

भारत के पत्तन क्षेत्र का अद्यतन
UPDATE ON INDIAN PORT SECTOR
(30.09.2020)



भारत सरकार
GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
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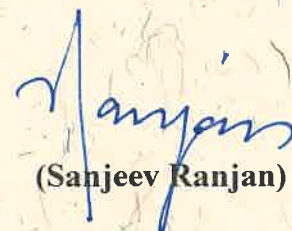
सचिव
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MINISTRY OF PORTS,
SHIPPING AND WATERWAYS

PREFACE

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

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

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


(Sanjeev Ranjan)

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UPDATE ON INDIAN PORT SECTOR
(UP TO 30.09.2020)

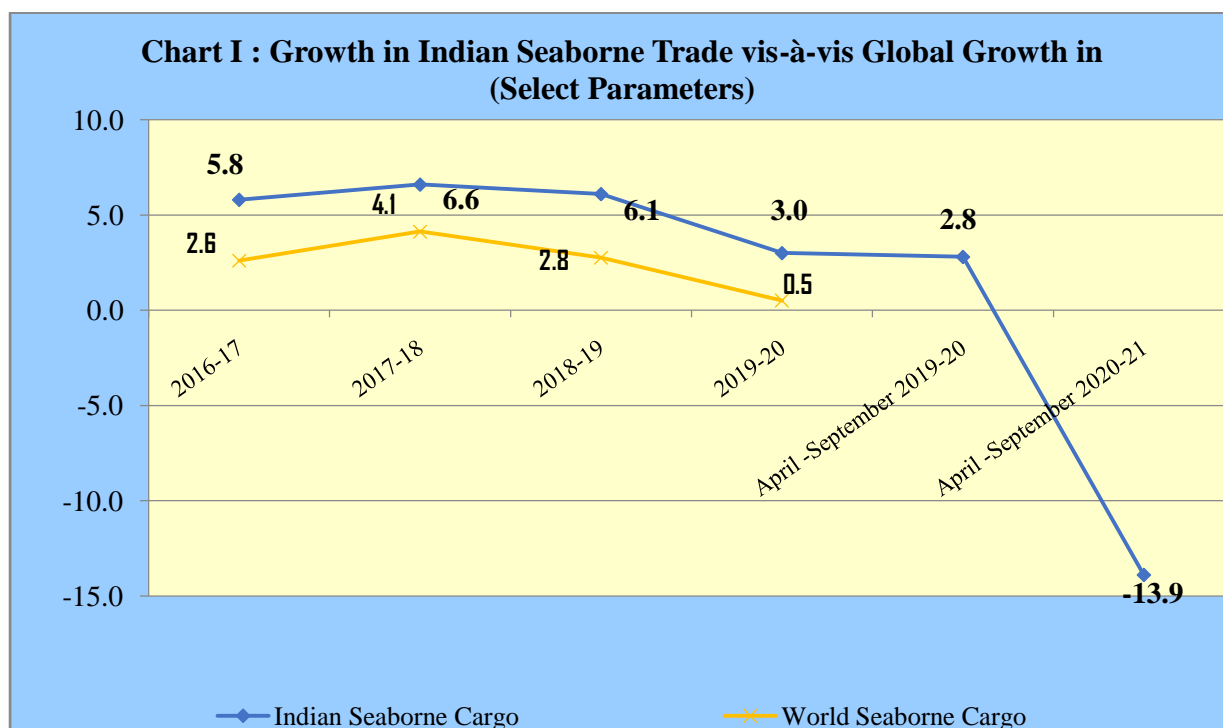
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1. RECENT TRENDS IN CARGO TRAFFIC

1.1 India: Seaborne Cargo Traffic

1.1.1 The growth in India's Port traffic and growth in world seaborne trade from 2016-17 to first six months of 2020-21 is given in **Chart I**.



Source: UNCTAD Handbook of Statistics- 2020 World Seaborne Trade

1.2 Cargo Traffic at Indian Ports

1.2.1 During April to September 2020-21, Major and Non-major Ports in India have accomplished a total Cargo throughput of 552.83 million tonnes reflecting a decrease of 13.9% over the corresponding period of the previous year 2019-20 (Table 1(a)). During first six months (April – September) of 2020-21 cargo handled at Major & Non Major ports registered negative growth of 14.3% and 13.4% respectively. The share of Non-major Port in the total traffic handled at Indian Port increased from 45.7% in 2019-20 to 46.0% in the first half of financial year 2020-21. Trend in traffic handled at Major and Non-major Ports is given below in **Table 1(a)**.

Table 1 (a)- Trends in Cargo Handled at Major & Non-Major Ports							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	(Million Tonnes) April-September	
						2019-20	2020-21(P)
Major Ports	605.89	648.47	679.47	699.17	704.92	348.44	298.55
	(4.2)	(7.0)	(4.8)	(2.9)	(0.8)	(1.5)	-(14.3)
Non-Major Ports	465.87	485.21	529.09	582.61	615.00	293.55	254.27
	-(1.1)	(4.2)	(9.0)	(10.1)	(5.6)	(4.5)	-(13.4)
All Ports	1071.76	1133.69	1208.56	1281.78	1319.93	641.99	552.83
	(1.9)	(5.8)	(6.6)	(6.1)	(3.0)	(2.8)	-(13.9)

Note: Figures in brackets indicate growth over previous year.

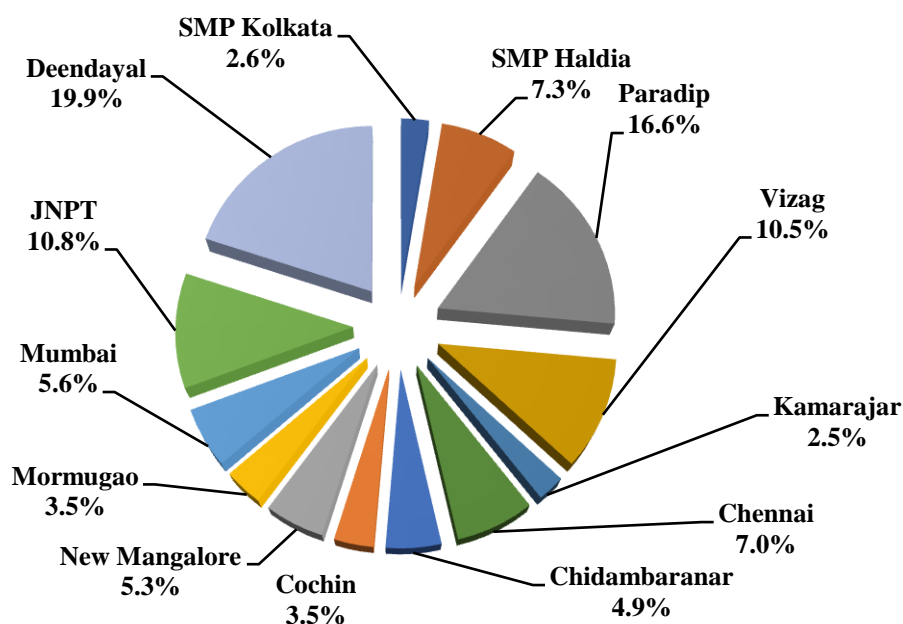
P:-Provisional

Overseas and Coastal Cargo traffic handled at Indian Ports during (April to September) 2019-20 & 2020-21

1.2.2 The overseas cargo handled at Indian Ports decreased by 12.4% during (April to September) 2020-21 as compared to corresponding period of 2019-20. Coastal cargo handled at Indian Ports also decreased by 20.0% during the same period. The overseas cargo handled at Major Ports decreased by **14%** from 269.23 million tonnes during April to September 2019-20 to 231.54 million tonnes handled during April to September 2020-21. The Coastal Cargo handled at Major port also decreased by **15.4%** from 79.22 million tonnes handled during April to September, 2019-20 to 67.02 million tonnes handled during April to September, 2020-21. The overseas cargo handled at Non-Major Ports during April to September 2020-21 decreased by 10.7% to 222.09 million tonnes from 248.76 million tonnes during April - September 2019-20. The coastal cargo handled at Non-Major Ports during first six months (April- September) of 2020-21 also decreased by 28.1% to 32.19 million tonnes from 44.79 million tonnes handled during the same period in 2019-20. The overseas-coastal cargo traffic handled at Indian Ports during (April – September) of 2020-21 and (April – September) of 2019-20 is presented in **Table-1(b)**.

Table 1(b)- Overseas - Coastal Traffic handled at Indian Ports during April - September 2020-21						
Major/Non-Major	(Million Tonnes) April- September					
	2019-20			2020-21(P)		
	Overseas	Coastal	Total	Overseas	Coastal	Total
Major Ports	269.23	79.22	348.44	231.54	67.02	298.55
			1.5	-14.0	-15.4	-14.3
Non-Major Ports	248.76	44.79	293.55	222.09	32.19	254.27
			4.5	-10.7	-28.1	-13.4
All Ports	517.99	124.00	641.99	453.62	99.20	552.83
			2.8	-12.4	-20.0	-13.9

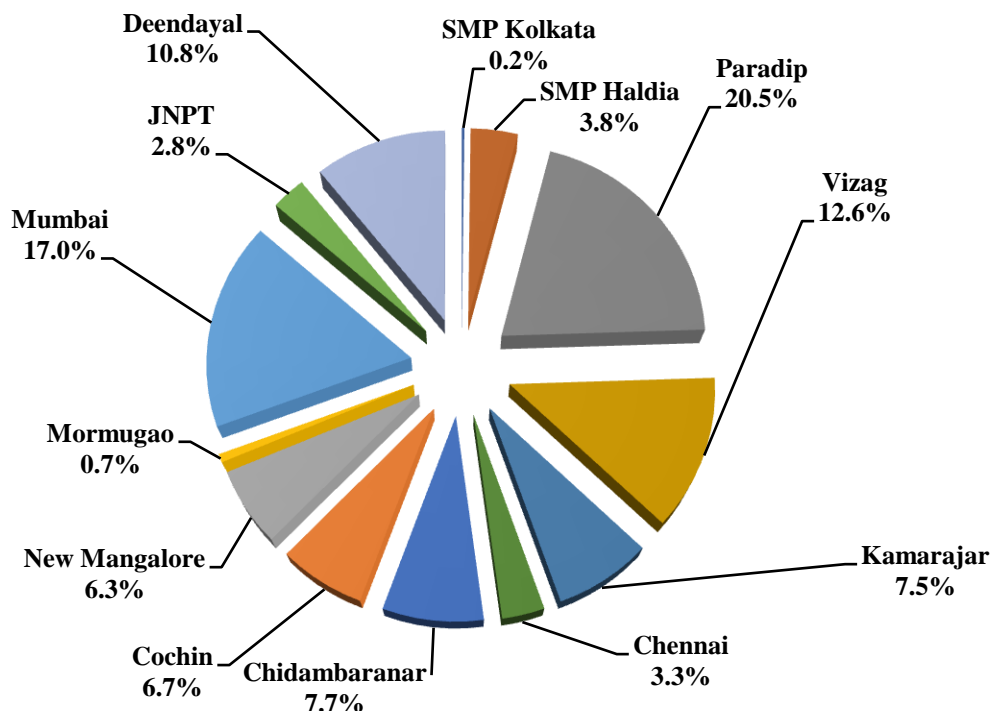
Chart II :Share of overseas cargo traffic at Major Ports during April -September 2020-21



1.2.3 Major Ports: Among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 46.14 million tonnes with a share of 19.9% followed by Paradip Port (16.6%), JNPT (10.8%), Vizag Port (10.5%), SPM Haldia Dock (7.3%), Chennai Port (7.0%), Mumbai Port (5.6%), New Mangalore Port (5.3%), V.O. Chidambaranar Port (4.9%), Cochin Port (3.5%), Mormugao Port (3.5%), SPM Kolkata Dock (2.6%) and Kamarajar Port (2.5%), during April to September, 2020-21(**Chart II above**).

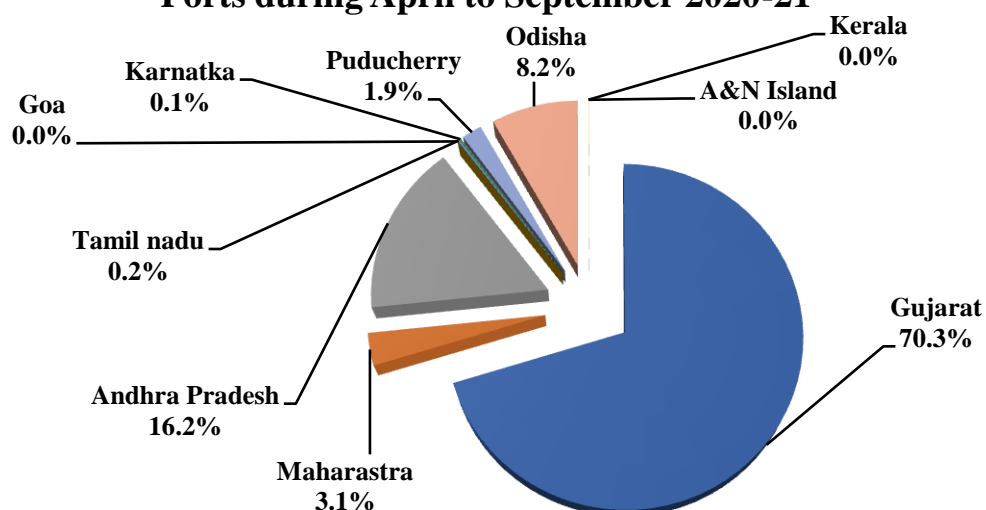
1.2.4 Among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 13.71 million tonnes with a share of 20.5% followed by Mumbai Port (17.0%), Vizag Port (12.6%), Deendayal Port (10.8%) , V.O.Chidambaranar Port (7.7%), Kamarajar Port (7.5%), Cochin Port (6.7%), New Mangalore Port (6.3%), SPM Haldia Dock (3.8%), Chennai Port (3.3%), JNPT (2.8%), Mormugao Port (0.7%) and SPM Kolkata Dock (0.2%) during April to September, 2020-21 (**Chart III below**).

Chart III :Share of coastal cargo traffic at Major Ports during April -September 2020-21

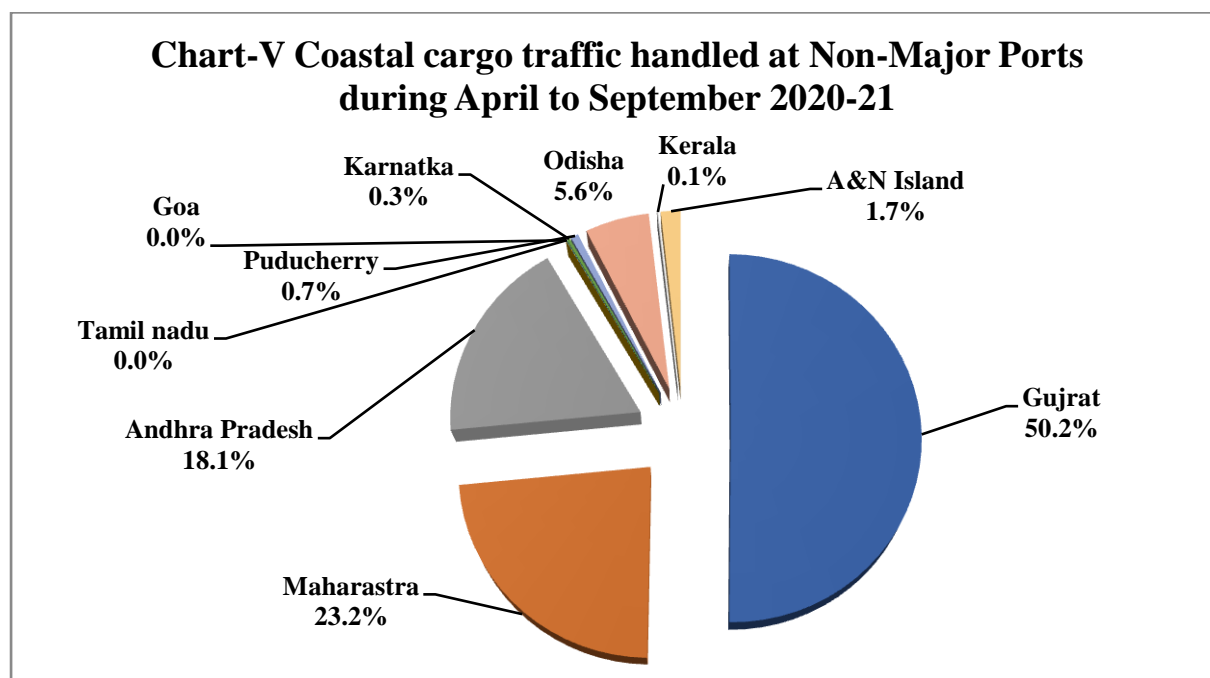


1.2.5 Non Major Ports: Among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum overseas cargo of 156.11 million tonnes with a share of 70.3% followed by Andhra Pradesh Maritime Board (APMB) (16.2%), Directorate of Ports, Odisha (8.2%), MMB (3.1%), Puducherry (1.9%), TNMB (0.2%) and Karnataka (0.1%) during April to September, 2020-21 (**Chart IV below**).

Chart-IV Overseas cargo traffic handled at Non-Major Ports during April to September 2020-21



1.2.6 Amongst the Non-Major Ports, GMB handled the maximum Coastal Cargo of 16.16 million tonnes with a share of 50.2% followed by MMB (23.2%), Andhra Pradesh Maritime Board (APMB) (18.1%), Directorate of Ports, Odisha (5.6%), A&N Islands (1.7%), Puducherry (0.7%), Directorate of Ports, Karnataka (0.3%) and Kerala Maritime Board (KMB) (0.1%) during April to September, 2020-21 (**Chart V below**).



1.3 Cargo Traffic at Major Ports

1.3.1 Cargo traffic at India's 12 major ports during April to September, 2020-21 was 298.55 million tonnes registering a negative growth of 14.3% over the corresponding period of previous year.

1.3.2 During first six month (April- September) of 2020-21, Mormugao Port recorded highest growth in traffic of 12.1% as compared to corresponding period of 2019-20. Major ports which recorded **negative growth** in traffic during 2020-21 were: Kamarajar Port (31.6%), SPM Kolkata Dock System (31.1%), Chennai Port (25.7%) followed by Cochin Port (24.4%), JNPT (21.7%), Mumbai (18.7%), SPM Haldia Dock (14.7%), Deendayal (12.6%), V.O. Chidambaranar. (9.4%), New Mangalore Port (7.4%), Paradip (6.2%) and Vizag (5.7%).

Table 2 : Traffic Handled at Major Ports							
Ports	2016-17	2017-18	2018-19	2019-20 (P)	April-September		% change April Sept 2020-21 w.r.t to April-Sept 2019-20
					2019-20	2020-21 (P)	
1	2	3	4	5	6	7	8
SPM Kolkata	50951	57891	63763	63983	31673	25561	-19.3
SPM Kolkata DS	16810	17390	18551	17303	8957	6175	-31.1
SPM Haldia DC	34141	40501	45212	46680	22716	19386	-14.7
Paradip	88958	102028	109302	112689	55552	52083	-6.2
Vizag	61020	63537	65301	72722	34750	32767	-5.7
Kamarajar	30020	30446	34497	31746	15761	10777	-31.6
Chennai	50214	51881	53012	46759	24740	18380	-25.7
Chidambaranar	38463	36583	34341	36077	18266	16546	-9.4
Cochin	25007	29143	32022	34042	16645	12580	-24.4
New Mangalore	39936	42059	42510	39144	17864	16535	-7.4
Mormugao	33181	26897	17683	16016	7632	8552	12.1
Mumbai	63129	62902	60634	60696	30101	24458	-18.7
JNPT	62152	66004	70706	68449	34410	26940	-21.7
Deendayal	105442	110099	115402	122607	61048	53373	-12.6
All Ports	648473	679470	699171	704929	348441	298552	-14.3

1.3.3 Amongst the Major Ports, Deendayal Port handled the maximum cargo traffic of 53.37 million tonnes with a share of 17.9% in total cargo handled at major ports during April to September, 2020-21 followed by Paradip Port (17.4%), Vizag Port (11.0%), JNPT (9.0%), Mumbai Port (8.2%), SPM Haldia Dock (6.5%), Chennai Port (6.2%), New Mangalore Port & V.O. Chidambaranar Port both at (5.5%), Cochin Port (4.2%), Kamarajar Port (3.6%), Mormugao Port (2.9%) and SPM Kolkata Dock System (2.1%) (**Table 2**).

Commodity-wise growth of cargo traffic at Major Ports

1.3.4 At a broad commodity level, during April to September, 2020-21, Iron Ore posted highest growth rate of 33.2% followed by FRM (Dry) (18.3%) and Fertilizer Finished (7.4%) as compared to the corresponding period of 2019-20. The Food Grain recorded the highest negative growth of 41.5% during April to September, 2020-21 followed by Coking coal (30.8%), Thermal Coal (20.6%), POL (19.8), Container (18.1) and Other Cargo (12.8%) from the same period of the 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 2020-21.

Table 3 : Commodity wise Traffic Handled at Major Ports								
(000' Tonnes)								
Commodities	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September (P)		% change April Sept 2020-21 w.r.t to April-Sept 2019-20
						2019-20	2020-21(P)	
1	3	4	5	6	7	8	8	9
POL *	186360	200225	213261	220940	222427	109444	87803	-19.8
Iron Ore @	15315	41765	41170	38814	55512	25057	33365	33.2
Fertiliser #	16023	14057	15052	15414	15920	7366	8229	11.7
1. Finished	8493	7043	7523	8428	9322	4430	4757	7.4
2. Raw (DRY)	7530	7014	7529	6986	6599	2936	3472	18.3
Coal	134056	126177	126725	137481	118839	60656	46023	-24.1
1. Thermal Coal	100252	88733	87145	99600	78806	39438	31329	-20.6
2. Coking Coal	33804	37444	39580	37881	40033	21218	14693	-30.8
Food Grain excluding Pulses	2373	6504	2396	798	956	498	291	-41.5
Container (Tonnes)	123168	124663	133726	145522	146879	75002	61415	-18.1
Others	128596	135082	147140	140202	144397	70418	61426	-12.8
Total	605891	648473	679470	699171	704929	348441	298552	-14.3
* Includes POL crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only P : Provisional Source:Major Ports								

1.3.5 In terms of composition of cargo traffic handled during April to September, 2020-21 at Major Ports, the largest commodity group (with share in percent in total cargo handled) was POL (29.4%), Container traffic (20.6%), Others cargo (20.6%), Coal (15.4%), Iron ore (11.2%), Fertilizer & FRM (2.8%) and Food Grain (0.1%).

1.3.6 The Port-wise and Commodity-wise shares in total cargo traffic during April to September, 2020-21 are depicted in the **Charts VI and VII** respectively.

Chart-VI: Port-wise share in Traffic Handled during April to September, 2020-21.

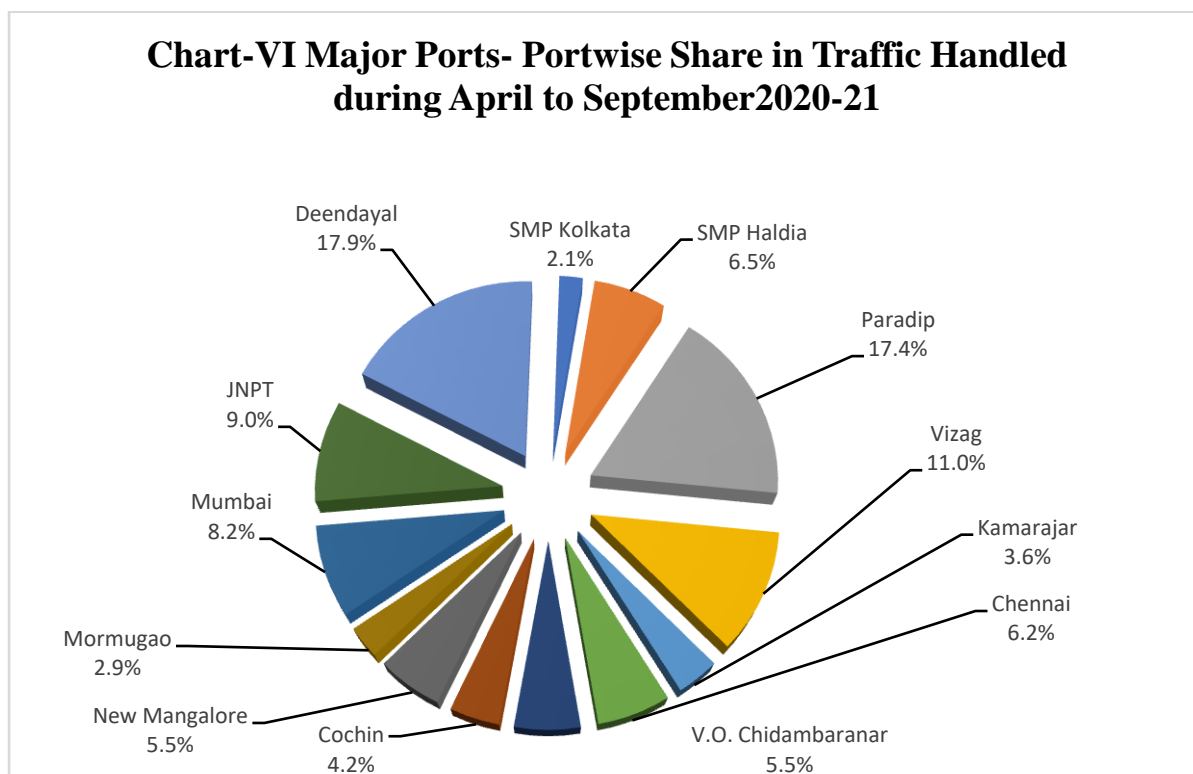
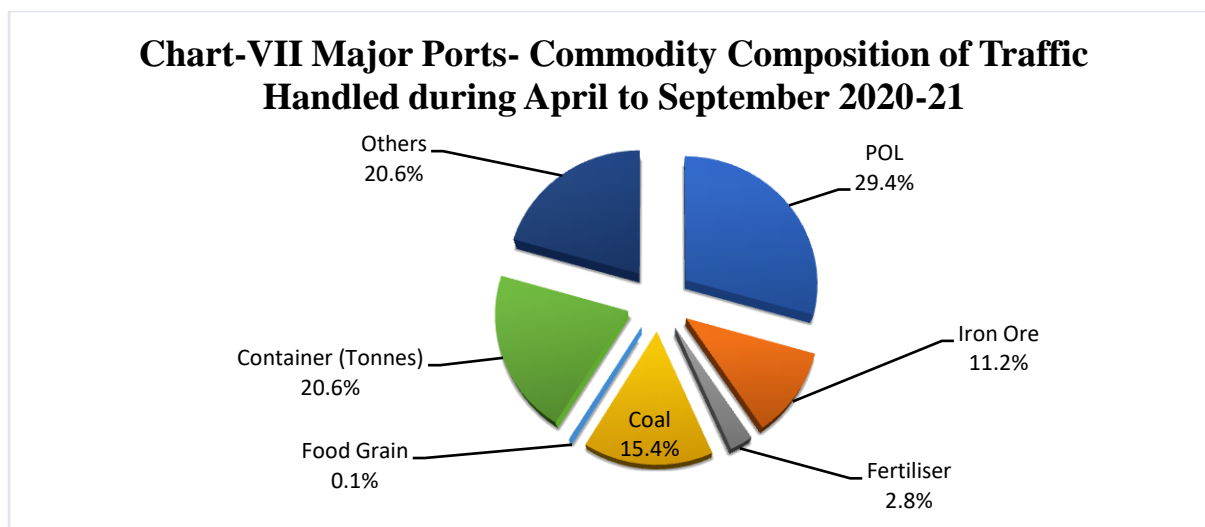


Chart-VII: Commodity composition of Traffic Handled during April to September, 2020-21.



1.3.7 The Port-wise & commodity-wise traffic handled at Major Ports from 2018-19 to first half of financial year 2020-21 is given at **Annexure-I** and port wise & commodity wise traffic handled in Overseas and Coastal during first half of financial years 2019-20 & 2020-21 is given at **Annexure-III**.

Container Traffic

1.3.8 Container traffic (in million tonnes), which reflects largely trade in manufactures and components decreased by 18.1% during April to September 2020-21 as compared to 4.1% achieved in the same period during 2019-20. In terms of Twenty Foot Equivalent Units (TEUs), containers handled by Major Ports during April to September 2020-21 recorded 20.9% decrease as compared to 5.7% increase registered during (April-September) 2019-20.

Amongst the major ports, Paradip Port recorded highest growth in container traffic (in terms of Tonnes) of 11.0% followed by Deendayal Port (6.4%). Major Ports which witnessed highest fall in container traffic were Mumbai Port (48.0%) followed by Mormugao Port (26.9%), Chennai Port (23.7%), JNPT (21.7%), SPM Kolkata Dock System (20.9%). SPM Haldia Dock (20.7%), V.O.Chidambaranar Port (15.2%), Cochin Port (8.7%), Vizag Port (8.4%), and NMPT (6.7%). JNPT continues to be the leading container handling port in the country with a share of 39.0% in terms of tonnage and 47.3% in terms of TEUs in the total container traffic at major ports during April to September, 2020-21 followed by Chennai Port (17.6%), V.O. Chidambaranar Port (11.8%), Vizag Port (6.7%), SPM Kolkata Dockyard System (6.5%), Cochin Port (6.4%), and Deendayal Port (5.7%) during first half (April–September) of 2020-21 (**Table 4**).

Table 4: Container Traffic at Major Ports (in thousand tonnes/TEUs)										
PORT	2018-19		2019-20(P)		April-September				% change- April Sept 2020-21 w.r.t to April-Sept 2019-20	
					2019-20		2020-21(P)			
	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU
1	2	3	4	5	6	7	8	9	10	11
SPM Kolkata DS	9934	652	9787	675	5012	345	3963	248	-20.9	-28.2
SPM Haldia DC	3140	178	3032	169	1621	90	1285	67	-20.7	-25.6
Paradip	221	13	222	0	111	5	123	7	11.0	40.0
Vizag	7959	451	8649	504	4488	261	4111	244	-8.4	-6.5
Chennai	31263	1620	26710	1384	14204	736	10835	561	-23.7	-23.8
Kamarajar	1101	57	2524	130	1352	70	1191	62	-11.9	-11.5
V.O.Chidambanar	14955	739	16436	804	8521	425	7222	353	-15.2	-17.0
Cochin	8116	595	8629	620	4311	312	3938	285	-8.7	-8.8
New Mangalore	1920	132	2276	153	1119	78	1044	70	-6.7	-9.9
Mormugao	467	37	417	32	212	16	155	11	-26.9	-33.1
JNPT	62114	5133	60940	5031	30574	2573	23935	1925	-21.7	-25.2
Mumbai	375	27	291	27	160	17	83	8	-48.0	-53.1
Kandla	3958	244	6967	442	3316	214	3529	228	6.4	6.5
All Ports	145522	9877	146879	9971	75002	5143	61415	4069	-18.1	-20.9
Source: Major Ports					Note: (P) - Provisional; Tn - tonnes; TEU –twenty foot equivalent unit					

1.4 Cargo Traffic at Non-Major Ports

1.4.1 Non-major ports handled 46% of total maritime freight traffic of the country during first half (April – September) of financial year 2020-21.

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(P)	April-September		% Change over previous year	
					2019-20	2020-21 (P)	2019-20	2020-21 (P)
Gujarat	345739	370769	399197	411792	200906	172275	4.1	-14.3
	(71.3)	(70.1)	(68.5)	(67.0)	(68.4)	(67.8)		
Maharashtra	34894	37906	45786	43661	19495	14270	-3.1	-26.8
	(7.2)	(7.2)	(7.9)	(7.1)	(6.6)	(5.6)		
Andhra Pradesh	69603	86285	103334	99847	50594	41871	-4.2	-17.2
	(14.3)	(16.3)	(17.7)	(16.2)	(17.2)	(16.5)		
Goa	117	72	15	8	2	4	-50.0	94.5
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
Tamil Nadu	1152	1103	960	11370	483	522	30.2	8.0
	(0.2)	(0.2)	(0.2)	(1.8)	(0.2)	(0.2)		
Karnataka	707	681	1044	935	499	320	38.2	-35.8
	(0.1)	(0.1)	(0.2)	(0.2)	(0.2)	(0.1)		
A&N	1276	1418	1495	1851	903	640.14	-6.0	-29.1
	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)		
Odisha	22473	22595	22186	35269	15362	19915.78	59.2	29.6
	(4.6)	(4.3)	(3.8)	(5.7)	(5.2)	(7.8)		
Kerala	140	138.6	222	156	67	33	31.4	-50.5
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
Puducherry	9112	8121	8370	10101	5238	4422.44	43.3	-15.6
	(1.9)	(1.5)	(1.4)	(1.6)	(1.8)	(1.7)		
All M.States/UTs	485213	529089	582609	614989	293549	254274	4.5	-13.4
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)		
Note: Figure in parenthesis is the percentage share of traffic handled by the maritime state to the total traffic handled by all the maritime states; P- Provisional								

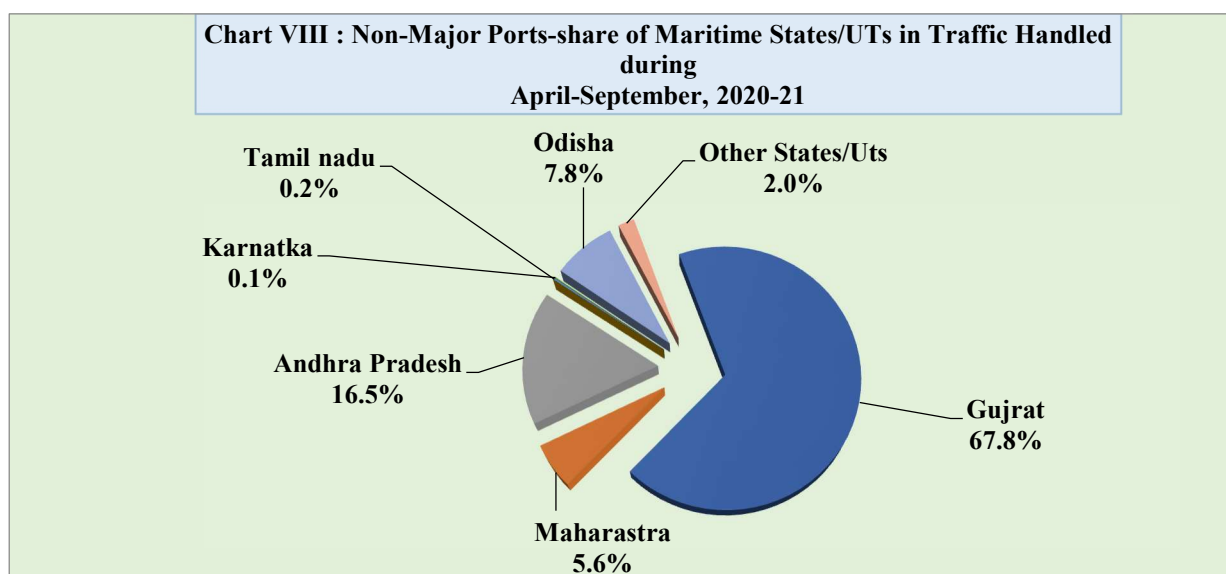
1.4.3 The cargo handled by the non-major ports during first half year (April- September) 2020-21 reduced by 13.4% as compared to 4.5% increase recorded in the corresponding period of previous year. Gujarat accounted for 67.8% of the traffic handled by the non-major ports followed by Andhra Pradesh (16.5%), Odisha (7.8%) and Maharashtra (5.6%). Four maritime States, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 97.66% of the total cargo traffic handled by the non-major ports during April - September 2020-21.

Goa has highest growth of 94.5% during April - September, 2020-21 as compared to same period of the previous year followed by Odisha (29.6%) and Tamil Nadu (8%). Non Major ports which recorded **negative growth** in traffic during April to September, 2020-21 were Kerala (50.5%), Karnataka (35.8%), Andaman and Nicobar (29.1%), Maharashtra State (26.8%), Andhra Pradesh (17.2%), Puducherry (15.6%) and Gujarat (14.3%).

1.4.4 **Table 6** below gives the details of commodity-wise traffic handled at Non-Major Ports from April – September, 2020-21. The table shows that the two commodities, viz. POL and Coal accounted for three- fifth of the total cargo handled at the non-major ports during April to September, 2020-21.

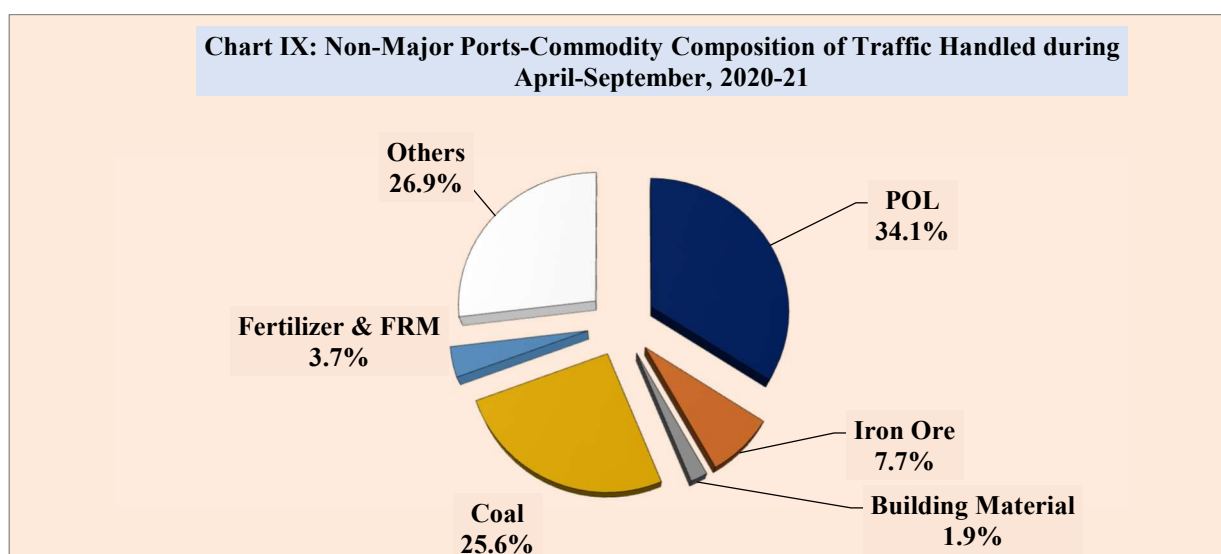
Table 6: Commodity-wise Traffic Handled by Non-Major Ports								
(000'Tonnes)								
Commodity	2016-17	2017-18	2018-19	2019-20 (p)	April-September		% Change over previous year	
					2019-20	2020-21(P)	2019-20	21020-21 (P)
POL*	186070	193422	191749	196825	96542	86713	-1.9	-10.2
	(38.3)	(36.6)	(32.9)	(32.0)	(32.9)	(34.1)		
Iron Ore**	34454	36596	44823	38672	18996	19594	-15.2	3.1
	(7.1)	(6.9)	(7.7)	(6.3)	(6.5)	(7.7)		
Building Material\$	15170	15588	16162	16363	7609	4945	13.6	-35.0
	(3.1)	(2.9)	(2.8)	(2.7)	(2.6)	(1.9)		
Coal@	133755	146684	171096	177968	88810	65218	11.5	-26.6
	(27.6)	(27.7)	(29.4)	(28.9)	(30.3)	(25.6)		
Fertilizer & FRM&	14237	11714	16224	15704	8039	9392	1.8	16.8
	(2.9)	(2.2)	(2.8)	(2.6)	(2.7)	(3.7)		
Others	101527	125085	142555	169457	73553	68412	11.4	-7.0
	(20.9)	(23.6)	(24.5)	(27.6)	(25.1)	(26.9)		
All	485213	529089	582609	614989	293549	254274	4.5	-13.4
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)		
Note: Figure in parenthesis is the percentage share of major commodity groups in the total traffic handled by the Non major ports								
* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil. @ includes Thermal Coal, Coking coal, other coal and Pet coal								
\$ includes Building Material and Cement/Clinker ** includes iron ore fines and Pellets								
& includes Fertilisers, FRM-Liquid, FRM_Dry and Rock Phosphate								
Source: BPS and Non Major Ports/State Maritime Boards								

1.4.5 The Non major port wise share of Maritime States/UTs in total traffic handled during April-September, 2020-21 is depicted in the pie **Chart VIII**.



1.4.6 The percentage share of POL is maximum (34.1%) followed by Other Cargo (26.9%). The percentage share of Coal, Iron Ore, Fertilizer & FRM and Building materials are 25.6%, 7.7%, 3.7% and 1.9% respectively during (April – September) of 2020-21. Fertilizer & FRM registered the highest growth of 16.8% during (April to September) 2020-21 as compared to same period of the previous year followed by Iron ore (3.1%). Building materials recorded the negative growth rate of 35% followed by Coal (26.6%), POL (10.2%) and other commodities (7%) during April to September, 2020-21.

1.4.7 The Commodity-wise composition of traffic during April-September, 2020-21 is depicted in the **Chart IX**.



1.4.8 Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2018-19 to 2020-21 during (April - September 2020-21) is given at **Annexure-II** and port wise/ commodity wise traffic handled in Overseas & Coastal during (April–September), 2019-20 and (April–September), 2020-21 is given at **Annexure-IV**.

2. PERFORMANCE OF MARITIME STATES

2.1 Ports are economic and service provision units of a remarkable importance since they act as a place for the interchange of two transport modes, maritime and land, whether by rail or road. Therefore, the essential aspect of ports lies in their intermodal nature. India has a coast-line of over 7517 Kms with 12 major ports and 212 notified non-major (minor/intermediate) ports along the coast-line and sea-islands. These 212 Non-major ports are located in Gujarat (48), Maharashtra (48), Goa (5), Daman & Diu (2), Karnataka (12), Kerala (17), Lakshadweep (10), Tamil Nadu (15), Puducherry (3), Andhra Pradesh (13), Odisha (14), West Bengal (1) and Andaman & Nicobar Island (24). Out of these 212 Non-major ports, only some ports are well developed and provide all-weather berthing facilities for cargo handling. In 2020-21, only 62 Non-major Ports were reported to have handled cargo traffic. The Maritime Ports operate within the statutory framework of the Indian Ports Act 1908 which applies to all the ports. However, the Major Ports Act 1963 applies only to Major Ports. Each Major Port is administered by a ‘Port Trust’ except for the port of Kamarajar (Ennore) which is a corporatized entity.

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

2.3 Maritime States Development Council (MSDC)

2.3.1 With a view to have an integrated approach for the development of both Major and Non-Major Ports, the **Maritime States Development Council (MSDC)** was constituted in May, 1997 under the Chairmanship of the Hon’ble Minister of Shipping. The Ministers in-

charge of Ports in all Maritime States, Union Territories of Puducherry, Andaman & Nicobar Administration, Daman & Diu and Lakshadweep are its members. The deliberations and decisions of the MSDC provide the institutional framework for coordinated development of Major and Non- Major ports. So far seventeen meetings of MSDC have been held. The 17th meeting of MSDC was held on 15.10.2019 at New Delhi under the chairmanship of Hon'ble Minister of State for Shipping (Independent Charge) with Ministers and officials from various Maritime States and Government of India. In the meeting it was agreed that there is a need for a closer and active interaction between the Central Government and the Maritime States/UTs for augmenting the infrastructure development and safety & security of the ports as port play a vital role in EXIM Trade.

2.4 Maritime States – Non-Major Ports

2.4.1 Non-major ports in India collectively handled 254.27 million tonnes of traffic during first six months of the financial year 2020-21 as compared to 293.55 million tonnes of cargo handled in the same period of 2019-20 recording decline in growth by 13.4%.

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 is a major port. Out of 48 non-major ports, 16 non-major ports in the State are handling cargo. The remaining 32 non-major ports are used for fishing activities and have negligible traffic. A snap view of the location of ports in Gujarat is given in **Chart –X**

Chart – X: Gujarat: Major and Minor Ports



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

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

Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	99.46	105.44	110.10	115.40	122.61	61.05	53.37
	(7.5)	(6.0)	(4.4)	(4.8)	(6.2)	(4.1)	-(12.6)
Non-Major Ports	339.78	345.74	370.77	399.20	411.79	200.91	172.28
	(1.1)	(1.8)	(7.7)	(7.2)	(3.2)	(4.1)	-(14.3)
All Ports	439.24	451.18	480.87	514.60	534.40	261.95	225.65
	(2.5)	(2.7)	(2.7)	(7.0)	(3.8)	(4.1)	-(13.9)

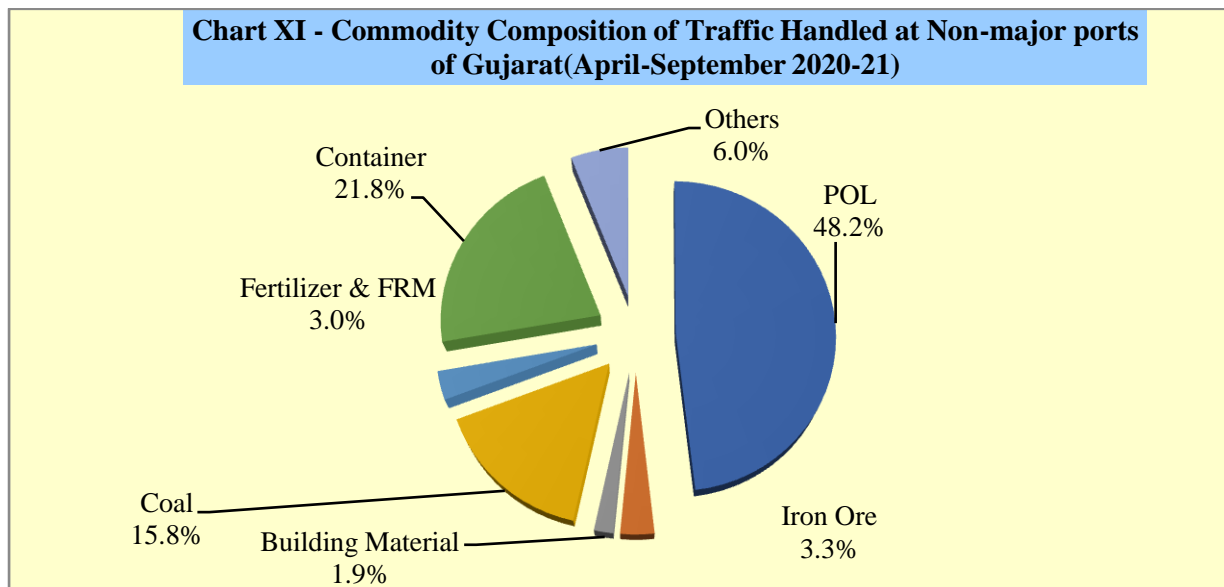
Figures in bracket represents percentage change over the previous year/period.

(P) Provisional

2.4.2.3 It is noteworthy that all ports (major and non-major) located along the coast of Gujarat handled 40.8% of the total cargo handled by Indian ports in the first six months (April – September) of 2020-21. The total cargo traffic handled at the major and non-major ports of Gujarat during (April- September), 2020-21 was of the order of 225.65 million tonnes as

against 261.95 million tonnes during the same period of 2019-20, reflecting a decrease of 13.9%. In particular, non-major ports of Gujarat alone handled around 67.8% of total cargo traffic at India's non-major ports during first six months (April - September) of 2020-21.

2.4.2.4 Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development of non-major ports on its coastline. The share of commodity-wise traffic handled by non-major ports of Gujarat during April to September 2020-21 is shown in **Chart XI**.



2.4.2.5 Recent trends in cargo handled and capacity creation in non-major ports of Gujarat are captured in the **Table 8**. It indicates sustained increase in cargo throughput and capacity addition. During the year 2019-20, total cargo handling capacity in the non-major port sector in Gujarat was 542.8 million tonnes. Gujarat Maritime Board (GMB) is the nodal agency for regulation and development of the State's maritime activities. The table indicates that from the year 2015-16 onwards the capacity of Non-major Ports increased every year. However, the capacity utilization of Non-major Ports in Gujarat decreased till 2016-17 and increased from 2017-18 onwards. In 2015-16, the capacity utilization was 72.9% and it falls to 69.0% in 2016-17 and increased to 75.9% during 2019-20.

Table 8 - Gujarat: Non Major Ports - Capacity & Utilization						(Million Tonnes)
Item	2015-16	2016-17	2017-18	2018-19	2019-20 (P)	2020-21(Apr.-Sept.) (P)
Capacity*	466	501	523.1	542.8	542.8	544.62
	(10.4)	(7.5)	(4.4)	(3.8)	(0.0)	(0.3)
Cargo Handled	339.78	345.74	370.77	399.20	411.79	225.65
% Utilization	72.9	69.0	70.9	73.5	75.9	41.4
* Including Lighterage Port Capacity; P:-Provisional Figures within parenthesis indicate capacity addition in % age during the year						

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

2.4.3 MAHARASHTRA

2.4.3.1 The State has a coastline of around 653 km, with 2 major ports viz. Mumbai port and Jawahar Lal Nehru Port Trust (JNPT) and 48 non-major ports. Out of 48 non-major ports only 14 ports handle cargo. Maharashtra Maritime Board (MMB) is the nodal agency for regulation and development of the State’s maritime activities. Total cargo handled during April to September 2020-21 was 65.67 Million Tonnes compared to 84.01 Million Tonnes handled during 2019-20 in the same period with the decline in growth by 21.8%. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 78.3 % while share of Non-major Ports was only 21.7%.

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

Table 9 - Maharashtra: Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	125.15	125.28	128.91	131.34	129.15	64.51	51.40
	-(0.3)	(0.1)	(2.9)	(1.9)	-(1.7)	(0.5)	-(20.3)
Non-Major Ports	28.85	34.89	37.91	45.79	43.66	19.50	14.27
	(5.7)	(21.0)	(8.6)	(20.8)	-(4.6)	-(3.1)	-(26.8)
All Ports	154.00	160.18	166.81	177.13	172.81	84.01	65.67
	(0.8)	(4.0)	(4.1)	(6.2)	-(2.4)	-(0.4)	-(21.8)
Figures in bracket represent percentage change over the previous year/period.							
P- Provisional							

2.4.4 GOA

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

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

Table 10: Goa : Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	20.78	33.18	26.90	17.68	16.02	7.63	8.55
	(41.2)	(59.7)	-(18.9)	-(34.3)	-(9.4)	-(17.3)	(12.1)
Non-Major Ports	0.43	0.12	0.07	0.02	0.01	0.002	0.004
	-(43.4)	-(72.8)	-(38.5)	-(79.2)	-(33.3)	-(50.0)	(94.5)
All Ports	21.21	33.30	26.97	17.70	16.03	7.63	8.56
	(37.1)	(57.0)	-(19.0)	-(34.4)	-(09.4)	-(17.3)	(12.1)
Figures in bracket represent percentage change over the previous year/period.							
(P) Provisional.							

2.4.5 KARNATAKA

2.4.5.1 Karnataka has a coastline of about 280 kms. At present, there is one major sea port, the New Mangalore Port and 12 non-major ports in Karnataka. Out of 12 non-major ports, 3 ports handle cargo in the state which is: Old Mangalore, Malpe and Karwar port. During first six months (April - September) of 2020-21, non- major ports in the State handled 0.32 million tonnes of cargo traffic as compared to 0.50 million tonnes handled in 2019-20 with the decline in growth by 35.9%. The total cargo handled in the Karnataka state was 16.86 million tonnes during April to September 2020-21 compared to 18.36 million tonnes during the same period in 2019-20.

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

Table 11 - Karnataka: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	35.58	39.94	42.06	42.51	39.14	17.86	16.54
	-(02.7)	(12.2)	(05.3)	(01.1)	-(07.9)	-(11.5)	-(07.4)
Non-Major Ports	0.84	0.71	0.68	1.04	0.94	0.50	0.32
	(28.3)	-(15.2)	-(03.9)	(53.5)	-(10.0)	(38.2)	-(35.9)
All Ports	36.42	40.64	42.74	43.55	40.08	18.36	16.86
	-(02.1)	(11.6)	(05.2)	(01.9)	-(08.0)	-(10.6)	-(08.2)
Figures in bracket represent percentage change over the previous year/period.							
(P) Provisional.							

2.4.6 KERALA

2.4.6.1 Kerala has a coastline of 570 kms, with one major port at Cochin and 17 non-major ports. The Vallarpadam Container Terminal Project in Cochin has been promoted on BOT basis through public private participation. In Kerala, the four non-major ports handling cargo are:Kovalam /Vizhinjam, Kollam / Neendakara, Beypore and Azhikkal. The total cargo handled during first six months of 2020-21 in Kerala state was 12.61 million tonnes as compared to 16.71 million tonnes handled during same period of 2019-20 reflecting decline in growth by 24.7%.

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

Table 12 - Kerala : Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	22.10	25.01	29.14	32.02	34.04	16.65	12.58
	(2.3)	(13.2)	(16.5)	(9.9)	(6.3)	(4.6)	-(24.4)
Non-Major Ports	0.14	0.14	0.14	0.22	0.16	0.07	0.033
	-(9.4)	-(2.8)	-(1.4)	(59.4)	-(27.3)	(31.4)	-(50.7)
All Ports	22.24	25.15	29.28	32.24	34.20	16.71	12.61
	(2.2)	(13.1)	(16.4)	(10.1)	(6.1)	(4.7)	-(24.7)

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

(P) Provisional.

2.4.7 TAMIL NADU

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

2.4.7.2 During first six months (April – September), 2020-21, the non-major ports in Tamil Nadu collectively handled 0.52 million tonnes of cargo traffic as compared to 0.48 million tonnes in the same period of 2019-20 showing growth of 8.1%. However, the total cargo in Tamil Nadu State has been decreased to 46.23 million tonnes in 2020-21 from 59.25 million tonnes in 2019-20 reflecting decline in growth by 22%. The trend in the cargo handled at both major and non-major ports of the State during the last few years and current year is given in **Table 13**.

Table 13 - Tamil Nadu: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	119.11	118.70	118.91	121.85	114.58	58.77	45.70
	(3.4)	-(0.3)	(0.2)	(2.5)	-(6.0)	-(2.8)	-(22.2)
Non-Major Ports	0.86	1.15	1.10	0.96	11.37	0.48	0.52
	(3.8)	(34.6)	-(4.3)	-(12.7)	(1080.7)	(30.2)	(8.1)
All Ports	119.97	119.85	120.01	122.81	125.95	59.25	46.23
	(3.4)	-(0.1)	(0.1)	(2.3)	(2.6)	-(2.6)	-(22.0)
Figures in bracket represent percentage change over the previous year/period.							
(P) Provisional.							

2.4.8 ANDHRA PRADESH

2.4.8.1 Andhra Pradesh has one major port at Visakhapatnam besides 13 non-major ports located at Bhavanapadu, Meghavaram, Bheemunipatnam, Gangavaram, Kakinada SEZ, Kakinada Deep Water, Rawa, Narsapur, Machilipatnam, Nizamapatnam, Vodarevu, Mutyalammipalem and Krishnapatnam. Out of 13 non-major Ports; only 5 Ports handled cargo in the State which are: Kakinada Deep Water, Krishnapatnam, Gangavaram, Rawa and Kakinada Anchorage Port.

2.4.8.2 Ports in Andhra Pradesh collectively handled 74.6 million tonnes of cargo during first six months (April- September) of 2020-21 as compared with 85.3 million tonnes in same period of 2019-20 thus registering decrease of 12.5 % in traffic handled by major and non-major ports of Andhra Pradesh. Non-major ports in Andhra Pradesh posted negative growth of 17.2% in 2020-21.

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

Table 14 - Andhra Pradesh: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	57.04	61.02	63.54	65.30	72.72	34.75	32.767
	-(1.7)	(7.0)	(4.1)	(2.8)	(11.4)	(9.4)	-(5.7)
Non-Major Ports	72.73	69.60	86.29	103.33	99.85	50.59	41.87
	-(12.8)	-(04.3)	(24.0)	(19.8)	-(3.4)	-(4.2)	-(17.2)
All Ports	129.8	130.6	149.8	168.6	172.6	85.3	74.6
	-(8.2)	(0.7)	(14.7)	(12.6)	(2.3)	(0.9)	-(12.5)
Figures in bracket represent percentage change over the previous year/period.							
(P) Provisional.							

2.4.9 ODISHA

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

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

2.4.9.3 Non-major ports in Odisha collectively handled 19.92 million tonnes of cargo during (April–September) of 2020-21 as compared to 15.36 million tonnes in the corresponding period of 2019-20 registering increase of 29.6% in traffic. The total cargo handled during April to September of 2020-21 was 72 million tonnes compared to 70.91 million tonnes in the corresponding period of 2019-20 registering an increase of 1.5% in traffic. The cargo handled at Major port has registered decline in growth by 6.2% during April – September, 2020-21 as compared to same period of 2019-20.

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

Table 15 - Odisha : Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	76.40	88.96	102.03	109.30	112.69	55.55	52.08
	(7.6)	(16.4)	(14.7)	(7.1)	(3.1)	(5.0)	-(6.2)
Non-Major Ports	14.95	22.47	22.60	22.19	35.27	15.36	19.92
	-(3.3)	(50.3)	(0.5)	-(1.8)	(59.0)	(59.2)	(29.6)
All Ports	91.35	111.43	124.62	131.49	147.96	70.91	72.00
	(5.6)	(22.0)	(11.8)	(5.5)	(12.5)	(13.4)	(1.5)
Figures in bracket represents percentage change over the previous year/period.							
(P) Provisional.							

2.4.10 WEST BENGAL

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

Table 16 - West Bengal :Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Major Ports	50.29	50.95	57.89	63.76	63.98	31.67	25.56
	(08.6)	(01.3)	(13.6)	(10.1)	(00.3)	(05.7)	-(19.3)
All Ports	50.29	50.95	57.89	63.76	63.98	31.67	25.56
	(08.6)	(01.3)	(13.6)	(10.1)	(00.3)	(05.7)	-(19.3)
Figures in bracket represents percentage change over the previous year/period.							
P- Provisional							

2.4.11 OTHER NON-MAJOR PORTS

2.4.11.1 The other non-major ports are spread across the Union Territories (UTs) of Daman & Diu, Puducherry, Lakshadweep and Andaman & Nicobar Islands. These ports in the UTs are administered through their respective Departments. Andaman & Nicobar Islands

administration has constituted a 'Port Management Board' for the development of ports in the Islands. The three non-major ports of Daman & Diu and Lakshadweep are not handling any cargo traffic for the last few years.

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

Table 17 - Union Territory: Trends in Cargo Handled at A & N Islands Port							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Andaman & Nicobar Islands	1.32 (14.4)	1.28 -(03.6)	1.42 (11.1)	1.50 (05.4)	1.85 (23.7)	0.90 -(06.0)	0.64 -(29.1)
Figures in bracket represent percentage change over the previous year/period.							
P- Provisional							

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

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

Table 18 - Union Territories: Trends in Cargo Handled at Non-Major Ports							
Major/Non-Major	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April-September	
						2019-20	2020-21(P)
Lakshadweep	-	-	-	-		-	-
Puducherry	5.97 (20.5)	9.11 (52.5)	8.12 (-10.9)	8.37 (03.1)	10.10 (20.7)	5.24 (43.3)	4.42 (-15.6)
Figures in bracket represent 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 September , 2020-21 are given in **Table 19**.

Table 19 -Major Port-wise Capacity Utilisation during 2020-21 (Upto September, 2020)				
(Million Tonnes)				
S.No.	Name of Ports	Capacity	Traffic**	Capacity Utilisation (%)
1	SPM Kolkata Ports of Trust*	82.57	25.56	31.0
2	Paradip Port Trust	249.00	52.08	20.9
3	Vizag Port Trust	134.18	32.77	24.4
4	Kamarajar Ports Limited	91.00	10.78	11.8
5	Chennai Port Trust	135.00	18.38	13.6
6	V.O.Chidambaranar Port Trust	111.46	16.55	14.8
7	Cochin Port Trust	78.60	12.58	16.0
8	New Mangalore Port Trust	104.73	16.54	15.8
9	Mormugao Port Trust	63.40	8.55	13.5
10	Mumbai Port Trust	79.00	26.94	34.1
11	Jawaharlal Nehru Port Trust	138.87	24.46	17.6
12	Deendayal Port Trust	267.10	53.37	20.0
	Total	1534.91	298.55	19.5

Note: *Haldia Dock Complex included

**Provisional

Source: Major Ports & Port Wing of M/o Ports, Shipping & Waterways.

3.1.2 The above table shows that around 19.5% capacity has been utilized at Major Ports during 2019-20. The highest capacity utilization i.e. 34.1% is achieved at Mumbai Port Trust followed by SPM Kolkata Port Trust (including Haldia Dock Complex) (31%), Visakhapatnam Port Trust (24.4%), Paradip Port Trust (20.9%), Deendayal Port Trust (20%) JNPT (17.6%), and Cochin Port Trust (16%) during April to September of 2020-21. The least capacity utilization was at Kamarajar Port which was 11.8% only during April to September 2020-21.

3.1.3 The **Table 20** below shows that around 25.6% capacity has been utilized at Non-major Ports during April to September 2020-21. The highest capacity utilization i.e. 31.6% is achieved at Gujarat Maritime Board (GMB) followed by Odisha (28.4%), Puducherry (26.2%), Directorate of Ports, Andhra Pradesh (21.6%), Port Management Board, A&N Islands (15.6%), Maharashtra Maritime Board (MMB) (11.4%), Karnataka (6.4%), Kerala (3.1%), and Tamil Nadu Maritime Board (TNMB) (2%), during April to September 2020-21.

Table 20-Non-Major Port-wise Capacity Utilisation during 2020-21 (Upto September, 2020)				
(MillionTonnes)				
S.No.	Name of Ports	Capacity	Traffic*	Capacity Utilisation (%)
1	Gujarat	544.62	172.27	31.6
2	Maharastra	125.00	14.27	11.4
3	Tamil Nadu	25.05	0.52	2.0
4	Goa	9.00	0.004	0.0
5	Kerala	1.07	0.033	3.1
6	Karnataka	5.00	0.32	6.4
7	Andhra Pradesh	193.40	41.87	21.6
8	Odisha	70.00	19.92	28.4
9	Puducherry	16.96	4.42	26.2
10	Andaman & Nicobar Islands	4.11	0.64	15.6
	Total	994.21	254.27	25.6

Source: State Maritime Board/ Directorate of Ports

*Upto September, 2019-20 (Provisional)

3.2 Cargo Traffic Targets during 2020-21 & achievement during April - September 2020-21 for Major ports.

3.2.1 Total cargo handled at Major Ports during 2020-21 was 298.55 million tonnes against the target of 650 million tonnes, achieving 45.93% of the target in the first six months of 2020-21.

3.3 Port Efficiency

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

performance indicators over the last several years. Some key operational indicators of physical performance pertaining to major ports for the selected years are elaborated below.

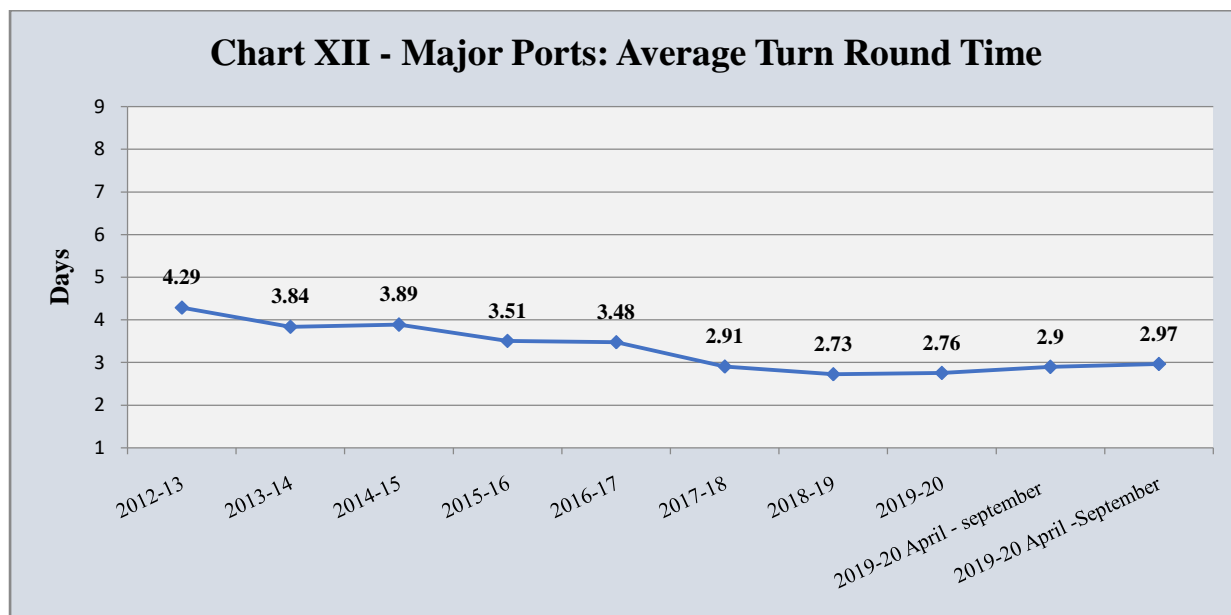
Average Turn-Round Time (TRT)

3.3.2 This parameter has improved significantly since the past one and half decades for all the major ports. Average TRT for all major ports improved from 8.10 days in 1990-91 to 3.63 days in 2005-06. Thereafter the TRT has increased steadily to 3.89 days in 2014-15. The average TRT improved in 2018-19 to 2.73 days and increased to 2.90 days during 2019-20 and reached to 2.97 days in the first six months of 2020-21. The average TRT varied in the range between 1.89 days at V. O. Chindambarnar Port to 5.50 days at Deendayal Port during first six months (April – September) of 2020-21. Among the 12 major ports; Average TRT has been improved at Paradip Port, Kamarajar, JNPT, SPM Kolkata Dock System & SPM Haldia Dock Complex during first six months of 2020-21. Port-wise TRT for selected years is given in **Table 21**.

Table 21: Average Turn Round Time (days)

Port	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20 (P)	April- September	
							2019-20	2020-21 (P)
1	2	3	4	5	6		7	8
SPM Kolkata D.S	4.97	4.78	4.43	3.77	3.35	3.87	4.04	3.02
SPM Haldia D.C	3.36	3.27	5.47	3.75	3.03	3.60	3.82	3.06
Paradip	7.01	4.50	4.99	3.31	2.51	2.98	3.01	2.76
Vizag	5.67	3.84	3.75	2.58	2.51	2.48	2.51	2.67
Kamarajar (Ennore)	4.32	6.87	2.68	2.19	1.96	1.85	1.94	1.90
Chennai	2.54	2.53	2.51	2.21	1.98	2.06	1.99	2.22
Chidambaranar (Tuticorin)	3.37	3.53	4.00	2.40	1.76	1.79	1.75	1.89
Cochin	1.69	2.18	1.99	1.87	1.94	1.92	1.89	2.42
New Mangalore	2.46	2.63	2.35	2.04	1.93	1.91	1.99	2.08
Mormugao	3.97	3.37	3.43	3.15	3.48	3.54	4.09	5.06
J.L.Nehru	2.24	2.31	1.96	2.23	2.13	2.06	2.29	2.13
Mumbai	4.09	3.29	2.48	2.76	2.69	1.96	2.05	2.29
Deendayal	4.90	4.28	4.51	4.25	4.68	4.39	4.81	5.50
All Ports	3.89	3.51	3.48	2.91	2.73	2.76	2.90	2.97
Source: Major Ports, P: Provisional,								

Average Turn Round Time at major ports for selected years from 2012-13 to 2020-21(up to September 2020) is presented in the **Chart XII** below.

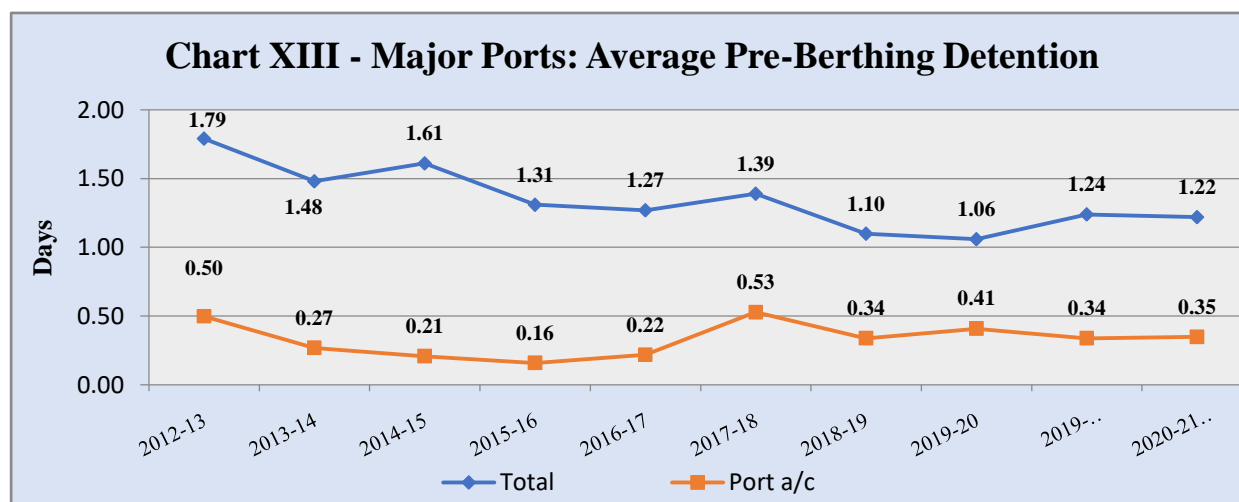


Source: Major Ports

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

Average Pre Berthing Detention Time (PBDT)

3.3.3 The average overall pre berthing detention time for first six months of all major ports declined from 2.16 days in 1990-91 to 2.05 days in 2011-12. During 2019-20 and April-September, 2020-21, average PBDT edged up to 1.24 days and 1.22 days respectively. The trajectory of weighted average of pre-berthing detention time at Major Ports – total and on Port account since 2012-13 upto first six months of current financial year 2020-21 is shown in the **Chart XIII** below.



3.3.4 Average PBDT on port account has seen a sharper decline from 2.10 days in 1990-91 to 0.50 days in 2011-12. Average PBDT on port account were at 0.50 and 0.27 days in 2012-13 and 2013-14 respectively. In 2017-18, the Average PBDT on port account increased to 0.53 days. However, it decreases to 0.34 days in 2018-19 and edged up to 0.35 days in first six month of 2020-21. Port-wise PBDT for selected years is indicated in **Table 22**.

Table 22 : Average Pre-Berthing Detention(Days)								
Port	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April- September	
							2019-20	2020-21 (P)
1	2	3	4	5	6	7	8	9
SPM Kolkata D.S	0.71	0.50	0.57	0.62	0.46	0.70	0.83	0.55
SPM Haldia D.C	1.43	0.66	2.49	3.15	2.72	2.96	3.60	2.83
Paradip	4.11	2.05	2.47	0.87	0.30	0.64	0.70	0.24
Vizag	2.59	1.47	1.22	2.37	1.29	1.22	1.27	1.33
Kamarajar	2.51	4.73	0.96	0.57	0.18	0.12	0.20	0.04
Chennai	0.41	0.44	0.38	0.86	0.15	0.07	0.07	0.02
Chidambaranar	1.07	1.33	1.80	1.13	0.68	0.65	0.70	0.57
Cochin	0.81	0.66	0.48	0.43	0.53	0.48	0.45	0.85
New Mangalore	0.60	0.76	0.00	1.16	1.10	1.26	1.46	1.37
Mormugao	1.61	1.38	1.67	1.31	1.24	1.21	1.65	2.05
J.L.Nehru	0.80	1.17	0.77	0.92	0.82	0.76	0.93	0.93
Mumbai	1.69	1.27	0.46	0.96	1.07	0.16	0.18	0.10
Deendayal	2.52	1.98	2.02	1.90	2.02	1.85	2.20	2.78
All Ports	1.61	1.31	1.27	1.39	1.10	1.06	1.24	1.22
Source: Major Ports P: Provisional								

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

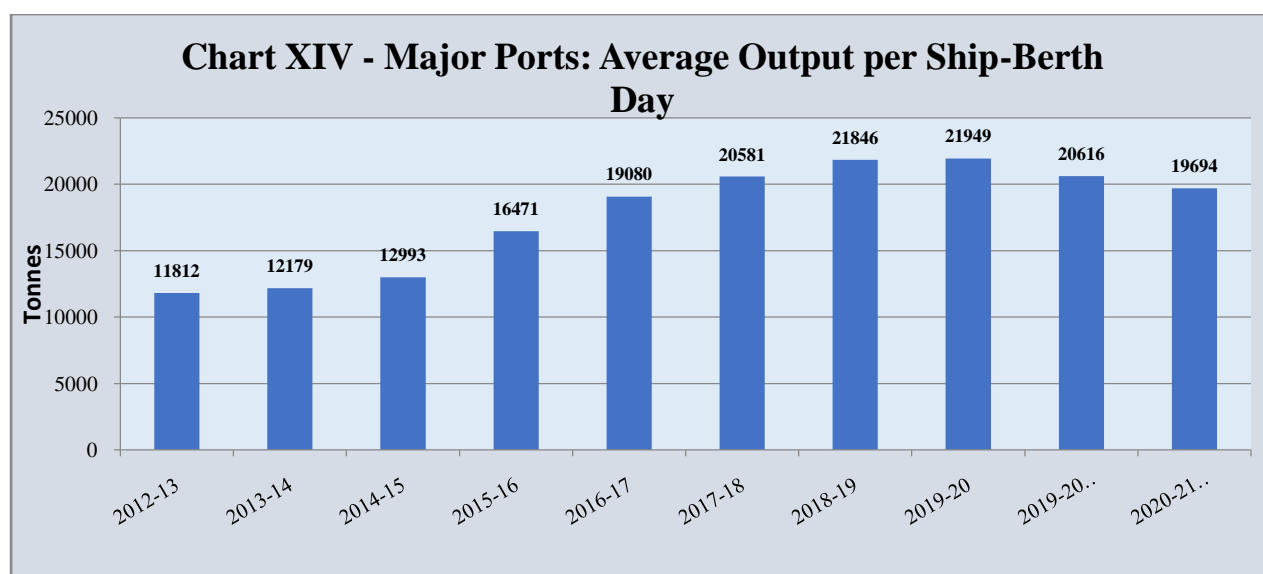
Average Output Per Ship Berth-day

3.3.5 During the last 25 years this indicator has seen a tremendous improvement. Average Output per Ship-berth day has increased more than six times from 3,372 tonnes in 1990-91 to 21949 tonnes in 2019-20 for major ports but slightly declined to 19694 tonnes in first six months of 2020-21(upto September 2020) . However, average output per ship berth-day during April – September, 2020-21 is marked by substantial variation across major ports ranging from a high 27035 tonnes in case of Paradip Port to a low of 7413 tonnes at Kolkata Dock System.

This variation reflects the type of cargo being handled, level of mechanization and labour practices. Port-wise average output per Ship-berth-day for selected years is given in **Table 23**.

Table 23: Average Output per Ship Berth-day (Tonnes)								
Port	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20(P)	April- September	
							2019-20	2020-21(P)
1	2	3	4	5	6		8	9
SPM Kolkata D.S	3084	3201	6080	6962	7765	7149	7115	7413
SPM Haldia D.C	6802	9126	12537	13832	15083	15192	14768	13685
Paradip	17736	26965	30245	33440	36030	32001	33202	27035
Vizag	10640	17179	16823	17592	18281	20032	19784	17698
Kamarajar	22613	31106	26235	28456	27678	26581	28633	22326
Chennai	14464	18976	19220	19113	21001	20340	20475	19294
V.O.Chidambaranar	10468	13619	13612	15557	19494	22018	19957	19889
Cochin	16906	20962	23539	28143	30150	31236	33237	28342
New Mangalore	19856	16165	17094	16378	18126	19140	17959	18856
Mormugao	12272	21542	30414	24948	18685	19944	17829	18818
J.L.Nehru	21310	23792	23897	22526	25847	26379	25086	26331
Mumbai	11055	18020	20915	22996	25941	25608	24430	20539
Deendayal	15159	16538	18235	22903	21410	21109	16053	17759
All Ports	12993	16471	19080	20581	21846	21949	20619	19694
Source: Major Ports								
P: Provisional								

3.3.6 The average output per ship-berth-day for the selected years since 2012-13 to (April-September), 2020-21 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 31.09.2020 are brought out in Appendix-I & Appendix-II in respect of Major Ports and in Appendix-III & Appendix-IV for Non – Major Ports.

APPENDICES

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

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

Sl. No.	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status
1	2	3	4	5	6
1.	Development of Container Terminal on DBFOT basis	Kamarajar Port Ltd	27.02(Stage- I- 15.44 MTPA Stage - II-11.58 MTPA)	1270	*Stage -I- Operational since Oct'17. *Stage -II – Construction activities commenced on 30.01.2020. *However, the concessionaire has raised Arbitration on various issues including Scheduled of Stage -II Construction. Further, site establishment has been demobilized during COVID-19 pandemic and presently no work at site.
2.	Development of Multi Cargo Terminal DBFOT basis	Kamarajar Port Ltd	2.00	164.37	Terminal Operation from Aug'17.
3.	Construction of Coal Berth 3	Kamarajar Port Ltd	9.00	254.34	*Berth construction completed . * Top loading facilities to be erected by TANGEDCO.
4.	Construction of Coal Berth 4	Kamarajar Port Ltd	9.00	290.67	*Berth construction completed *Top loading facilities to be erected is in progress.
5.	Development of LNG Import Terminal at KPL	Kamarajar Port Ltd	3.00	5151	Operation commenced from 26.02.2019.
6.	Mechanization of Berth No. 14 for Handling Container and Other Cargo on DBFOT Basis at NMP	New Mangalore Port Trust	6.02 (in 2 phases)	280.71	Letter of Award issued to M/s. JSW Infrastructure Ltd., Mumbai on 26.08.2019. Concession Agreement signed on 27.01.2020. Construction expected to commence w.e.f. 01.01.2021
7.	Extension of existing Container terminal in Outer Harbour.	Visakhapatnam	0.54 MTEUs	633.11	Concession awarded on 02.03.2019. Construction work is in progress. Physical progress is 36%.
8.	Mechanization of EQ- 1.2 & 3berths at Paradip Port on BOT basis	Paradip Port	30 MTPA	1437.76	Terminal under construction.
9.	Development of New Coal berth for handling of Coal Imports at Paradip Port on	Paradip Port	10 MTPA	655.56	Terminal under construction

	BOT basis				
10.	Development of fourth container terminal	JNPT	60 MTPA	7915.00	On December, 2014, JNPT awarded the concession for the prestigious 4 th 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-I is completed and operation was commenced from 22.12.2017. The scheduled completion of phase-II is 22.12.2022, which is likely to be delayed due to COVID-19. The PPP operator has requested for extension of time, which is under scrutiny by IE.
11.	Widening of the Existing Korampallam surplus course bridge and ROB	VOCPT	-	41.55	<ul style="list-style-type: none"> ➤ 90% of Work completed ➤ Scheduled date of completion: 09.11.2019 ➤ The Board of trustees in its meeting held on 27.02.2020 has granted extension of time upto June,2020. ➤ Due to lockdown, the project execution has severely affected. ➤ Revised schedule date of completion: 31.10.2020
12.	Development of barge Handling facility at Bharati Dock under PPP model	Chennai Port Trust	1.35 MTPA	27.29	<p>Project awarded to CBTPL on 31.03.2013, but due to non-fulfillment of conditions precedent, termination order issued during February 2016. Consequently, the PPP operator initiated arbitration proceedings. The Arbitral award was issued by the tribunal on 30.03.2018 in favour of Chennai Port. The Claimant, CBTPL filed O.P 415 on 25.04.2018 in the High Court of Madras challenging the Arbitral Award. The Judgement on O.P. 415 of 2018 was passed on 30.04.2019 wherein the impugned award of the learned Arbitrator was set aside. Chennai Port filed Original Side Appeal (OSA No.171 of 2019) before the Hon'ble High Court of Madras on 09.07.2019 challenging the above judgement passed in Original Petition No.415 of 2018. The OSA 171 of 2019 came up for admission on 23.07.2019, the Hon'ble Division Bench, Madras High Court admitted the OSA and granted stay of the order passed on O.P.No.415 of 2018 by an interim order dated 23.07.2019.</p> <p>Meanwhile, Work was awarded on 31.03.2018 for carrying</p>

					out the project on in-house mode and the work is in progress. Expected completion by February 2021.
13.	“Construction of 1.5 Lac Sqm hardstand with concrete paver bocks including drainage facilities behind berth no. 5 within dock interior zone at haldia dock complex”	Haldia Dock Complex, Kolkata Port Trust	NA	51.02	Physical Progress: 32.10% Financial Progress: 31.34
14.	“Widening of concrete road and construction of guide wall along the cargo storage plots including drains beside the roads leading to berth no 13 from g.c. berth main gate, haldia, haldia dock complex.”	Haldia Dock Complex, Kolkata Port Trust	NA	28.99	Physical: 87.50% Financial: 80%
15.	Setting up of 2nd railway line from Durgachak to HDC rail way system.	Haldia Dock Complex	7.5 KM	117.0	Physical: 70% Financial: 90.85%
16.	Construction of Liquid Cargo Handling Jetty (Outer Terminal-II) near 2nd Oil Jetty.	Haldia Dock Complex	2 MMTP A	74.58	Physical: 11.35% Financial: 10.55%
17.	Fly over at Ranichak.	Haldia Dock Complex	1.4 KM	127.80	Physical: 94.47% Financial: 93.67%
18.	Augmentation of Fire Fighting system at HOJ-I&II including 2 nos. Barge Jetties including O&M for 10 years.	Haldia Dock Complex	NA	107.48	Site Mobilization has started on 28.08.2020 Physical Progress:0% Financial Progress:0%
19.	Procurement of 3rd RMQC.	Haldia Dock Complex	2.5 MMTP A	52.81	Physical Progress: 5% Financial Progress: 0%
20.	Development of container Stacking yard at northern side	KDS of SPM,	-	11.68	Project physically completed in 30-Sep-2020

	of 3 NSD shed adjacent green verge for creation of a New Reefer Park and other allied works at NSD (A/c KDS)	Kolkata			
21.	Reconstruction of Bay No.4 & 5 of the CPY / reconstruction of damaged portions of Bay No.1 CPY (excluding rail line portion) and other allied works(A/c KDS)	KDS of SPM, Kolkata	-	12.45	Work completed.
22.	Development of area between 1 CPY & Reefer Park area adjoining green verge area for CPY including relocation of existing Fire line & Cable Duct etc. at NS Dock (A/c KDS)	Kolkata Port Trust	-	11.84	In advance stage of completion.
23.	Construction of Oil Jetty No.7 at Old Kandla through internal resources	Deendayal Port	2	42.4	work is in progress.
24.	Construction of Oil jetty No 8 at Old Kandla through internal resources	Deendayal Port	3.5	100	LoA issued on 28.02.2019. Environmental Clearance is obtained on 20.11.2020. Operational
25.	Augmentation of Liquid Cargo Handling Capacity through modernization of Existing Pipeline network at Oil Jetty Area of Deendayal Port Trust, Kandla	Deendayal Port	15.80	171	Tender Documents is under administrative approval stage.
26.	Reconstruction of South Coal Berth at Cochin Port for Handling Chemicals	Cochin	1.30	20.9	Technical Bids of the 5 tenders received ,were opened on 15-09-2020, and its evaluation is in progress by the Consultants NTCPCW
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Note: - The status Projects has been updated on 30 th Sept, 2020.					

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 Govt. approval stage.
2.	Development of Oil Jetty to handle liquid cargo ship bunkering Terminal	Deendayal Port Trust (Kandla)	3.39	233.50	Condition precedents stage.
3.	Development of Oil Jetty No.9 at Old Kandla on PPP Mode	Deendayal Port Trust (Kandla)	3.5	123.40	<p>Feasibility Report has been approved by DPT Board on 17.03.2020.</p> <p>RFQ invited with scheduled extended pre-application date of 08.09.2020.</p> <p>As per directions of the Ministry, the RFQ has been discharged and further bidding process discontinued.</p> <p>SFC Memo along with bidding documents sent to the Ministry on 27/07/2020.</p> <p>Ministry has forwarded the observations of Niti Aayog, DoEA, Development Wing (MoS), Integrated Finance wing (MoS), Department of Legal Affairs, Ministry of Law & Justice w.r.t. SFC Memo. Compliance of all above observations sent to MoS</p> <p>Tariff Proposal forwarded to the TAMP for its approval. TAMP has sought clarifications, the same were complied and resubmitted to the TAMP. Environmental Clearance obtained on 20.11.2020. SFC meeting held on 10.12.2020</p>

4.	Development of Oil Jetty No.10 at Old Kandla on PPP Mode	Deendayal Port Trust (Kandla)	3.5	123.12	<p>Feasibility Report has been approved by DPT Board on 17.03.2020.</p> <p>RFQ invited with scheduled extended pre-application date of 08.09.2020.</p> <p>As per directions of the Ministry, the RFQ has been discharged and further bidding process discontinued.</p> <p>SFC Memo along with bidding documents sent to the Ministry on 27/07/2020.</p> <p>Ministry has forwarded the observations of Nity Aayog, DoEA, Development Wing (MoS), Integrated Finance wing (MoS), Department of Legal Affairs, Ministry of Law & Justice w.r.t. SFC Memo. Compliance of all the above observations sent to MoS. Tariff Proposal forwarded to the TAMP for its approval. TAMP has sought clarifications, the same were complied and resubmitted to the TAMP.</p> <p>SFC meeting held on 26.11.2020. Environmental Clearance obtained on 20.11.2020</p>
5.	Development, operation and Maintenance of Oil Jetty No.11 for handling all types of liquid cargo under BOT basis under PPP mode for concession period of 30 years	Deendayal Port Trust (Kandla)	3.5	361.7	<p>Feasibility Report has been approved by DPT.</p> <p>RFQ invited from 09.07.2020 with extended Application Due Date on 28.09.2020.</p> <p>As per directions of the Ministry, the RFQ has been discharged and further bidding process discontinued.</p> <p>SFC Memo along with bidding documents sent to the Ministry on 09/09/2020. MOS has sent observation of IFW (MoS), DoEA, DOE & NITI Aayog Development wing (MoS) w.r.t. SFC Memo, The compliance of observations of IFW (MoS), DoEA, DOE & NITI Aayog have been sent to MoS. Environmental Clearance obtained on 20.11.2020. SFC Meeting held on</p>

					10.12.2020.
6.	Development of marine liquid terminal facilities consisting of SPM and two product berths in KPL waters at OOT, Vadinar, Kandla Ports on capative use basis	DeendayalPort Trust (Kandla)	24.5	448	<p>Award of concession granted w.e.f 16/08/2019.Construction activities yet to start by M/s CETL.</p> <p>Even after repeated follow up by way of review meetings & written reminders. The above aspects have also been brought to the notice of the MoS,GoI. Further, status of the project was informed to the Board in its meeting held on 18.05.2020. On 11.06.20, CETL requested for time extension due to Covid-19 force Majeure. The same has been examined by the transaction advisor & accordingly clarification have been asked from CETL vide letter dated 14.07.2020. & 31.08.2020.</p> <p>Instead of submitting concrete implementation plan, Ms CETL vide letter 03.09.2020 submitted tentative implementation plan and requested DPT for time limit extention for period of 3 years beyond 36 months stipulted in CA. As advised by TA, DPT vide letter dated 8.10.20 once again asked CETL to submit concrete implementation plan, which is awaited from CETL</p>
7.	Construction of Rubble bund at North of existing cooling water channel for reclaiming NCB III bridged material.	VOCPT	-	5.81	➤ M/s. NTCPCWC, IITM Chennai has been engaged for preparation of revised DPR for maintenance and Capital dredging. After submission of DPR, port will submit the Dredging proposal for approval.
8.	Dredging in front of NCB-III at VOC Port	VOCPT	8.90	64.15	<p>➤ M/s. NTCPCWC, IITM Chennai has been engaged for preparation of revised DPR for maintenance and Capital dredging. After submission of DPR, port will submit the Dredging proposal for approval.</p> <p>➤ Port has initiated action to engage DCI for PMC services.</p>

9.	Widening of the Port mouth entrance at VOC Port	VOCPT		13.4	➤ Revise estimate is being prepared.
10.	Design, Build 5MLD capacity Desalination Plant based on sea water Reverse osmosis at VOC Port Trust, Tuticorin and operation and Maintenance for 20 years.	VOCPT		14.36	<ul style="list-style-type: none"> ➤ Port submitted the proposal to Delegated Investment Board (DIB) on 12.03.2020. ➤ CRZ meeting held on 28.04.2020 through video conference and clearance obtained. ➤ Meeting was chaired by Additional Secretary, MOS on 15.07.2020. ➤ In the meeting it was suggested to invite Expression of Interest (EOI) to execute the job through PPP mode. <p>Action had been initiated for EoI for execute the project on PPP mode.</p>
11.	Development of 9th Berth as container Terminal on BOT basis	VOCPT	7.20 MTPA	43.42	➤ SFC Memo sent to MOS on 22.09.2020
12.	Mechanization of NCB-III for handling dry bulk cargo on BOT basis	VOCPT	8.90 MTPA	33.96	➤ SFC Memo is under finalization.
13.	Development of Outer Harbour at Chennai Port (previously called Development of Mega Container/ Terminal). Under PPP mode on DBFOT basis.	Chennai Port Trust	(32 MTPA)	5100	The Mega container terminal project was restructured as Outer Harbour Terminal due to low revenue share quoted by bidders for Mega Container Terminal. No RFQ bids were received for the restructured project. And Since the Consultant in his report indicated that the project was not financially viable, hence the Board deferred the proposal for a period of six months and later in the meeting held on 18.8.2017 the Board resolved not to drop the project. Meantime, Navy submitted a proposal for setting up a Naval jetty and Basin Facility for Indian Naval (IN) ships in the Outer Harbour area and requested to give a NOC to carry out the tranquility study on their proposal. As requested by Navy, NOC has been given vide this office letter dt 15.7.2017 for carrying out tranquility study on their proposal. After getting NOC from ChPT, the Navy

					in February 2019 forwarded the Conceptual Project Report submitted by IIT and informed that the Eastern Naval Command is presently meeting infrastructure requirements through hiring /leasing and the plan to develop a Naval Jetty at ChPT is not being processed and its requirements will be reviewed in 2021-22. Hence, developing a Naval Basin in the location earmarked for Outer Harbour area is dropped.
14.	Development of Rajiv Gandhi Dry Port and Multi Modal Logistic Hub for Chennai Port in SIPCOT industrial park at Mappedu, Sriperrumbudur; under PPP mode	Chennai Port Trust	18.45 MTPA	415	Chennai Port acquired 121.74 acres of land at Mappedu on long term lease (99 years) from SIPCOT, GoTN. The acquired land is expected to receive a better response from investors due to the likely resumption of the Elevated Corridor from Chennai Port to Maduravoyal. The Feasibility report for development of Maritime Cluster submitted by the Consultant of SDCL, has been scrutinized and clarifications being sought from the Consultant. Based on the studies carried out by the NHAI Consultant, the land parcel is feasible for development of Multimodal Logistics Park. As requested by NHAI, ChPT conveyed its in-principle consent to be a constituent in the proposed SPV for development of MMLP at Mappedu land. Also, Chennai Port is in action to invite tenders for allotment of the land parcels for developing cargo handling facilities viz. Warehouses, Logistics facilities, etc., on land lease model.
15.	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

					<p>granted extension of time upto 31.3.2019 for conveying the final decision.</p> <p>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 "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 & Timber Pond premises will be handed over to ICG and Standard Lease Agreement (SLA) will be entered into between ChPT & ICG.</p> <p>With regard to the issue of differential amount payable by ICG, MoS directed ChPT to offer comments. Accordingly,</p>
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					<p>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 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>
16.	Development of Bharthi Dock -2(BD-II) as co- terminal in Chennai Port Trust	Chennai Port Trust	5MTPA	180	<p>After examining options, it was decided to develop a Coal Terminal through PPP mode subject to favourable recommendations from the Empowered Committee constituted by Hon'ble Supreme Court. The Port is taking measures to comply with the recommendations of the Empowered Committee.</p> <p>Meanwhile, EoI was called for developing a Bulk Cargo Terminal at BD-II as a captive facility, but response was not encouraging in view of the strict competition and capacity creation in neighbouring ports in the region and considering the investment involved in development of facility for handling coal in dust free manner in State of the Art Technology.</p>

17.	Development of JD (East) berths as Multi cargo Terminal.	Chennai Port Trust	8 MTPA	360	As no bids were received for the development of Container terminal and multi cargo terminal, it was proposed to utilize the berth for handling of coal and other dusty cargoes. The Port is taking measures to comply with the recommendations of the Empowered Committee constituted by Hon'ble Supreme Court. However, the proposal of Development of JD(E) as Multi cargo terminal is to be Dropped on account of Proposed Merger with KPL as per the decision taken during video conferencing meeting held on 26.04.2019 to review of Sagarmala projects and Coastal shipping activities of ChPT & KPL. It is proposed to explore the possibility of setting up of a Third Container Terminal in JD(East) Berths comprising Berth No.7J to 9J along with Berth No.24B (BDII) since the evacuation of containers and connectivity issues to the Port will be resolved shortly once the new 4-lane Elevated Road from Chennai Port to Maduravoyal work is in place.
18.	Development of Captive Jetty by IOCL	Kamarajar Port Limited	3.00 MTPA	465.0	*Concession Agreement signed on 09.06.2016. *Environmental clearance for commenced of work was obtained on 30.10.2018 *IOCL is in the process of achieving financial closure for project and obtaining applicable permits for statutory authorities (CTE). *DPR for the project has been approved by independent Engineer in Sep'2020. * Pre project activities is underway.
19.	Development of Marine Liquid Terminal – II on DBFOT basis	Kamarajar Port Limited	3.00 MTPA	393	*KPL issued LOA to Consortium of BPCL-HPCL on 14.02.2018. * Litigation with the existing BOT operation of MLT-1(ETTPL) regarding the expansion of their jetty length. * KPL is unable to allot the water front for MLT-2 and sign the Concession Agreement with BPCL-HPCL consortium. *As per Hon'ble High Court of Madras direction, mediation between both the parties is underway.
20.	Mechanization of Berth 2 (erstwhile berth 3.) [PPP Mode]	Haldia Dock Complex,	3.744 MTPA	298.26	The RFQ reinvited on 01.10.2020 Bid opening date 18.11.2020
21.	Setting up of Liquid Cargo Handling Jetty	Haldia Dock Complex, Kolkata Port	2.04 MTPA	172.5	Bid for Independent Engineer opened on 13.08.2020. Single bid received and presently

	along with associated facilities at Shalukkhali, Haldia Dock-II, Haldia Dock Complex, Kolkata Port Trust on DBFOT basis for a period of 30 years. [PPP Mode]	Trust			under evaluation.
22.	Construction of offshore Container Berths and Development of terminal on BOT basis at Mumbai Harbour.	Mumbai Port	9.6 MMTPA	2098.56	Stressed project.
23.	Floating, Storage Regasification Unit (FSRU).	Mumbai Port	5 MMTPA	900.00	Security clearance awaited.
24.	Development, Operation and Maintenance of Mumbai International Cruise Terminal (MICT) at Indira Dock on DBFOT (PPP) basis.	Mumbai Port		192.00	The tender for O & M have been re-invited with modified parameters and due date of bids is 09.02.2021.
25.	Development, Operation and Maintenance of Kanhoji Angre Island as Tourist Destination on PPP basis.	Mumbai Port	200 persons per day	50.00	RFP are invited for the engagement of concessioner. Technical bid due date is 20.11.2020.
26.	Design, Built, Finance, Operate and Transfer (DBFOT) of Marina at Prince's Dock in Mumbai on PPP mode.	Mumbai Port	200 yatch wet parking 100 Yatch dry parking.	357.33	Bid submission is extended upto 07.12.2020.

27.	Rejuvenation of KP Docks (Dock-I West)' on PPP at KDS	KDS of SPM, Kolkata	3.00 MMTPA (1st Phase) 2.48 MMTPA (2nd Phase)	181.81 (PPP Mode) INR 95.66 (1st Phase) INR 86.15 (2nd Phase)	RFQ issued and is under process. Approval of the SFC Proposal received from MoS on 15.10.2020. TAMP's approval of Tariff proposal received on 28.10.2020.
28.	Mechanization of WQ-7 & 8 berths.	Visakhapatnam		28.85	Final TEFR submitted by the firm M/s.IPRCL on 09.10.2020 approval for the final TEFR by the VPT/Board is awaited.
29.	Mechanization of EQ-7 berth.	Visakhapatnam		Information will be available after finalization of TEFR.	Stage-2 TEFR preparation by M.IPRCL is under progress.
30.	Redevelopment of Berth No 9 and Three barge jetties on PPP basis	Mormugao Port Trust	(will be indicated after completion of TEFR)	(will be indicated after completion of TEFR)	Appointment of consultant for preparation of TEFR is in process .
31.	Operation & Maintenance of existing Berth No. 10 & 11 on OMT-PPP basis	Mormugao Port Trust	6.0	(will be indicated after completion of TEFR)	Appointment of consultant for preparation of TEFR is in process
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Note: - The project status is updated on 30 th Sept 2020.					

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

Sl. No	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
1.	Development of Mundra Port	Mundra (Gujarat)	250	19759	<p>Phase-I of the Project completed & Operational</p> <p>1.810 m Multipurpose jetty</p> <p>2.1843 m container terminal & T-2</p> <p>3. 1 SBM and other back up facilities</p> <p><u>Phase-2:</u></p> <p>1.1510 m Coal Terminal, Wand Operational</p> <p>2.810 m Container Terminal Operational</p> <p>3.Second SBM Operational</p> <p>4.3 Multipurpose Berth Operational</p> <p>5.650 m Container Terminal Operational.</p> <p>6. 650.50 m Container Terminal operational.</p> <p>7. One LNG berth is operational.</p> <p>8.Started handling LPG cargo at Mundra</p> <p><u>Phase- 3:-</u></p> <p>DPR for development of Phase 3 has been submitted and the same is under consideration.</p>
2.	Development of BGCT under phase I B at Hazira Development of Phase II assets	Hazira, (Gujarat)	35	3500	<p>Completion of construction of the following: Phase 1B</p> <p>1) 2 container berths are 3 general berths</p> <p>2) breakwater</p> <p>3) backup facility for handling the cargo.</p> <p>Out of two Multipurpose Berths under Phase-II, Construction of One berth of Total 182 m quay length has been completed and operational. Assets of 2nd Multipurpose berth are under construction,</p>
3.	Development of Solid Cargo Port Terminal	Dahej (Gujrat)	20	980	<p>Two solid cargo berths cranes completed.</p> <p>1) Backup area constructed.</p> <p>2) Conveyor system for berth no. 1 completed as per DPR.</p>
4.	Development of Chhara Port	Chhara (Gujrat)	8	3220	CA signed on 29/1/2015. DPR has been approved and construction is in progress.
5.	Development of LNG Terminal at Chhara Port	Chhara (Gujrat)	5	4233	Construction permission has been granted. Construction is in progress
6.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujarat)	5	3940	Construction is in progress
7.	Captive finger jetty by ISGEC at Dahej SEZ	Dahej (Gujarat)	0.5	2	Construction works of the jetty is completed.
8.	Private jetty at	Jafrabad	0.5	39	. Construction is in Progress.

	Victor by Om sai Navigations Pvt. Ltd	(Gujarat)			
9.	Mata Sitadevi Infrastructure & Research Pvt Ltd.	Megdalla	0.5	166	Construction is in Progress.
10	Multipurpose jetty terminal at Mankhurd (Dist. Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt. Ltd.	Trombay	0.2	750	Currently, Phase-1 of the project is ready and pre-operational activities are in progress. Cargo operational are expected to commission by 31 st March 2021. The project has also received EC for expansion. The port capacity will be 0.20 million tonnes for the 1 st year which will reach 4.5 MTPA by 20 th year.
11	Multipurpose jetty terminal at village change (Tal. Uran, Dist. Raigad) in Karanja creek by M/s Karanja Terminal & Logistics Pvt. Ltd.	Karanja	4.8	1000	400m. of quay length, out of a total 1000m is operational and coastal shipment are being carried out. PP is in a process of completing various formalities like ISPS, NSPC so as to handle EXIM cargo. The Port capacity will be 4.8 MTPA in FY-2019-20. The ultimate capacity of 8.48 MTPA will be achieved by FY-2032.
12	Expansion of existing captive jetty facilities at village Vave (Tal. Pen, Dist. Raigad) in Dharamtar creek by M/s JSW Dharamtar Port Pvt. Ltd	Dharamtar	35.0	280	Construction of berth and related facilities, in progress. Out of proposed 1750 Mtrs. of quay length, about 1100 mtrs. is ready. While, the capacity of 2018-19 is 15 MTPA, the projected capacity of 35 MTPA will be achieved by FY2022.
13	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	Jaigad	80.0	2800	The port facility is currently operational with 06 (2 berths in Phase-I and 04 berths in Phase-II). Additional 03 berths (which includes LNG berth and POL) in phase-II are almost ready. LPG and LNG handling are expected to start from March -2021. The current capacity of 2018-19 is 50 MTPA and expected capacity is 80 MTPA will be achieved by FY 2022.
14	Construction of Terminal Building.	Panaji Port	N.A.	250.00 Million	Construction work is in Progress
15	Construction of four Floating Jetties in the river Mandovi & Chapora river.	Panaji Port	N.A.	96.00 Million	1 floating jetty at Panaji completed and commissioned other three jetties expected to complete by the end of the financial year, delay due to Covid-19.
16	Development of Honnavar port by M/s Honnavar Port	Karnataka Honnavar port	5MTPA	500	All Statutory clearance have been obtained and the construction of jetty is under progress.

	Pvt. Ltd., Hyderabad				
17	Captive Port facility M/s. Udangudi Power Corporation Limited.	Udangudi in Thoothukudi, Tamil Nadu	6 MMTPA	1254.61	Port has been notified. Construction of Port Structure Commenced.
18	Development of Karaikal Port through private investment on BOT basis	Karaikal, Puducherry	Phase - 2A 21.5 Phase - 2AE 6.5	1600 500	Phase -2A & 2AE work are in progress .
19	Development of Pondicherry Port as a Feeder Port to Chennai Port in association with Chennai Port Trust	Pondicherry	0.4	NIL	Trial run of handling Container Cargo successfully carried out on 24.02.2018. Cargo handling operations on regular basis to commence soon after dredging works are completed under “Sagarmala” scheme.
20	Captive Port owned by M/s Chemplast Sanmar, Chennai	Captive Marine Terminal Facility, Karaikal.	0.055	NIL	Commercial operations had commenced in September 2007 and is functioning.
21	Phase II expansion of Dhamra port	Dhamra Bhadrak	50 million tonnes per annum	3000	Under Execution
22	Development of LNG Terminal at Dhamra	Dhamra Bhadrak	Nominal 15 mtpa, Expandable to 10mtpa	5500 (Phase I)	Under Execution
23	Dhamra Port Railway doubling works	Dhamra Bhadrak	App. Length 62 km	650	Under Execution
24	Expansion, Development and Operation of Gopalpur Port	Gopalpur Port Ltd	20	20	1. All Weather Direct Berthing Port declared open for commercial Traffic with effect from 29 th March 2013. 2. Port Operational suspended with effect from 12 th Oct 2013 due to the effect of very severe cyclone “Phailin” 3. Port Re-commissioned its commercial Traffic with effect from 30 th Oct, 2015. 4. Completion of Breakwater, stockyards, materials handling system, development of internal roads and railway siding underway.
25	SUBARNAREKHA PORT	SUBARNAREKHA PORT	Phase I - 25MTPA	Around Rs.4200 Crs	As regards the Infrastructure Development at the Project site, the Developer did try to set up their office in Chaumukh

			A		Village on Port Land already allotted to the Developer, but due to inadequate security the construction of the Offices had to be temporized. The Office Cabins brought for Project Site office has since been lent to the Collector for Covid use.
Source : State Maritime Boards Note: - The all project status is updated on 30 th Sept 2020.					

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

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
1.	GCPTL Proposed 2nd liquid jetty & allied infrastructure.	Dahej (Gujarat)	5	2500 (estimated)	DPR has been discussion.
2.	Development of LPG Terminal at Chhara Port	Chhara (Gujarat)	2.5	1400	GMB has recommended the proposal for in-principle approval under sub-concession to the Government.
3.	Development of Nargol Port	Valsad (Gujarat)			Transaction Advisor for development of Greenfield Port at Nargol has been appointed.
4.	Development of CNG and other terminals at North side of Bhavnagar Port	Bhavnagar Port	6	1841	Letter of Internet has been issued on 15.09.2020
5.	Expansion of Captive jetty by M/s. Sanghi CEMENT Ltd.	Jakhau, Gujarat	2	150	Environmental clearance is awaited.
6.	Captive jetty by M/s Archan Chemical Budh Bunder	Jakhau, Gujarat	2	135	Environmental clearance is awaited
7.	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
8.	M/s Sealand Port Pvt. Ltd (a group company of IL&FS) coal jetty Multipurpose Jetty under Gujarat SEZ Act.	Nana Layja, Kutch, Gujarat	3	256	In principle approval is granted by GoG (December 2014). DPR submitted.
9.	Captive jetty by M/s Reliance Ports Terminal Ltd. 6 th oil tanker berth at Sikka-A2	Sikka, Gujarat	7	900	Construction Permission granted. Work is in progress.
10.	M/s Adani Cementation Ltd.	Dhnuay, Kutch	5.8	300	Board of GMB has granted in Principal approval for captive jetty as approved by GoG vide Memorandum No:

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
					WKS/432017/G/488/GH-1. Dt: 07-01-2019. DPR Prepared & submitted . Now company applied for EC & CRZ
11.	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.
12.	HPCL --- Mittal Pipelines Ltd. (HMPL)	Mandvi Kutch	9	500	GMB has granted in-principal approval Vide letter No; GMB/N/PVT-1/1759/327/5775 Dt: 19/10/2019. DPR Prepared & submitted. Company awaiting for EC & crz.
13.	M/s RSPL (Rohit surfactants	Dev bhumi, Dwarka Gujarat	3.00	246	Proposal in -principal approval is under consideration at GoG level.
14.	Construction of captive jetty at village Nandgaon (Tal. Satpati, Dist. Palghar) by JSW Infrastructure Ltd.	Satpati Nawapur Maharashtra	3.0	220	Project has received EC on 9.12.2016. However, the project could not take off due to a petition filed in Hon. High Couth. The court has dismissed the petition. Now the project proponent JSWL has reworked the project to scale down the scope of work and submitted the revised proposal. 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.
15.	Construction of captive jetty at village Korlai (Tal. Murud-Janjira, Dist. Raigad) in Revdanda creek by M/s indo Energy International Ltd.	Revdanda Maharashtra	11.75	437	The project is awaiting environmental clearance. The project proponent has submitted a proposal for change of classification of the project from captive jetty to multipurpose jetty, considering that the power purchase agreement with the Government is not forthcoming. The proposal is being processed for Board approval. However, due to ongoing pandemic situation , the Government has put restriction on conducting meetings as far as possible.
16.	Construction of captive jetty in Dharamtar in creek near village Shahabaz (Tal. Alibag Dist. Raigad) by M/s Adani Cementation Ltd.	Dharamtar Maharashtra	1.0	350	Letter of Intent (Lol)has been issued to Project Proponent (PP) on 03.07.2018. PP is in process of complying with terms and conditions of Lol including obtaining EC. The Maharashtra Coastal Zone Authority (MCZMA), in its 149 th meeting held on 04.12.2020 has decided to recommend the proposal to MoEF & CC, New Delhi; subject to strict compliance of certain conditions by PP.
17.	Expansion of	Dharamtar	5.0	990	PP has obtained EC from MoEF & CC.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
	existing multipurpose jetty facility on Dharmatar creek near village Shahbaz (Tal. Alibag, Dist. Raigad) by M/s PNP Maritime Services Pvt. Ltd.				Pre -construction activities are in progress.
18.	Construction of captive jetty at village Nate (Tal. Rajapur, Dist. Ratnagiri) by M/s I-Log Ports Ltd.	Jaitapur	5.0	135	PP has reworked the project considering that the power purchase agreement with the Government is not forthcoming. ToR has been received from MoEF. The process of conducting public hearing is underway.
19.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/S White Orchid Estate Pvt. Ltd.	Kiranpani	0.5	28	Consideration of jetty facilities completed. However, port operations are kept in abeyance due to legal matters pending in the court/ NGT.
20.	Development of port at Redi (Tal. Vengurla, Dist. Sawantwadi) by Redi port Ltd.	Redi	5.16	716	The project has received EC from MoEF&CC on 6.9.2018. Zero date of the project has been approved as 04.10.2019 and construction period of 3 years from this date. Redi port will have a capacity of 5.16 MTPA in Phase-I which will ultimately reach up to 33.38 MTPA in Phase-V.
21.	Development of Port at Vijaydurg (Tal. Devgad Dist. Sawantwadi) by Vijaydurg Port Pvt. Ltd.	Vijaydurg	12.94	1059	The concession agreement with the PP is terminated due to non-performance. The proposal for inviting fresh tender is under consideration.
22.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Shri Sai Baba sand dredging Co. Pvt Ltd.	Ulwa-Belapur	0.3	3	Letter of Intent (LOI) has been issued to PP on 23.10.2018. PP is in a process of complying with terms and condition of Lol including obtaining EC.
23.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s	Ulwa-Belapur	0.2	5	Letter of Intent (LOI) has been issued to PP on 23.10.2018. PP is in a process of complying with terms and condition of Lol including obtaining EC.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status
1	2	3	4	5	6
	Famous dredging Co.				
24.	Construction of multipurpose jetty in Vasai creek near village Ghodbunder (Tal. Mira Bhayander. Dist Thane) by M/s Famous dredging Co.	Vasai	0.2	5	Letter of Intent (LOI) has been issued to PP on 4.10.2019. PP is in a process of complying with terms and condition of Lol, including obtaining EC.
25.	Construction of captive jetty in Bankot creek near village Karivane (Tal. Shrivardhan, Dist. Riagad) by M/s Ashapura Minechem Ltd.	Bankot	1.0	10	Letter of Intent (LOI) has been issued to PP on 6.07.2018. PP is in a process of complying with terms and condition of Lol including obtaining EC.
26.	Modernisation of 9 existing Jetties under Sagarmala Programme.	Panaji Port	N.A.	73.04	EIA studies are completed and awaiting 2 Public hearing for obtaining clearance of nine coastal passenger jetties.
27.	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.
28.	Development of Maritime School on BOOT Model at Britona.	Panaji Port	N.A.	N.A.	Consultant is coordinating with Department and PPP Cell for formulating the request for proposal and concession agreement.
29.	Desilting of River Sal of the 1 st , 2 nd and 3 rd Phase of phase II of 18Kms from Telaulim Varca new bridge downstream upto the mouth of river Sal.	Panaji Port	N.A.	46.165	Tendering process of 1 st Phase of phase II is completed and file is sent to finance for lowest bidder.
30.	Dredging at the mouth of River	Panaji Port	N.A.	Not yet Estimated	Final report of E.I.A. submitted by NIO. Tendering process 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
	Galgibag.				progress.
31.	Dredging at the mouth of River Talpona.	Panaji Port	N.A.	Not yet Estimated	Final report of E.I.A. submitted by NIO. Tendering process is in progress.
32.	Development of Belekeri port to NMPT at Keni near Belekeri in Ankola taluka of Uttara Kannada district	M/o Shipping Govt of India	10	1720	Government of India has prepared Techno Economical Feasibility Report (TEFR) for development of Belekeri Port as a satellite Port to NMPT at Keni near Belekeri. State Government has conveyed its willingness on 20.10.2016 to GOI. M/s I-deck has submitted Draft Concession Agreement and Request for Proposal (RFP).
33.	Development of captive port at Pavinkurva, in Honnavar taluka of Utter Kannada District	Karnataka Port & IWT Department	10	1767	M/s JSW, Mumbai has submitted a proposal to develop Pavinkurve port under Swiss challenge method. Government of Karnataka has considered this proposal and M/s JSW, Mumbai prepared and submitted the DPR. I-deck, are the transactional advisor for this project. Draft bid documents- RFQ cum REP- have been prepared by M/s I-deck and submitted to the Government for Consideration.
34.	Captive port facility by M/s. Coastal Tamil Nadu Power Ltd.	Panaiyur Kancheepuram Tamil Nadu	13 MTPA	1832	Port has been notified. Statutory clearances pending.
35.	Development of Bulk Liquid Berth for handling L.N.G.	Karaikal Port Puducherry	5.0	2610	Obtained Environmental Clearance from MoEF & CC: Government of Puducherry has issued "NOC" for LNG facility.
36.	Phase-III Expansion of Krishnapatnam	Krishnapatnam Port	150.2 MTPA+11 MTEUs PA	9070	EC under process.
37	Development of All weather Multi-user Greenfield Port at Astaranga, Puri District, Odisha on BOOST terms	Astaranga Port, Odisha	17.7 MTPA	7417	<ul style="list-style-type: none"> a. EC clearance for Phase 1A under progress. b. Land Acquisition under progress. c. Forest Clearance under progress.
<p>Source : State Maritime Boards</p> <p>Note: - The all project status is updated on 30th Sept 2020.</p>					

Annexure-I

Commodity-wise Traffic Handled at Major Ports

(000 Tonnes)

Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata April- September	2018-19	780	0	7	9	985	1935	175	8	9934	652	4718	18551
	2019-20 (P)	564	0	32	11	313	1875	753	38	9787	675	3930	17303
	2019-20	347	0	21	0	215	243	254	0	5012	345	2865	8957
	2020-21(P)	96	0	0	0	24	588	146	0	3963	248	1358	6175
SPM Haldia April- September	2018-19	5277	3462	467	2531	8633	8503	600	0	3140	178	12599	45212
	2019-20 (P)	5733	4017	3148	2359	7679	7532	509	0	3032	169	12671	46680
	2019-20	2479	1839	1582	1069	4290	3368	214	0	1621	90	6254	22716
	2020-21(P)	1940	2377	2304	493	2639	2119	270	0	1285	67	5959	19386
Paradip April- September	2018-19	38098	0	12206	32478	12377	337	4571	0	221	13	9015	109302
	2019-20 (P)	37329	0	22955	27003	11995	162	4556	0	222	0	8467	112689
	2019-20	19383	0	9941	13479	6251	129	2021	0	111	5	4237	55552
	2020-21(P)	13997	0	14622	11388	4667	0	2559	0	123	7	4728	52083
Vizag April- September	2018-19	14861	1460	10897	1851	5727	9582	3111	2	7959	451	9851	65301
	2019-20 (P)	17142	1773	14888	821	7553	9749	2958	0	8649	504	9189	72722
	2019-20	8373	830	6937	32	4225	4072	1251	0	4488	261	4542	34750
	2020-21(P)	6928	866	8804	441	2382	2388	1605	0	4111	244	5242	32767
Chennai April- September	2018-19	13297	0	0	0	0	0	251	57	31263	1620	8144	53012
	2019-20 (P)	13423	0	0	0	0	0	187	0	26710	1384	6439	46759
	2019-20	6800	0	0	0	0	0	69	0	14204	736	3667	24740
	2020-21(P)	4351	0	240	0	0	0	164	0	10835	561	2790	18380
Kamarajar April- September	2018-19	3233	1512	0	23767	1236	0	220	0	1101	57	3429	34498
	2019-20 (P)	2993	2081	0	19360	905	0	99	0	2524	130	3784	31746
	2019-20	1597	760	0	9565	499	0	53	0	1352	70	1935	15761
	2020-21(P)	1082	991	0	6435	214	0	0	0	1191	62	864	10777
V.O.Chidambaranar April- September	2018-19	459	135	215	8598	0	4640	785	0	14955	739	4555	34342
	2019-20 (P)	386	141	0	7190	71	6012	895	70	16436	804	4876	36077
	2019-20	243	68	0	3370	0	3005	408	50	8521	425	2601	18266
	2020-21(P)	237	17	0	3674	75	3073	605	0	7222	353	1643	16546
Cochin April- September	2018-19	21340	575	0	43	0	0	233	0	8116	595	1714	32021
	2019-20 (P)	22346	893	0	0	0	0	206	0	8629	620	1968	34042
	2019-20	10907	424	0	0	0	0	97	0	4311	312	906	16645
	2020-21(P)	7200	403	0	0	0	0	108	0	3938	285	929	12580
New Mangalore April- September	2018-19	23637	2209	4624	5061	329	1187	525	0	1920	132	3015	42507
	2019-20 (P)	20060	2553	4988	0	10	5133	641	0	2276	153	3483	39144
	2019-20	8632	1269	2296	900	10	2002	314	0	1119	78	1322	17864
	2020-21(P)	8772	1373	2158	0	0	1399	359	0	1044	70	1430	16535
Mormugao April- September	2018-19	600	0	1653	4208	6066	0	268	0	467	37	4421	17683
	2019-20 (P)	658	0	1723	1550	7898	0	52	0	417	32	3718	16016
	2019-20	311	0	714	700	3906	0	27	0	212	16	1762	7632
	2020-21(P)	137	0	2149	578	3583	0	11	0	155	11	1939	8552
J. L. Nehru April- September	2018-19	3999	803	0	0	0	0	0	0	62114	5133	3790	70705
	2019-20 (P)	3018	855	0	0	0	0	0	0	60940	5031	3636	68449
	2019-20	1606	420	0	0	0	0	0	0	30574	2573	1811	34410
	2020-21(P)	1266	459	0	0	0	0	0	0	23935	1925	1279	26940
Mumbai April- September	2018-19	36435	863	7266	4695	1710	0	430	0	375	27	8860	60634
	2019-20 (P)	37212	910	7028	3691	2569	0	414	0	291	27	8582	60696
	2019-20	18050	370	3290	2125	1212	0	225	0	160	17	4670	30101
	2020-21(P)	15712	438	3011	1290	829	0	239	0	83	8	2856	24458
Deendayal April- September	2018-19	58930	1805	1479	16359	818	0	4245	730	3954	244	27082	115402
	2019-20 (P)	61562	4621	751	16821	1040	0	4650	847	6967	442	25347	122607
	2019-20	30717	0	277	8199	610	0	2434	448	3316	214	15047	61047
	2020-21(P)	26084	0	77	7031	280	0	2163	291	3529	228	13918	53373
All Ports April- September	2018-19	220945	12824	38814	99600	37881	26184	15414	797	145519	9877	101193	699170
	2019-20 (P)	222426	17844	55512	78806	40033	30463	15920	955	146879	9971	96090	704929
	2019-20	109445	5979	25057	39438	21218	12819	7366	498	75002	5143	51619	348441
	2020-21(P)	87803	6924	33365	31329	14693	9567	8229	291	61415	4069	44935	298552

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

P: Provisional

Source: Major Ports.

Commodity-wise Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material S	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2018-19	186734	14019	10536	76772	7194	74985	5675	28956	399197
	2019-20 (P)	190386	13702	11551	77456	8756	79235	5936	30706	411792
April - September	2019-20	94816	6715	4845	38291	4415	39843		11981	200906
	2020-21(P)	83026	5737	3253	27286	5177	37476	2784	10320	172275
Maharashtra	2018-19	2655	17653	2329	18750	526	0	0	3874	45786
	2019-20 (P)	3779	9547	2425	22253	1003	0	0	4654	43661
April - September	2019-20	442	4729	1083	10230	172	0	0	2838	19495
	2020-21(P)	603	3310	5	8153	0	0	0	2200	14270
Andhra Pradesh	2018-19	1398	8130	2389	56312	7486	8835	515	18785	103334
	2019-20 (P)	1406	5421	1134	54996	5241	9337	552	22312	99847
April - September	2019-20	688	2939	471	29269	3059	4631	0	9538	50594
	2020-21(P)	651	3657	1313	18964	3642	3028	300	10616	41871
Goa	2018-19	0	0	0	0	0	0	0	15	15
	2019-20 (P)	0	2	0	0	0	0	0	6	8
April - September	2019-20	0	2	0	0	0	0	0	0	2
	2020-21(P)	0	0	0	0	0	0	0	4	4
Tamil Nadu	2018-19	574	0	0	0	109	0	0	277	960
	2019-20 (P)	492	0	89	0	44	10133	689	612	11370
April - September	2019-20	250	0	6	0	0	0	0	226	483
	2020-21(P)	189	0	76	0	18	0	0	239	522
Karnataka	2018-19	164	2	44	0	49	0	0	785	1044
	2019-20 (P)	156	0	33	0	54	0	0	693	935
April - September	2019-20	70	0	14	0	40	0	0	375	499
	2020-21(P)	246	0	2	0	17	0	0	56	320
Puducherry	2018-19	0	440	470	6338	350	0	0	772	8370
	2019-20 (P)	385	273	364	7862	295	0	0	922	10101
April - September	2019-20	169	55	804	3987	130	0	0	93	5238
	2020-21(P)	215	54	0	3612	238	0	0	304	4422
Odisha	2018-19	0	4579	59	12924	510	0	0	4113	22186
	2019-20 (P)	0	9729	175	15401	311	0	0	9654	35269
April - September	2019-20	0	4556	75	7034	224	0	0	3474	15362
	2020-21(P)	1693	6836	75	7203	301	0	0	3808	19916
Kerala	2018-19	21	0	4	0	0	27	0	170	222
	2019-20 (P)	23	0	2	0	0	0	0	131	156
April - September	2019-20	12	0	0	0	0	0	0	54	67
	2020-21(P)	14	0	0	0	0	0	0	19	33
A & N	2018-19	203	0	329	0	0	619	59	343	1495
	2019-20 (P)	199	0	590	0	0	698	65	364	1851
April - September	2019-20	94	0	309	0	0	336	0	163	903
	2020-21(P)	76	0	221	0	0	237	24	107	640
Total	2018-19	191749	44823	16162	171096	16224	84467	6249	58089	582609
	2019-20 (P)	196825	38674	16363	177968	15704	99403	7242	70054	614989
April - September	2019-20	96542	18996	7607	88810	8039	44810	0	28743	293549
	2020-21(P)	86713	19594	4945	65218	9392	40740	3108	27672	254274

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

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

S includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

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

Source: Non Major Ports/State Maritime Boards

Annexure-III

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

(000 Tonnes)

Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata	2019-20 (O.)	55	0	21	0	215	243	254	0	4962	340	1588	7338
	2019-20 (C.)	292	0	0	0	0	0	0	0	50	5	1277	1619
	2020-21 (O.)	52	0	0	0	24	588	146	0	3946	245	1285	6041
	2020-21 (C.)	44	0	0	0	0	0	0	0	17	2	73	134
SPM Haldia	2019-20 (O.)	391	1839	1481	19	4250	3307	214	0	960	55	5942	18403
	2019-20 (C.)	2088	0	101	1050	40	61	0	0	661	35	312	4313
	2020-21 (O.)	530	2377	2304	0	2599	2090	270	0	837	44	5806	16813
	2020-21 (C.)	1410	0	0	493	40	29	0	0	448	23	153	2573
Paradip	2019-20 (O.)	16564	0	6577	2441	6247	129	2001	0	0	0	3939	37898
	2019-20 (C.)	2820	0	3363	11038	4	0	20	0	111	5	298	17653
	2020-21 (O.)	12295	0	12478	1794	4617	0	2559	0	9	0.978	4626	38379
	2020-21 (C.)	1702	0	2144	9594	50.267	0	0	0	113	6.0	101	13705
Vizag	2019-20 (O.)	5340	830	2216	0	4225	4072	1251	0	4269	241	4265	26468
	2019-20 (C.)	3033	0	4721	32	0	0	0	0	219	20	277	8282
	2020-21 (O.)	4477	866	3682	0	2362	2388	1605	0	3949	221	5011	24340
	2020-21 (C.)	2451	0	5122	441	20	0	0	0	162	23	231	8427
Chennai	2019-20 (O.)	5210	0	0	0	0	0	69	0	13717	711	3497	22493
	2019-20 (C.)	1590	0	0	0	0	0	0	0	487	25	170	2247
	2020-21 (O.)	3056	0	240	0	0	0	164	0	10029	520	2699	16188
	2020-21 (C.)	1295	0	0	0	0	0	0	0	806	42	91	2192
Kamarajar	2019-20 (O.)	167	760	0	4663	499	0	53	0	1352	70	1839	9333
	2019-20 (C.)	1430	0	0	4902	0	0	0	0	0	0	96	6428
	2020-21 (O.)	99	991	0	2467	214	0	0	0	1184	61	775	5729
	2020-21 (C.)	983	0	0	3969	0	0	0	0	7	0	89	5048
V.O.Chidambaram	2019-20 (O.)	211	68	0	815	0	3005	408	50	6574	328	2502	13633
	2019-20 (C.)	32	0	0	2555	0	0	0	0	1947	97	99	4633
	2020-21 (O.)	209	17	0	306	75	3073	605	0	5555	271	1514	11354
	2020-21 (C.)	28	0	0	3368	0	0	0	0	1667	82	129	5192
Cochin	2019-20 (O.)	8559	424	0	0	0	0	97	0	1879	155	293	11252
	2019-20 (C.)	2348	0	0	0	0	0	0	0	2432	157	613	5393
	2020-21 (O.)	5557	403	0	0	0	0	108	0	1637	134	376	8082
	2020-21 (C.)	1643	0	0	0	0	0	0	0	2301	151	553	4497
New Mangalore	2019-20 (O.)	6377	1269	1161	900	10	1998	314	0	559	41	1008	13596
	2019-20 (C.)	2255	0	1135	0	0	3	0	0	560	37	315	4268
	2020-21 (O.)	6687	1373	1007	0	0	1344	359	0	486	33	1027	12283
	2020-21 (C.)	2085	0	1150	0	0	55	0	0	558	37	403	4252
Mormugao	2019-20 (O.)	0	0	714	700	3906	0	12	0	156	13	1420	6908
	2019-20 (C.)	311	0	0	0	0	0	15	0	56	4	342	724
	2020-21 (O.)	0	0	2114	578	3403	0	11	0	109	8	1877	8092
	2020-21 (C.)	137	0	35	0	180	0	0	0	46	3	62	460
J. L. Nehru	2019-20 (O.)	548	420	0	0	0	0	0	0	30075	2512	1372	32415
	2019-20 (C.)	1058	0	0	0	0	0	0	0	498	61	439	1995
	2020-21 (O.)	154	459	0	0	0	0	0	0	23358	1858	1090	25061
	2020-21 (C.)	1113	0	0	0	0	0	0	0	577	67	189	1879
Mumbai	2019-20 (O.)	9381	370	307	2125	416	0	225	0	6	3	4033	16862
	2019-20 (C.)	8669	0	2983	0	795	0	0	0	155	14	637	13239
	2020-21 (O.)	8045	438	0	1212	404	0	239	0	2	0	2698	13038
	2020-21 (C.)	7667	0	3011	78	425	0	0	0	82	8	157	11420
Deendayal	2019-20 (O.)	25684	0	101	8144	609	0	2434	448	479	33	14729	52628
	2019-20 (C.)	5033	0	176	55	2	0	0	0	2837	181	318	8420
	2020-21 (O.)	21889	0	43	7031	280	0	2163	291	852	51	13589	46138
	2020-21 (C.)	4195	0	34	0	0	0	0	0	2677	177	329	7235
All Ports	2019-20 (O.)	78487	5979	12578	19807	20377	12754	7331	498	64989	4502	46427	269226
	2019-20 (C.)	30958	0	12479	19631	841	64	35	0	10013	641	5193	79215
	2020-21 (O.)	63050	6924	21868	13387	13978	9483	8229	291	51953	3449	42374	231537
	2020-21 (C.)	24753	0	11496	17943	715	84	0	0	9462	620	2561	67015

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

P - Provisional

Source: Major Ports

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

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material S	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
Gujarat	2019-20 (O)	83431	920	1446	37957	4415	39638	2959	9824	177631
	2019-20 (C)	11385	5795	3399	334	0	205	15	2157	23275
	2020-21 (O)	76720	671	1201	27231	5177	37068	2784	8042	156110
	2020-21 (C)	6306	5066	2052	55	0	408	0	2278	16165
Maharashtra	2019-20 (O)	442	790	194	6396	82	0	0	1891	9794
	2019-20 (C)	0	3939	889	3834	90	0	0	947	9700
	2020-21 (O)	603	167	0	4433	0	0	0	1591	6794
	2020-21 (C)	0	3143	5	3720	0	0	0	609	7477
Andhra Pradesh	2019-20 (O)	1	1973	115	23739	3039	3381	1016	9424	41671
	2019-20 (C)	688	966	357	5530	20	1250	67	113	8923
	2020-21 (O)	0	2659	1026	16075	3642	2108	125	10533	36043
	2020-21 (C)	651	998	287	2889	0	920	175	82	5827
Goa	2019-20 (O)	0	0	0	0	0	0	0	0	0
	2019-20 (C)	0	2	0	0	0	0	0	0	2
	2020-21 (O)	0	0	0	0	0	0	0	0	0
	2020-21 (C)	0	0	0	0	0	0	0	4	4
Tamil Nadu	2019-20 (O)	186	0	6	0	0	0	0	218	410
	2019-20 (C)	65	0	0	0	0	0	0	8	73
	2020-21 (O)	184	0	76	0	18	0	0	228	506
	2020-21 (C)	5	0	0	0	0	0	0	11	16
Karnataka	2019-20 (O)	0	0	0	0	40	0	0	314	353
	2019-20 (C)	70	0	14	0	0	0	0	62	146
	2020-21 (O)	214	0	0	0	17	0	0	0	230
	2020-21 (C)	32	0	2	0	0	0	0	56	90
Puducherry	2019-20 (O)	40	55	804	3987	130	0	0	93	5109
	2019-20 (C)	129	0	0	0	0	0	0	0	129
	2020-21 (O)	0	54	0	3612	238	0	0	304	4207
	2020-21 (C)	215	0	0	0	0	0	0	0	215
Odisha	2019-20 (O)	0	3477	0	6713	224	0	0	3348	13763
	2019-20 (C)	0	1079	75	321	0	0	0	125	1600
	2020-21 (O)	1693	5612	0	6724	301	0	0	3778	18108
	2020-21 (C)	0	1224	75	479	0	0	0	30	1808
Kerala	2019-20 (O)	0	0	0	0	0	0	0	0	0
	2019-20 (C)	12	0	0	0	0	0	0	54	67
	2020-21 (O)	0	0	0	0	0	0	0	0	0
	2020-21 (C)	14	0	0	0	0	0	0	19	33
A & N	2019-20 (O)	5	0	0	0	0	0	0	25	31
	2019-20 (C)	89	0	309	0	0	336	34	138	872
	2020-21 (O)	7	0	70	0	0	0	0	10	87
	2020-21 (C)	69	0	151	0	0	237	24	97	553
Total	2019-20 (O)	84104	7215	2565	78792	7929	43019	3975	25138	248762
	2019-20 (C)	12438	11781	5043	10019	110	1791	115	3605	44787
	2020-21 (O)	79420	9163	2373	58075	9392	39176	2909	24486	222086
	2020-21 (C)	7293	10431	2572	7143	0	1564	199	3185	32188

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

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

S includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

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

O=Overseas, C=Coastal

Source: Non Major Ports/State Maritime Boards

Commodity-Wise Capacity Available at Major Ports

(In Million Tonnes)

Commodities	SPM K	SPM H	PPT	Vizag	KAM	ChPT	V.O.C.	CoPT	NMPT	MoPT	MbPT	KPT/DPT	JNPT	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
POL														
As on 31.3.16	4.50	17.00	54.50	27.49	4.00	17.67	3.15	24.01	49.17	1.50	34.50	70.82	6.50	314.81
As on 31.3.17	9.10	18.00	54.50	27.49	4.00	17.67	3.15	30.26	49.17	1.50	44.50	89.02	6.50	354.86
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
Iron Ore														
As on 31.3.16	-	6.00	6.39	12.50	6.00	8.00			7.50	27.50				73.89
As on 31.3.17		6.00	6.39	12.50	6.00	8.00			7.50	27.50				73.89
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
Coal														
As on 31.3.16	-	9.00	21.00	-	32.00	-	24.18	-	5.40	8.94	-	-	-	100.52
As on 31.3.17		10.00	32.00		32.00		26.82		7.67	8.94				117.43
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
Fertiliser														
As on 31.3.16	-	-	7.50	1.87	-	-	-	0.80	-	-	-	2.00	-	12.17
As on 31.3.17			8.00	1.87				1.13				2.00		13.00
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
Break-Bulk Cargo														
As on 31.3.16	6.74	29.89	37.55	59.69	3.00	22.92	24.70	12.35	15.70	10.85	14.83	51.04	0.90	290.16
As on 31.3.17	7.25	31.89	42.55	62.69	5.00	22.92	28.70	12.68	23.29	12.10	20.83	52.04	0.90	322.84
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
Container														
As on 31.3.16	9.86	4.00		6.20		44.85	7.23	12.50				7.20	81.97	173.81
As on 31.3.17	9.86	4.00		6.20	10.00	44.85	7.23	12.50				7.20	81.97	183.81
As on 31.3.18														0.00
As on 31.3.19														0.00
As on 31.3.20														0.00
As on 31.3.21														0.00
TOTAL														
As on 31.3.16	21.10	65.89	126.94	107.75	45.00	93.44	59.26	49.66	77.77	48.79	49.33	131.06	89.37	965.36
As on 31.3.17**	26.21	69.89	143.44	110.75	57.00	93.44	65.90	56.57	87.63	50.04	65.33	150.26	89.37	1065.83
As on 31.3.18	31.57	51.00	239.00	131.09	84.00	134.00	94.83	74.50	98.00	63.00	79.00	253.20	118.00	1451.19
As on 31.3.19	31.57	51.00	239.00	131.09	91.00	134.00	111.46	78.60	98.00	63.40	79.00	267.10	138.87	1514.09
As on 31.3.20	31.57	51.00	249.00	134.18	91.00	135.00	111.46	78.60	104.73	63.40	79.00	267.10	138.87	1534.91
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

(*) 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 & 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 (SPM Kolkata-27, SPM Haldia-51, Paradip-234, Vizag-121, Kamarajar-66, Chennai-134, VOC-79, Cochin-74, NMPT-98, MPT-63, MbPT-78, JNPT-88 & DPT-246)

Source : Port Division, M/o Shipping.

Annexure- VI							
Capacity of (Non-Major Ports) Maritime Boards/States up to September, 2019-20							
(Million Tonnes)							
S.No.	States	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21(P)
1	Gujarat	466.00	501.00	523.00	542.00	542.81	544.62
2	Maharashtra	69.80	85.80	100.90	102.40	125.00	125.00
3	Tamil Nadu	0.86	1.17	1.10	2.15	26.15	25.05
4	Goa	0.43	0.12	0.07	0.02	9.00	9.00
5	Kerala	0.02	0.01	0.01	0.55	0.55	1.07
6	Karnataka	0.84	0.71	0.68	17.80	5.00	5.00
7	Andhra Pradesh	154.40	154.40	178.00	178.00	193.40	193.40
8	Odisha	27.50	27.50	34.50	47.50	65.00	70.00
9	Puducherry	14.90	14.90	14.90	16.90	16.96	16.96
10	Andaman & Nicobar Islands	3.00	3.00	3.00	3.00	4.11	4.11
	Total	737.75	788.61	856.16	910.32	987.98	994.21

Source: States/State Maritime Board

P:- Provisional