11837
New Mangalore	2020-21 (O.)	13811	2783	1900	0	94	3244	851	0	878	61	2268	25830
	2020-21 (C.)	5298	0	2829	0	0	55	0	0	1413	90	1075	10670
	2021-22 (O.)	16061	2663	2127	0	107	3838	549	0	866	57	3194	29405
	2021-22 (C.)	5013	0	2187	0	0	71	0	1	1444	95	1176	9891
Mormugao	2020-21 (O.)	0	0	7010	1456	7586	0	163	0	226	17	4137	20578
	2020-21 (C.)	410	0	0	0	107	0	0	0	81	5	812	1410
	2021-22 (O.)	0	0	2658	1830	6933	0	63	0	132	11	4727	16343
	2021-22 (C.)	497	0	894	2	398	0	0	0	52	3	270	2113
J. L. Nehru	2020-21 (O.)	318	1040	0	0	0	0	0	0	56142	4511	2604	60104
	2020-21 (C.)	2232	0	0	0	0	0	0	0	1603	166	870	4705
	2021-22 (O.)	408	1040	0	0	0	0	0	0	67512	5518	2916	71875
	2021-22 (C.)	1729	0	0	0	0	0	0	0	1580	166	811	4121
Mumbai	2020-21 (O.)	17710	1273	220	3466	525	0	362	0	7	1	6019	29582
	2020-21 (C.)	15516	0	6955	78	444	0	0	0	248	24	501	23742
	2021-22 (O.)	19314	1273	0	5088	290	0	470	20	5	0	9334	35794
	2021-22 (C.)	16266	0	6739	0	0	0	0	0	233	22	859	24097
Deendayal	2020-21 (O.)	44681	0	226	18620	971	0	5074	1231	2313	147	29299	102414
	2020-21 (C.)	8185	0	150	2	0	0	0	0	5966	368	849	15152
	2021-22 (O.)	48388	1731	592	19773	640	0	4583	5439	3265	162	26667	111078
	2021-22 (C.)	7914	0	172	41	8	0	2	11	5355	331	2520	16022
All Ports	2020-21 (O.)	138725	15105	44367	33390	33405	20550	17947	1555	121199	8170	99092	525334
	2020-21 (C.)	52338	0	19963	35491	642	1310	0	0	22511	1440	15095	147348
	2021-22 (O.)	148450	17571	19620	32273	32482	30538	16085	7117	145236	9862	99276	548648
	2021-22 (C.)	55270	0	31699	52096	524	175	6	11	21670	1361	9954	171406

\* Includes POL Crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only \*\* excludes pulses  
P : Provisional  
Source: Major Ports.

## Annex-IV

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

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
Gujarat	2020-21(O)	136048	1709	3985	65332	9706	89987	6290	41294	348061
	2020-21( C)	15455	10721	6680	83	0	891	63	5681	39511
	2021-22(O)	164184	2539	4529	53475	10119	102797	7611	21726	359369
	2021-22( C)	18265	12235	6255	360	0	437	49	8470	46022
Maharashtra	2020-21(O)	138	1331	200	10875	408	0	0	8069	21021
	2020-21( C)	40	8108	1584	8114	0	1	0	977	18824
	2021-22(O)	5212	554	412	4690	334	0	0	12981	24182
	2021-22( C)	0	13399	2179	10286	0	0	0	2427	28292
Andhra Pradesh	2020-21(O)	0	5301	295	40301	2315	4551	272	24878	77641
	2020-21( C)	1359	2361	503	6239	0	1247	73	287	11995
	2021-22(O)	2	2165	518	37387	6033	2227	135	26811	75143
	2021-22( C)	1431	2266	444	8472	17	203	11	20	12853
Goa	2020-21(O)	0	0	0	0	0	0	0	0	0
	2020-21( C)	0	5	0	0	0	0	0	31	35
	2021-22(O)	0	0	0	0	0	0	0	0	0
	2021-22( C)	0	2	0	2	0	0	0	24	27
Tamil Nadu	2020-21(O)	525	0	210	0	0	2921	506	504	4159
	2020-21( C)	0	0	0	0	0	3223	29	25	3248
	2021-22(O)	682	0	266	0	0	6021	410	318	7287
	2021-22( C)	4	0	0	0	0	346	24	204	555
Karnataka	2020-21(O)	0	0	0	0	0	0	0	626	626
	2020-21( C)	0	0	19	0	0	0	0	139	159
	2021-22(O)	230	0	0	0	0	0	0	392	622
	2021-22( C)	30	0	39	0	0	0	0	96	165
Puducherry	2020-21(O)	7	0	0	4286	436	0	0	675	5404
	2020-21( C)	420	54	0	1224	0	0	0	227	1926
	2021-22(O)	20	0	0	2736	348	0	0	978	4081
	2021-22( C)	336	0	0	1278	0	0	0	143	1757
Odisha	2020-21(O)	3446	11069	0	16338	548	0	0	8041	39442
	2020-21( C)	0	2329	0	1049	0	0	0	213	3591
	2021-22(O)	3770	5670	0	18448	446	0	0	10514	38848
	2021-22( C)	0	1240	150	1117	0	0	0	188	2695
Kerala	2020-21(O)	0	0	0	0	0	0	0	0	0
	2020-21( C)	25	0	0	0	0	0	0	88	113
	2021-22(O)	0	0	0	0	0	1	0	0	1
	2021-22( C)	24	0	0	0	0	54	0	241	320
A & N	2020-21(O)	0	0	7	0	0	0	0	185	191
	2020-21( C)	147	0	362	0	0	550	56	182	1241
	2021-22(O)	13	0	12	0	0	0	0	61	86
	2021-22( C)	173	0	395	0	0	508	52	373	1450
Lakshdweep	2020-21(O)	0	0	0	0	0	0	0	0	0
	2020-21( C)	18	0	40	0	0	0	0	58	116
	2021-22(O)	0	0	0	0	0	0	0	0	0
	2021-22( C)	19	0	73	0	0	0	0	92	184
Total	2020-21(O)	140163	19410	4696	137132	13413	97458	7069	84272	496544
	2020-21( C)	17464	23578	9189	16709	0	5911	222	7908	80759
	2021-22(O)	174114	10927	5737	116736	17280	111045	8156	73780	509620
	2021-22( C)	20283	29142	9535	21514	17	1548	136	12280	94319

\* 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

O=Overseas, C=Coastal

Source: Non Major Ports/State Maritime Boards

## Commodity-Wise Capacity Available at Major Ports

(In Million Tonnes)

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

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

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

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

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

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

Source : Development Wing / Port Division M/o of Ports, Shipping &amp; Waterways.

**Annexure-VI****Capacity of (Non-Major Ports) Maritime Boards/States as on 31st March**

(Million Tonnes)

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

Source: Non-Major Ports /State Maritime Board