

**भारत के पत्तन क्षेत्र का अद्यतन**  
**UPDATE ON INDIAN PORT SECTOR**  
**(31.03.2023)**



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



## PREFACE

The Transport Research Wing in the Ministry of Port, Shipping & Waterways has been bringing out the biannual publication “*Update on Indian Port Sector*”. The present issue of the publication Update on Indian Port Sector ( Up to March, 2023), is the 41<sup>st</sup> in the series.

The current issue includes the information on the performance of Major and Non-Major Ports for the period up to end of March, 2023. The list of private sector/captive/joint sector port projects under implementation/consideration at Major Ports and Non-Major Ports have also been included.

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

New Delhi  
13<sup>th</sup> September, 2023

  
(T.K. Ramachandran)

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**Officers associated with this publication**

**Sh. Sunil Kumar Singh**  
**Adviser (Statistics)**

**Smt. Mohita Aswal**  
**Deputy Director**

**Sh. Jagdish Chand**  
**Senior Statistical Officer**

**Sh. Rahul Sharma**  
**Junior Statistical Officer**

**UPDATE ON INDIAN PORT SECTOR**  
**(UP TO 31.03.2023)**

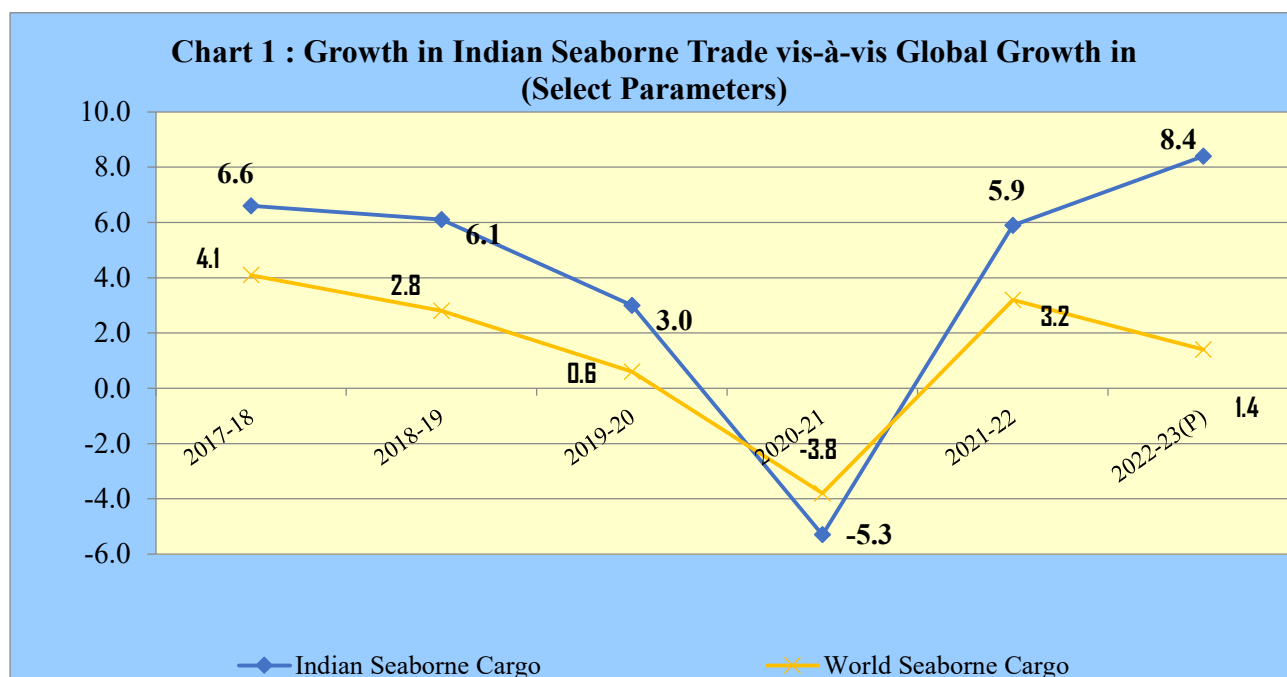
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## 1. RECENT TRENDS IN CARGO TRAFFIC

### 1.1 India: Seaborne Cargo Traffic

1.1.1 The growth in India's Port traffic and growth in world seaborne trade from 2017-18 to 2022-23 is given in **Chart I**.



### 1.2 Cargo Traffic at Indian Ports

1.2.1 During 2022-23, Major and Non-major Ports in India have accomplished a total Cargo throughput of 1435.23 million tonnes reflecting an increase of 8.4% over 2021-22 Table 1 (a). During 2022-23 cargo handled at Major & Non Major ports registered growth of 8.9% and 7.8% respectively. The share of Non-major Port in the total traffic handled at Indian Port decreased from 45.6% in 2021-22 to 45.4% in 2022-23. Trend in traffic handled at Major and Non-major Ports is given below in **Table 1(a)**.

<b>Table 1 (a)- Trends in Cargo Handled at Major &amp; Non-Major Ports (Million Tonnes)</b>						
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23(P)
Major Ports	679.47	699.17	704.93	672.68	720.05	784.27
	(4.8)	(2.9)	(0.8)	-(4.6)	(7.0)	(8.9)
Non-Major Ports	529.09	582.61	615.05	577.19	603.56	650.96
	(9.0)	(10.1)	(5.6)	-(6.2)	(4.6)	(7.8)
All Ports	1208.56	1281.78	1319.97	1249.87	1323.62	1435.23
	(6.6)	(6.1)	(3.0)	-(5.3)	(5.9)	(8.4)

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

P- Provisional

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

1.2.2 The overseas cargo handled at Indian Ports increased by 6.3% during 2022-23 as compared to 2021-22. Coastal cargo handled at Indian Ports also increased by 16.9% during the same period 2022-23. The overseas cargo handled at Major Ports increased by 9.5% from 548.73 million tonnes during 2021-22 to 601.01 million tonnes handled during 2022-23. The Coastal Cargo handled at Major port also increased by 7.0% from 171.32 million tonnes during 2021-22 to 183.26 million tonnes handled during 2022-23. The overseas cargo handled at Non-Major Ports during 2022-23 increased by 2.9% to 526.07 million tonnes from 511.40 million tonnes 2021-22. The coastal cargo handled at Non-Major Ports during 2022-23 also increased by 35.2% to 124.89 million tonnes from 92.35 million tonnes handled during the 2021-22. The overseas-coastal cargo traffic handled at Indian Ports during 2021-22 and 2022-23 is presented in **Table-1(b)**.

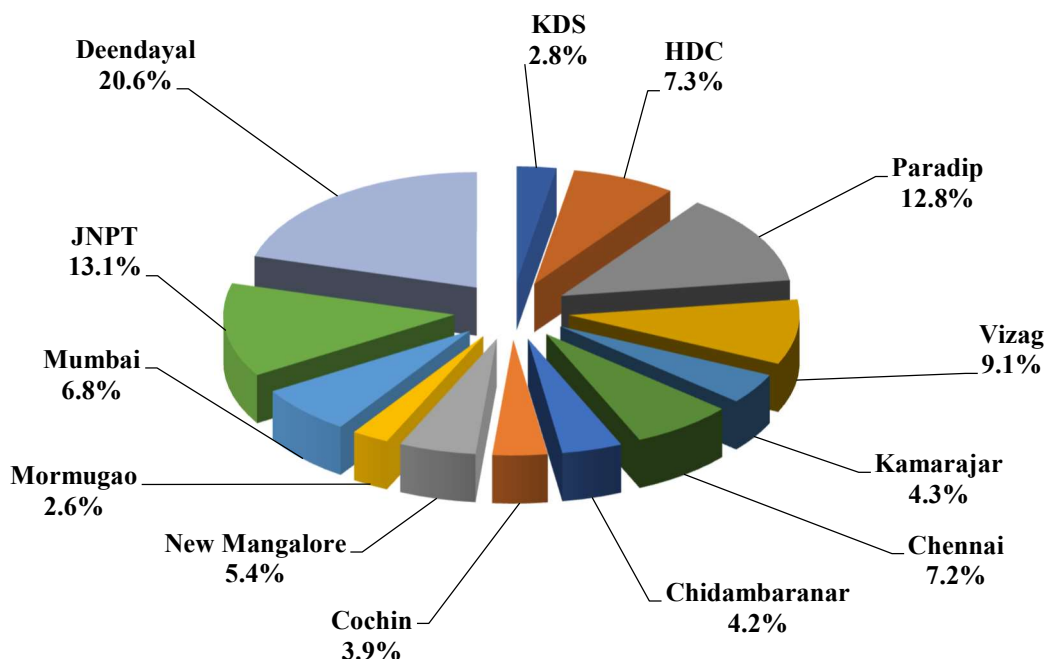
<b>Table 1(b)- Overseas &amp; Coastal Traffic handled at Indian Ports during 2022-23</b> <b>(Million Tonnes)</b>						
<b>Major/Non-Major</b>	<b>2021-22</b>			<b>2022-23 (P)</b>		
	Overseas	Coastal	Total	Overseas	Coastal	Total
<b>Major Ports</b>	548.73	171.32	720.05	601.01	183.26	784.27
	(4.5)	(16.3)	(7.0)	(9.5)	(7.0)	(8.9)
<b>Non-Major Ports</b>	511.40	92.35	603.75	526.07	124.89	650.96
	(3.0)	(14.4)	(4.6)	(2.9)	(35.2)	(7.8)
<b>All Ports</b>	<b>1060.13</b>	<b>263.67</b>	<b>1323.80</b>	<b>1127.08</b>	<b>308.15</b>	<b>1435.23</b>
	<b>3.7</b>	<b>15.6</b>	<b>5.9</b>	<b>6.3</b>	<b>16.9</b>	<b>8.4</b>

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

P- Provisional



**Chart-II Share of overseas cargo traffic at Major Ports during 2022-23**



1.2.3 **Major Ports:** Among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 123.88 million tonnes with a share of 20.6% followed by JNPT (13.1%), Paradip Port (12.8%), Vishakhapatnam Port (Vizag) (9.1%), SMP Haldia Dock (7.3%), Chennai Port (7.2%), Mumbai Port (6.8%), New Mangalore Port (5.4%), Kamarajar Port (4.3%), V.O. Chidambaranar Port (4.2%), Cochin Port (3.9%), Kolkata Dock (2.8%) and Mormugao Port (2.6%) during 2022-23 (**Chart II above**).

1.2.4 Among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 58.42 million tonnes with a share of 31.9% followed by Mumbai Port (12.3%), Vishakhapatnam Port (10.4), Kamarajar Port (9.7%), Deendayal Port (7.5%), V.O.Chidambaranar Port (6.9%), Cochin Port (6.6%), New Mangalore Port (5.0%), Chennai Port (3.2%), Haldia Dock and JNPT (2.7%) each, Mormugao Port (0.9%) and Kolkata Dock (0.2%) during 2022-23 (**Chart III below**).

### Chart-III Share of coastal cargo traffic at Major Ports during 2022-23

Port	Share (%)
Paradip	31.9%
Vizag	10.4%
Kamarajar	9.7%
Chennai	3.2%
Chidambaranar	6.9%
Cochin	6.6%
New Mangalore	5.0%
Mormugao	0.9%
Mumbai	12.3%
JNPT	2.7%
Deendayal	7.5%
KDS	0.2%
HDC	2.7%

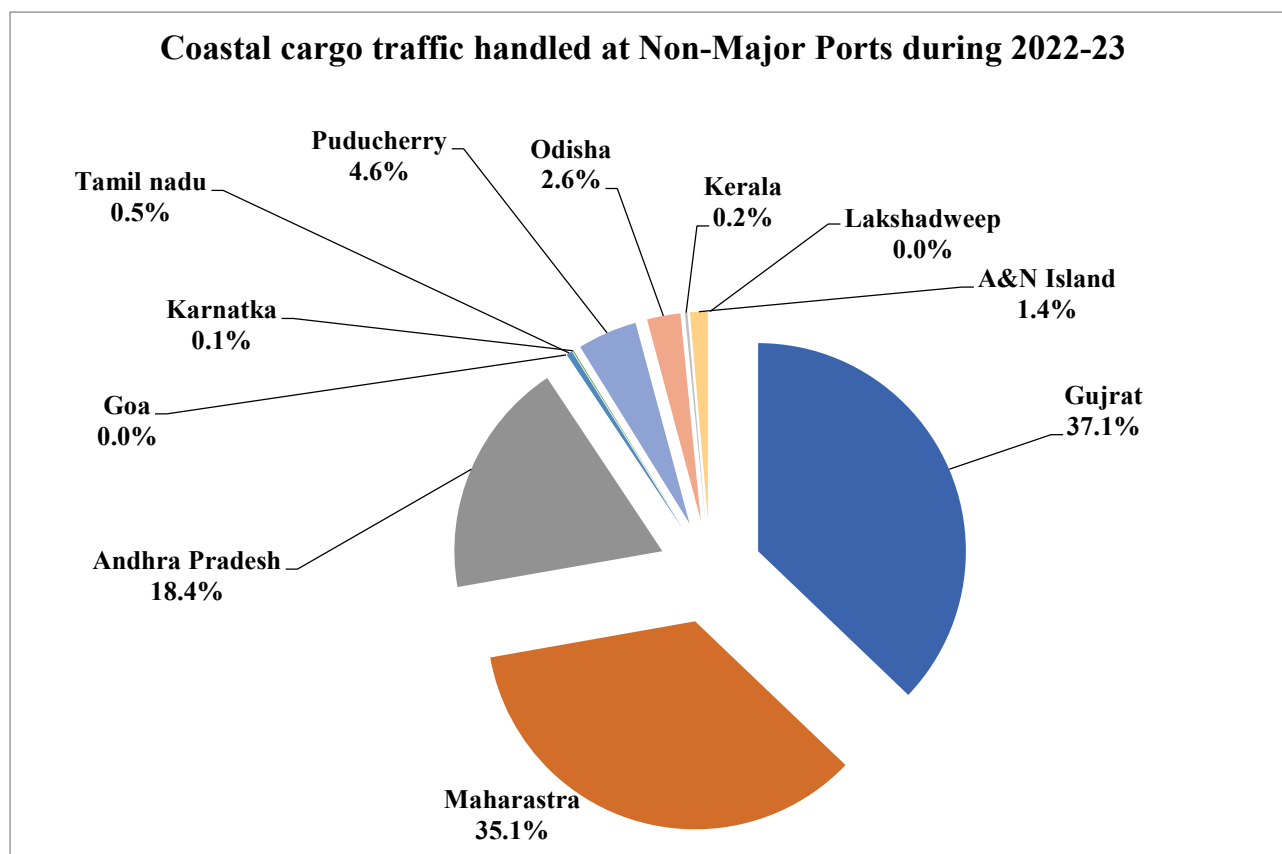
**1.2.5 Non Major Ports:** Among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum overseas cargo of 369.98 million tonnes with a share of 70.3% followed by Andhra Pradesh Maritime Board (APMB) (14.9%), Directorate of Ports, Odisha (6.7%), Maharashtra Maritime Board (MMB) (5.2%), Tamil Nadu Maritime Board (TNMB) (1.8%), Puducherry (0.8%), and Karnataka (0.2%) during 2022-23 (**Chart IV below**).

### Overseas cargo traffic handled at Non-Major Ports during 2022-23

State/Union Territory	Percentage
Gujarat	70.3%
Andhra Pradesh	14.9%
Maharashtra	5.2%
Odisha	6.7%
Tamil Nadu	1.8%
Puducherry	0.8%
Karnataka	0.2%
Kerala	0.0%
A&N Island	0.0%
Lakshadweep	0.0%



1.2.6 Amongst the Non-Major Ports, GMB handled the maximum Coastal Cargo of 46.38 million tonnes with a share of 37.1% followed by Maharashtra Maritime Board (MMB) (35.1%), Andhra Pradesh Maritime Board (APMB) (18.4%), Puducherry (4.6%), Directorate of Ports, Odisha (2.6%), A&N Islands (1.4%), Tami Nadu Maritime board (TMB) (0.5%), Kerala Maritime Board (KMB) (0.2%) and Karnataka (0.1%) during 2022-23 (**Chart V below**).



### 1.3 Cargo Traffic at Major Ports

1.3.1 Cargo traffic at India's 12 major ports during 2022-23 was 784.27 million tonnes registering a growth of 8.9% over the previous year.

1.3.2 During 2022-23, Paradip Port recorded highest growth in traffic 16.5% as compared to 2021-22 followed by SMP Haldia (13.4%), Kamarajar Port (12.3%), V.O. Chidambaram and SMP Kolkata (11.5%), JNPT (10.3%), Deendayal (8.2%), Visakhapatnam Port (6.8%), Mumbai (6.2%), New Mangalore Port (5.4%), Cochin Port (2.0%) and Chennai Port (0.8%). Major port Mormugao Port recorded **negative growth** in traffic during 2022-23 (6.1%).

<b>Table 2 : Traffic Handled at Major Ports</b>							
							(000' Tonnes)
<b>Ports</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23 (P)</b>	<b>% change - 2022-23 w.r.t to 2021-22</b>
1	2	3	4	5	6	7	8
SMP Kolkata	57891	63763	63983	61368	58175	65660	12.9
SMP Kolkata DS	17390	18551	17303	15900	15298	17052	11.5
SMP Haldia DC	40501	45212	46680	45468	42877	48608	13.4
Paradip	102028	109302	112689	114549	116134	135329	16.5
Vizag	63537	65301	72722	69843	69030	73750	6.8
Kamarajar	30446	34498	31746	25889	38742	43507	12.3
Chennai	51881	53012	46758	43553	48564	48949	0.8
V.O.Chidambaranar	36583	34342	36076	31790	34119	38041	11.5
Cochin	29143	32021	34038	31503	34551	35256	2.0
New Mangalore	42059	42508	39145	36500	39296	41417	5.4
Mormugao	26897	17683	16017	21988	18456	17334	-6.1
Mumbai	62902	60634	60696	53324	59891	63606	6.2
JNPT	66004	70706	68449	64809	75996	83861	10.3
Deendayal	110099	115401	122606	117566	127100	137561	8.2
<b>All Ports</b>	<b>679470</b>	<b>699171</b>	<b>704925</b>	<b>672682</b>	<b>720054</b>	<b>784270</b>	<b>8.9</b>

Source: Major Ports,

P : Provisional

1.3.3 Amongst the Major Ports, Deendayal Port handled the maximum cargo traffic of 137.56 million tonnes with a share of 17.5% in total cargo handled at major ports during 2022-23 followed by Paradip Port (17.3%), JNPT (10.7%), Visakhapatnam Port (9.4%), Mumbai Port (8.1%), Chennai Port & Haldia Dockyard Complex (6.2%), Kamarajar Port (5.5%), New Mangalore Port (5.3%), V.O. Chidambaranar Port (4.9%), Cochin Port (4.5%), Mormugao Port and Kolkata Dock System (2.2%) each (**Table 2**).

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

1.3.4 At a broad commodity level, during 2022-23, Thermal Coal posted highest growth rate of 22.2% followed by Other Cargo (19.1%), POL (8.2%), Coking Coal (6.6%), Fertilizer Finished ( 5.3%) and Container (1.7) as compared to 2021-22. The Iron Ore recorded the

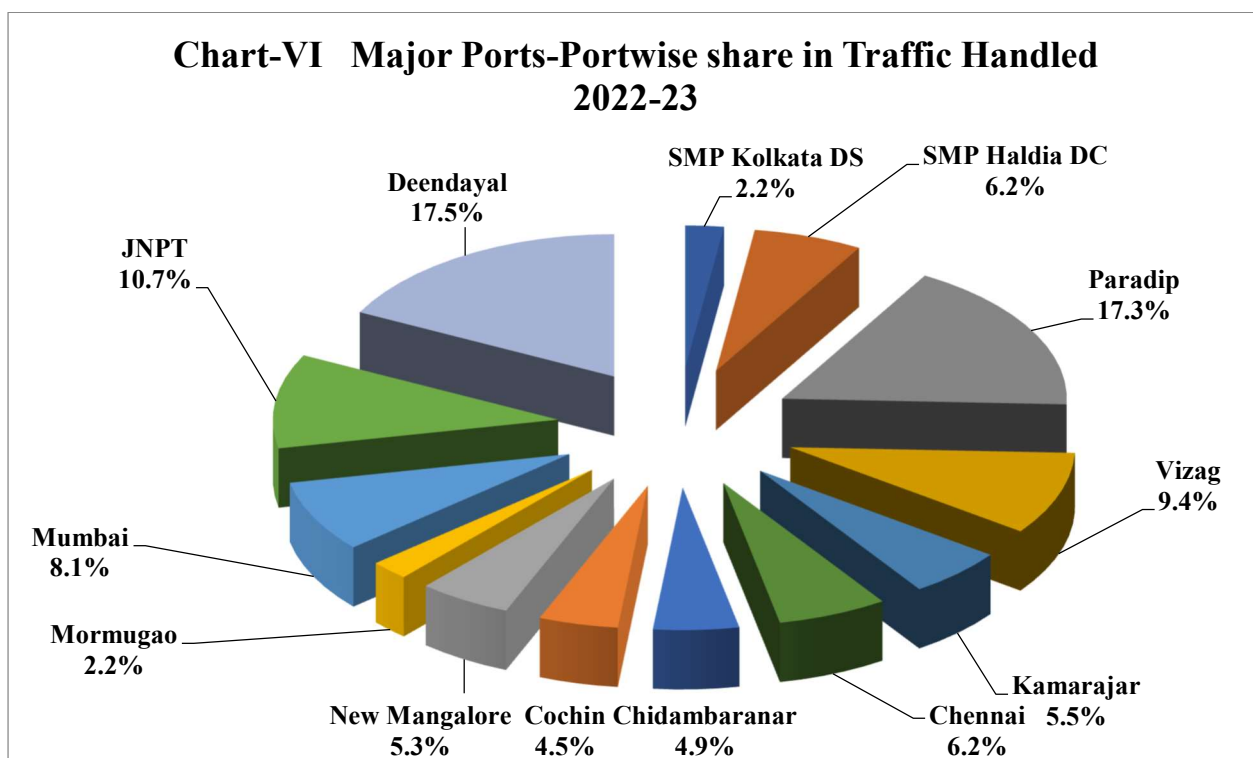
highest negative growth of 11.1% during 2022-23 followed by FRM (Dry) (3.7%), and Food Grain Grain (1.4%) from previous year. **Table 3** gives the details of Commodity wise traffic handled at Major Port from financial year 2017-18 to 2022-23.

<b>Table 3 : Commodity wise Traffic Handled at Major Ports</b>							(000' Tonnes)
<b>Commodities</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23 (P)</b>	<b>% change 2022-23 w.r.t to 2021-22</b>
1	2	3	4	5	6	7	8
POL *	213261	220940	221634	191063	203194	219826	8.2
Iron Ore @	41170	38814	55681	64330	52236	46420	-11.1
Fertiliser #	<b>15052</b>	<b>15414</b>	<b>16154</b>	17947	16091	16166	0.5
1. Finished	7523	8428	9555	10381	7493	7888	5.3
2. Raw (DRY)	7529	6986	6599	7566	8598	8278	-3.7
<b>Coal</b>	<b>126725</b>	<b>137481</b>	<b>118879</b>	102928	123246	144918	17.6
1. Thermal Coal	87145	99600	78771	68881	87033	106314	22.2
2. Coking Coal	39580	37881	40109	34047	36213	38604	6.6
Food Grain \$	2396	798	406	1555	7033	6936	-1.4
Container (Tonnes)	133726	145522	146861	143710	167381	170285	1.7
Others	147140	140202	145310	151149	150873	179720	19.1
<b>Total</b>	<b>679470</b>	<b>699171</b>	<b>704925</b>	<b>672682</b>	<b>720054</b>	<b>784270</b>	8.9
* Includes POL crude and POL Products only, @ includes iron ore fine and pellets only, # includes Fertilizer finished and FRM-Dry only, \$ excludes pulses P : Provisional Source: Major Ports							

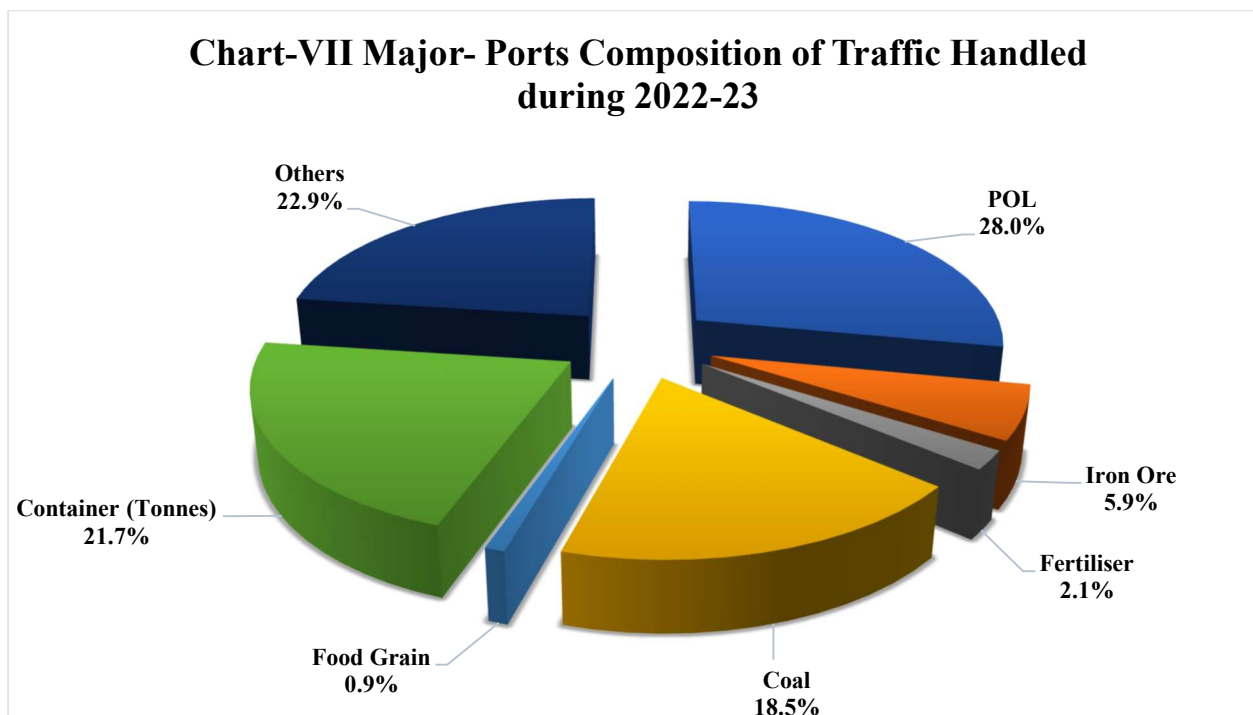
1.3.5 In terms of composition of cargo traffic handled during 2022-23 at Major Ports, the largest commodity group (with share in percent in total cargo handled) was POL (28.0%), Others cargo (22.9%), Container traffic (21.7%), Coal (18.5%), Iron ore (5.9%), Fertilizer & FRM (2.1%) and Food Grain (0.9%).

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

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



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



1.3.7 The Port-wise & commodity-wise traffic handled at Major Ports from 2019-20 to 2022-23 is given at **Annexure-I** and port wise commodity wise traffic handled in Overseas and Coastal during 2021-22 to 2022-23 is given at **Annexure-III**.

## Container Traffic

1.3.8 Container traffic (tonnes), which reflects largely trade in manufactures and components increased by 1.7% during 2022-23 as compared to 16.5% during 2021-22. In terms of Twenty Foot Equivalent Units (TEUs), containers handled by Major Ports during 2022-23 recorded 2.7% increase as compared to 16.8 during 2021-22. Amongst the major ports, Kamarajar Port recorded highest growth in container traffic (in terms of Tonnes) of 14.6% followed by JNPT (10.3%), Paradip (4.3%), New Mangalore Port (2.6%) and SMP Kolkata Dock System (0.9%). Major Ports which witnessed highest fall in container traffic were Mormugao Port (84.8%) followed by SMP Haldia Dock Complex (38.4%), Chennai Port (8.2%), V.O.Chidambaranar Port (7.7%), Mumbai Port (5.6%), Cochin Port (2.8%), Visakhapatnam Port (1.4%) and Deendayal Port (0.6%).

JNPT continues to be the leading container handling port in the country with a share of 44.7% in terms of tonnage and 53.7% in terms of TEUs in the total container traffic at major ports during 2022-23 followed by Chennai Port (16.7%), V.O. Chidambaranar Port (8.6%), Kamarajar (6.2%), Cochin Port (5.9%), SMP Kolkata Dockyard System, Deendayal Port and Visakhapatnam Port (5.0%) each New Mangalore (1.4%) and SMP Haldia (1.2%) in terms of tonnes during 2022-23 (**Table 4**).

<b>Table 4: Container Traffic at Major Ports (in thousand tonnes/TEUs)</b>								
<b>PORT</b>	<b>2020-21</b>		<b>2021-22</b>		<b>2022-23 (P)</b>		<b>% change 2022-23 w.r.t to 2021-22</b>	
	<b>Tn</b>	<b>TEU</b>	<b>Tn</b>	<b>TEU</b>	<b>Tn</b>	<b>TEU</b>	<b>Tn</b>	<b>TEU</b>
<b>1</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>			<b>8</b>	<b>9</b>
SMP Kolkata DS	8237	538	8441	570	8520	569	0.9	-0.2
SMP Haldia DC	2927	149	3353	165	2067	107	-38.4	-35.2
Paradip	279	16	184	10	192	11	4.3	15.9
Vizag	8178	481	8583	512	8460	522	-1.4	2.0
Chennai	26768	1387	30925	1602	28377	1470	-8.2	-8.2
Kamarajar	3871	198	9269	480	10617	550	14.6	14.7
Chidambanar	15023	762	15905	781	14678	734	-7.7	-6.0
Cochin	9550	690	10278	736	9986	695	-2.8	-5.5
New Mangalore	2291	150	2309	152	2369	166	2.6	8.5
Mormugao	307	22	184	14	28	3	-84.8	-79.5
JNPT	57746	4677	69092	5685	76194	6190	10.3	8.9
Mumbai	255	25	238	25	225	21	-5.6	-15.4
Deendayal	8279	515	8620	493	8572	494	-0.6	0.3
<b>All Ports</b>	<b>143710</b>	<b>9610</b>	<b>167381</b>	<b>11225</b>	<b>170285</b>	<b>11533</b>	<b>1.7</b>	<b>2.7</b>
Note: CP - Corresponding period of previous year; (P) - Provisional; Tn - tonnes; TEU –twenty foot equivalent unit								
Source: BPS and Major Ports								

## 1.4 Cargo Traffic at Non-Major Ports

1.4.1 Non-major ports handled 45.4% of total maritime freight traffic of the country during 2022-23.

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

Table 5 : Traffic Handled by Non-Major Ports by Maritime States/UTs								
(000'Tonnes)								
Maritime State/UT	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	% Change over previous year	
							2021-22	2022-23 (P)
Gujarat	370769	399197	411791	387572	405394	416357	4.6	2.7
	(70.1)	(68.5)	(67.0)	(67.1)	(67.1)	(64.0)		
Maharashtra	37906	45786	43661	39844	52474	71257	31.7	35.8
	(7.2)	(7.9)	(7.1)	(6.9)	(8.7)	(10.9)		
Andhra Pradesh	86285	103334	99905	89637	87984	101453	-1.8	15.3
	(16.3)	(17.7)	(16.2)	(15.5)	(14.6)	(15.6)		
Goa	72	15	8	35	27	0.008	-23.2	-100.0
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
Tamil Nadu	1103	960	11370	7407	7840	9877	5.9	26.0
	(0.2)	(0.2)	(1.8)	(1.3)	(1.3)	(1.5)		
Karnataka	680	1044	935	785	787	1057	0.3	34.3
	(0.1)	(0.2)	(0.2)	(0.1)	(0.1)	(0.2)		
A&N	1418	1495	1851	1433	1535	1884	7.2	22.7
	(0.3)	(0.3)	(0.3)	(0.2)	(0.3)	(0.3)		
Odisha	22595	22186	35269	43033	41543	38711	-3.5	-6.8
	(4.3)	(3.8)	(5.7)	(7.5)	(6.9)	(5.9)		
Kerala	138	222	156	113	140	241	23.4	72.6
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
Puducherry	8121	8370	10101	7330	5839	10120	-20.3	73.3
	(1.5)	(1.4)	(1.6)	(1.3)	(1.0)	(1.6)		
Lakshadweep	0	0	0	116	184		52.3	-100.0
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
All M. States / UTs	529087	582609	615046	577303	603747	650956	4.6	7.8
	(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;								
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1.4.3 The cargo handled by the non-major ports during 2022-23 was increased by 7.8% as compared to 4.6% during 2021-22. Gujarat accounted for 64% of the traffic handled by the non-major ports followed by Andhra Pradesh (15.6%), Maharashtra (10.9%) and Odisha



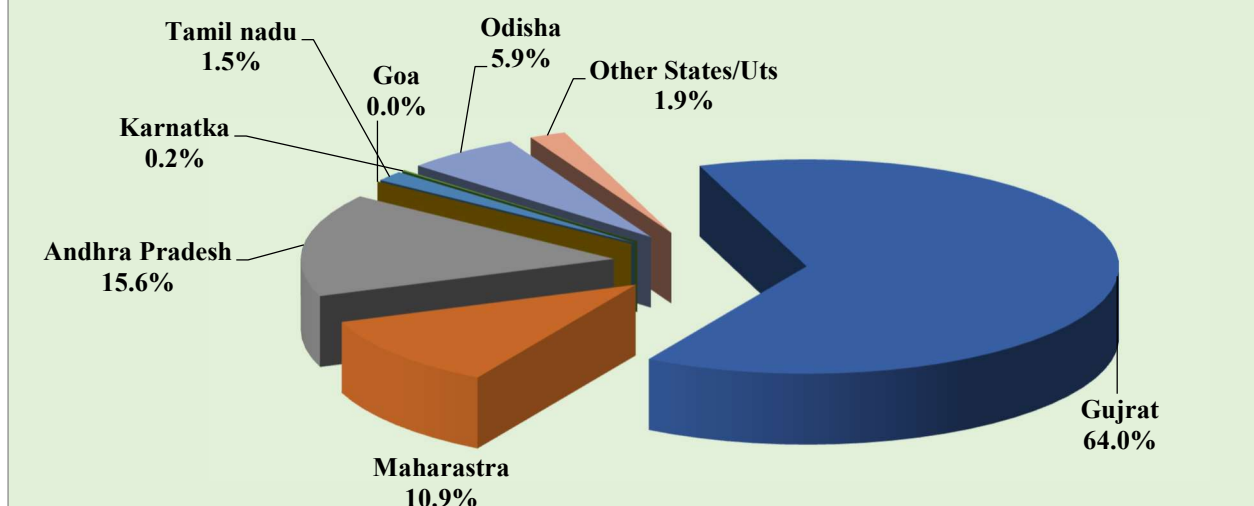
(5.9%). Four maritime States, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 96.4% of the total cargo traffic handled by the non-major ports during 2022-23. Puducherry has highest growth of 73.3% during 2022-23 as compared to previous year followed by Kerala (72.6%), Maharashtra (35.8%), Karnataka (34.3%), Tamil Nadu (26.0%), Andaman and Nicobar (22.7%), Andhra Pradesh (15.3%) and Gujarat (2.7%). Non Major ports which recorded **negative growth** in traffic during 2021-22 were Goa (100%) and Odisha (6.8%).

1.4.4 **Table 6** below gives the details of commodity-wise traffic handled at Non-Major Ports from 2017-18 to 2022-23. The table shows that the two commodities, viz. POL and Coal accounted for 55.7% of the total cargo handled at the non-major ports during 2022-23.

Table 6: Commodity-wise Traffic Handled by Non-Major Ports								
(000'Tonnes)								
Commodity	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23 (P)	% Change over previous year	
							2021-22	2022-23 (P)
POL*	193422	191749	197158	157628	163045	185298	3.4	13.6
	(36.6)	(32.9)	(32)	(27.3)	(27.0)	(28.5)		
Iron Ore**	36596	44823	39968	42989	42453	52292	-1.2	23.2
	(6.9)	(7.7)	(6.5)	(7.4)	(7.0)	(8.0)		
Building Material\$	15588	16162	15004	13885	12697	14527	-8.6	14.4
	(2.9)	(2.8)	(2.4)	(2.4)	(2.1)	(2.2)		
Coal@	146684	171096	178525	153841	144922	176852	-5.8	22.0
	(27.7)	(29.4)	(29.0)	(26.6)	(24.0)	(27.2)		
Fertilizer & FRM&	11714	16224	15959	13413	13878	18071	3.5	30.2
	(2.2)	(2.8)	(2.6)	(2.3)	(2.3)	(2.8)		
Others	125085	142555	168433	195547	226753	203916	16.0	-10.1
	(23.6)	(24.5)	(27.4)	(33.9)	(37.6)	(31.3)		
All	529089	582609	615046	577303	603747	650956	4.6	7.8
	(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 2022-23 is depicted in the pie **Chart VIII**.

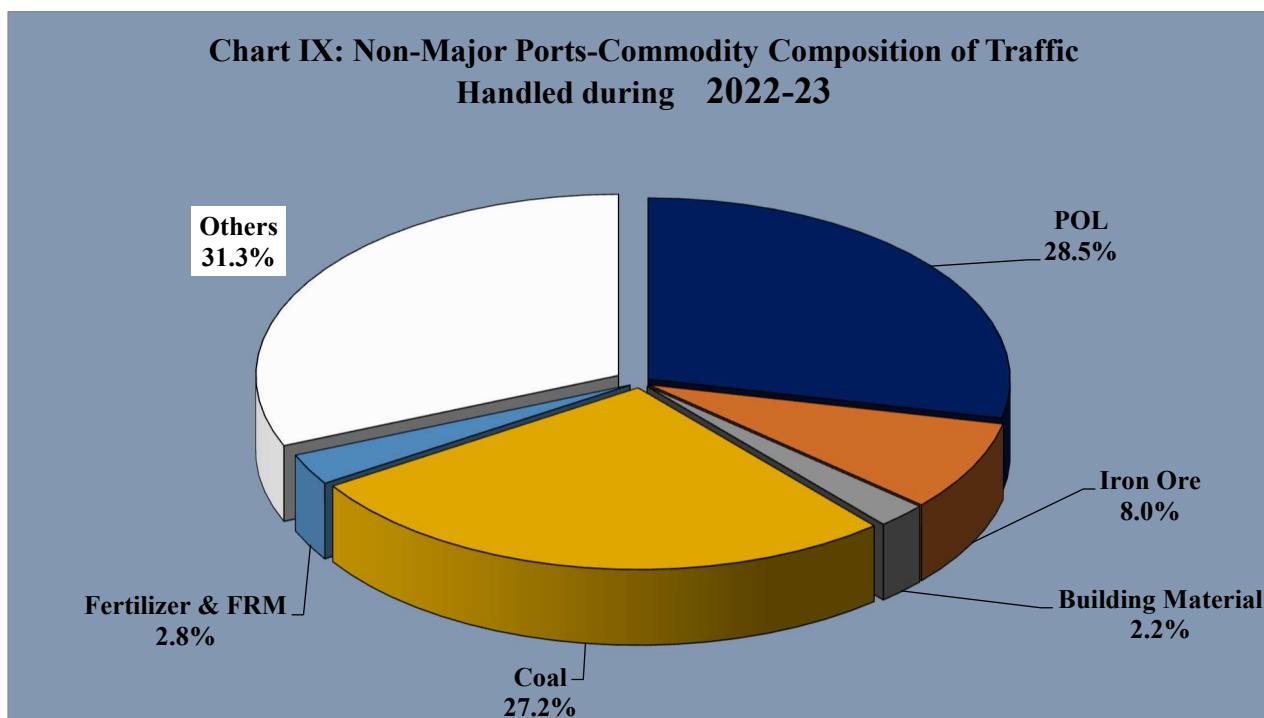
**Chart VIII : Non-Major Ports-share of Maritime States/UTs in Traffic Handled during 2022-23**



1.4.6 The percentage share of Other Cargo is maximum (31.3%) during 2022-23 followed by POL (28.5%), Coal (27.2%), Iron ore (8.0%), Fertilizer & FRM (2.8%) and Building Material (2.2%). Fertilizer & FRM registered the highest growth of 30.2% during 2022-23 as compared to previous year followed by Iron ore (23.2%), Coal (22.0%), Building materials (14.4%) and POL & Products ( 13.6%). Other Commodities recorded negative growth of (10.1%) respectively during 2022-23 .

1.4.7 The Commodity-wise composition of traffic during 2022-23 is depicted in the pie Chart IX.

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



1.4.8 Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2019-20 to 2022-23 is given at **Annexure-II** and port wise/ commodity wise traffic handled in Overseas & Coastal during 2021-22 and 2022-23 is given at **Annexure-IV**.

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

2.1 Ports are economic and service provision units of a remarkable importance since they act as a place for the interchange of two transport modes, maritime and land, whether by rail or road. Therefore, the essential aspect of ports lies in their intermodal nature. India has a coast-line of over 7517 Kms with 12 major ports and 217 notified non-major (minor/intermediate) ports along the coast-line and sea-islands. These 217 Non-major ports are located in Gujarat (48), Maharashtra (48), Goa (5), Daman & Diu (2), Karnataka (13), Kerala (17), Lakshadweep (10), Tamil Nadu (17), Puducherry (3), Andhra Pradesh (15), Odisha (14), West Bengal (1) and Andaman & Nicobar Island (24). Out of these 217 Non-major ports, only some ports are well developed and provide all-weather berthing facilities for cargo handling. In 2022-23, only 66 Non-major Ports were reported to have handled cargo traffic.

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

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

2.3.1 With a view to have an integrated approach for the development of both Major and Non-Major Ports, the **Maritime States Development Council(MSDC)** was constituted in May, 1997 under the Chairmanship of the Hon'ble Minister of Shipping. The Ministers in-charge of Ports in all Maritime States, Union Territories of Puducherry, Andaman & Nicobar Administration, Daman & Diu and Lakshadweep are its members. The deliberations and decisions of the MSDC provide the institutional framework for coordinated development of Major and Non- Major ports. So far seventeen meetings of MSDC have been held. The 18<sup>th</sup> meeting of MSDC was held on 24.06.2021 at New Delhi under the chairmanship of Hon'ble Minister of State for Shipping (Independent Charge) with Ministers and officials from various Maritime States and Government of India. In the meeting, draft Indian Port Bill, 2021

(‘IP Bill, 2021-22) was discussed to replace the Indian Ports Act, 1908 along with progress on National Maritime Heritage Museum ( NMHC) and review of Sagarmala projects.

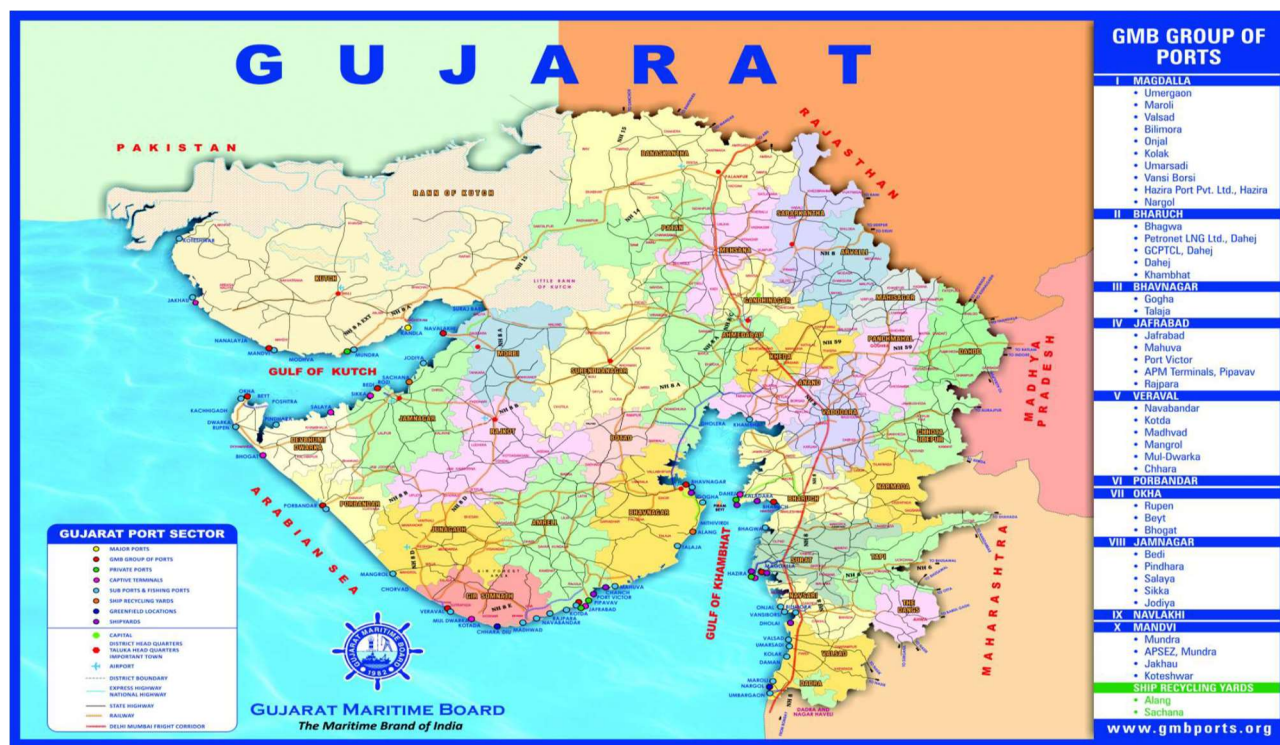
## 2.4 Maritime States – Non-Major Ports

2.4.1 Non-major ports in India collectively handled 650.96 million tonnes of traffic during 2022-23 as compared to 603.56 million tonnes of cargo handled in the same period of 2021-22 recording growth of 7.9%.

### 2.4.2 GUJARAT

2.4.2.1 The state of Gujarat is endowed with 1215 km length of coastline which constitutes about one-sixth of the total Indian coastline. Out of 49 ports located along its coastline, 48 are non-major ports while one port, viz. Deendayal (Kandla) is a major port. Out of 48 non-major ports, 18 non-major ports in the State are handling cargo. The remaining 30 non-major ports are used for fishing activities and have negligible traffic. A snap view of the location of ports in Gujarat is given in **Chart –X**

**Chart – X: Gujarat: Major and Minor Ports**



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

2.4.2.2 The trends in the cargo handled at both major and non-major ports of the State during last six years are given in **Table 7**.

<b>Table 7 - Gujarat: Trends in Cargo Handled at Major &amp; Non-Major Ports</b>						<b>(Million Tonnes)</b>
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23(P)
Major Ports	110.10	115.40	122.61	117.57	127.10	137.56
	(4.4)	(4.8)	(6.2)	-(4.1)	(8.1)	(8.2)
Non-Major Ports	370.77	399.20	411.79	387.57	405.39	416.36
	(1.8)	(7.2)	(3.2)	-(5.9)	(4.6)	(2.7)
All Ports	480.87	514.60	534.40	505.14	532.49	553.92
	(2.7)	(7.0)	(3.8)	-(5.5)	(5.4)	(4.0)

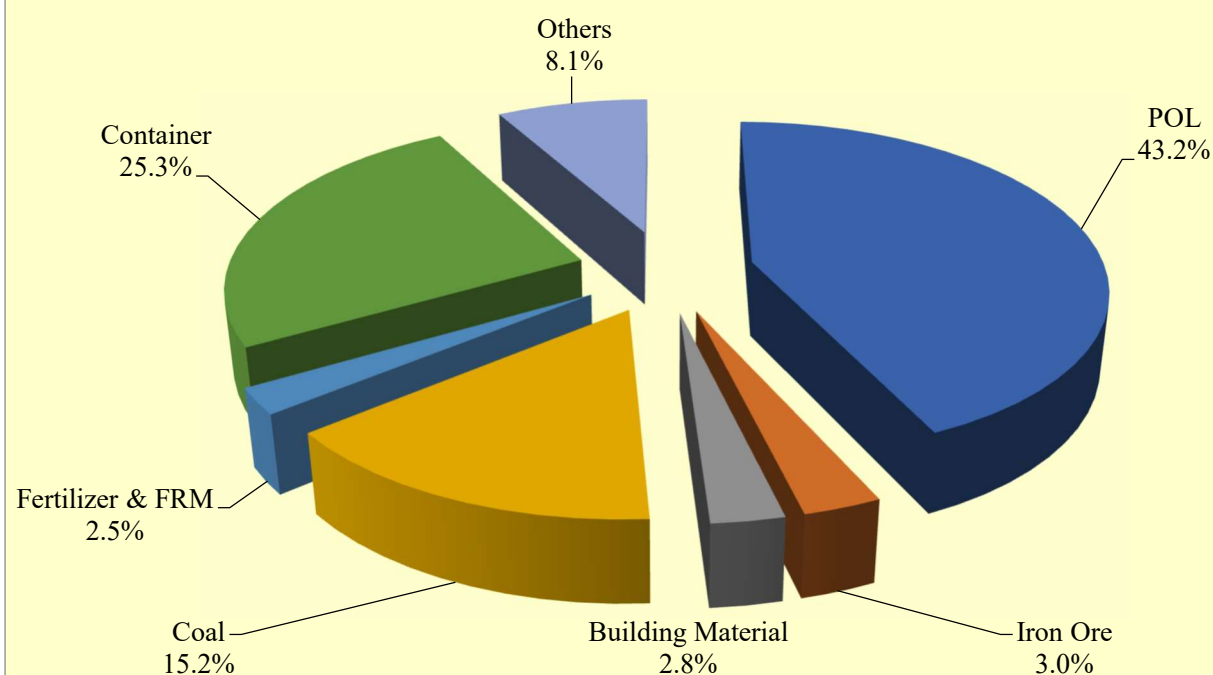
Figures in bracket represents percentage change over the previous year/period.

(P) Provisional

2.4.2.3 It is noteworthy that all ports (major and non-major) located along the coast of Gujarat handled 38.6% of the total cargo handled by Indian ports during 2022-23 . The total cargo traffic handled at the major and non-major ports of Gujarat during 2022-23 was of the order of 553.92 million tonnes as against 532.49 million tonnes during 2021-22, reflecting an increase of 4.0%. In particular, non-major ports of Gujarat alone handled around 64% of total cargo traffic at India's non-major ports during 2022-23.

2.4.2.4 Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development of non-major ports on its coastline. The share of commodity-wise traffic handled by non-major ports of Gujarat during 2022-23 is shown in **Chart XI**.

**Chart XI - Commodity Composition of Traffic Handled at Non-major ports of Gujarat during 2022-23**



2.4.2.5 Recent trends in cargo handled and capacity creation in non-major ports of Gujarat are captured in the **Table 8**. It indicates sustained increase in cargo throughput and capacity addition. During the year 2022-23, total cargo handling capacity in the non- major port sector in Gujarat was 552. million tonnes. Gujarat Maritime Board (GMB) is the nodal agency for regulation and development of the State's maritime activities. The table indicates that from the year 2017-18 onwards the capacity of Non-major Ports increased every year. In 2017-18, the capacity utilization was 70.9 and increases to 75.9% in 2019-20. However , during 2020-21 it decreases to 71.2% but again rises to 73.4% in 2021-22 and 75.4% in 2022-23.

<b>Table 8 - Gujarat: Non Major Ports - Capacity &amp; Utilization</b>						(Million Tonnes)
Item	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23 (P)
Capacity*	523	543	543	545	552	552
	(04.4)	(03.8)	(00.0)	(00.3)	(01.4)	(00.0)
Cargo Handled	370.77	399.20	411.79	387.57	405.39	416.36
% Utilization	70.9	73.5	75.9	71.2	73.4	75.4

\* Including Lighterage Port Capacity;  
 Figures within parenthesis indicate capacity addition in  
 % age during the year



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

### 2.4.3 MAHARASHTRA

2.4.3.1 The State has a coastline of around 653 km, with 2 major ports viz. Mumbai port and Jawahar Lal Nehru Port Trust (JNPT) and 48 non-major ports. Out of 48 non-major ports only 16 ports handle cargo. Maharashtra Maritime Board (MMB) is the nodal agency for regulation and development of the State’s maritime activities. Total cargo handled during 2022-23 was 218.72 Million Tonnes compared to 188.36 Million Tonnes handled during 2021-22 in the same period with the increase in growth by 16.1%. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 67.4 % while share of Non-major Ports was 32.6%.

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

<b>Table 9 - Maharashtra: Cargo Handled at Major &amp; Non-Major Ports</b>						
<b>(Million Tonnes)</b>						
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23(P)
Major Ports	128.91	131.34	129.15	118.13	135.89	147.47
	(2.9)	(.9)	-(1.7)	(84.8)	(5.2)	(24.8)
Non-Major Ports	37.91	45.79	43.66	39.84	52.47	71.26
	(.6)	(20.8)	-(4.6)	-(8.7)	(31.7)	(35.8)
All Ports	166.81	177.13	172.81	157.98	188.36	218.72
	(4.1)	(6.2)	-(2.4)	-( 8.6)	(19.2)	(16.1)

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 total share 100%.

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

<b>Table 10: Goa : Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2017-18	2018-19	2019-20(P)	2020-21	2021-22	2022-23(P)
Major Ports	26.90	17.68	16.02	21.99	18.46	17.33
	-(18.9)	-(34.3)	-(9.4)	(37.3)	-(16.1)	-(6.1)
Non-Major Ports	0.07	0.02	0.01	0.04	0.03	0.00
	-(38.5)	-(79.2)	-(46.7)	(341.9)	-(22.9)	-(100.0)
All Ports	26.97	17.70	16.03	22.02	18.48	17.33
	-(19.0)	-(34.4)	-(9.5)	(37.4)	-(16.1)	-(6.2)

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

## 2.4.5 KARNATAKA

2.4.5.1 Karnataka has a coastline of about 280 kms. At present, there is one major sea port, the New Mangalore Port and 13 non-major ports in Karnataka. Out of 13 non-major ports, 2 ports handle cargo during 2022-23 in the state which is: Old Mangalore and Karwar port. During 2022-23, non- major ports in the State handled 1.06 million tonnes of cargo. The total cargo handled in the Karnataka state was 42.47 million tonnes during 2022-23 as compared to 40.08 million tonnes during 2021-22.

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

<b>Table 11 - Karnataka: Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23(P)
Major Ports	42.06	42.51	39.15	36.50	39.30	41.42
	(5.3)	(1.1)	-(7.9)	-(6.8)	(7.7)	(5.4)
Non-Major Ports	0.68	1.04	0.94	0.79	0.79	1.06
	-(3.9)	(53.5)	-(10.4)	-(16.0)	(0.3)	(34.3)
All Ports	42.74	43.55	40.08	37.28	40.08	42.47
	(5.2)	(1.9)	-(8.0)	-(7.0)	(7.5)	(6.0)

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

## 2.4.6 KERALA

2.4.6.1 Kerala has a coastline of 570 kms, with one major port at Cochin and 17 non-major ports. The Vallarpadam Container Terminal Project in Cochin has been promoted on BOT basis through public private participation. In Kerala, the four non-major ports handling cargo are: Vizhinjam, Neendakara, Beypore and Azhikkal. The total cargo handled during 2022-23 in Kerala state was 35.50 million tonnes as compared to 34.69 million tonnes handled during 2021-22 reflecting growth of 2.3%.

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

<b>Table 12- Kerala : Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23(P)
Major Ports	29.14	32.02	34.04	31.50	34.55	35.26
	(16.5)	(9.9)	(6.3)	-(7.4)	(9.7)	(2.0)
Non-Major Ports	0.14	0.22	0.16	0.11	0.14	0.24
	-(1.4)	(60.9)	-(29.7)	-(27.6)	(23.4)	(72.6)
All Ports	29.28	32.24	34.19	31.62	34.69	35.50
	(16.4)	(10.1)	(6.1)	-(7.5)	(9.7)	(2.3)

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

(P) Provisional.

## 2.4.7 TAMIL NADU

2.4.7.1 Tamil Nadu has a coastline of about 906 km, with 3 major ports at Chennai, Kamarajar (Ennore) and Chidambaranar (Tuticorin) and 17 non-major ports. Out of 17 non-major ports, only 6 ports handled Cargo are Cuddalore, Nagapattinam, Koodankulam, 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 2022-23, the non-major ports in Tamil Nadu collectively handled 9.88 million tonnes of cargo traffic as compared to 7.84 million tonnes in the 2021-22, showing growth of 26.0%. The total cargo in Tamil Nadu State in major ports has been increased to 130.50 million tonnes in 2022-23 from 121.43 million tonnes in 2021-22 reflecting an increase of 7.5%. The trend in the cargo handled at both major and non-major ports of the State during the last few years and current year is given in **Table 13**.

<b>Table 13 - Tamil Nadu: Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23 (P)
Major Ports	118.91	121.85	114.58	101.23	121.43	130.50
	(0.2)	(2.5)	-(6.0)	-(11.7)	(19.9)	(7.5)
Non-Major Ports	1.10	0.96	11.37	7.41	7.84	9.88
	-(4.3)	-(13.0)	(1084.3)	-(34.9)	(5.9)	(26.0)
All Ports	120.01	122.81	125.95	108.64	129.27	140.37
	(0.1)	(2.3)	(2.6)	-(13.7)	(19.0)	(8.6)

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

(P) Provisional.

## 2.4.8 ANDHRA PRADESH

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

2.4.8.2 Ports in Andhra Pradesh collectively handled 175.2 million tonnes of cargo during 2022-23 as compared with 157.0 million tonnes in same period of 2021-22 thus registering increase of 11.6 % in traffic handled by major and non-major ports of Andhra Pradesh. Non-major ports in Andhra Pradesh posted increase of 15.3% in 2022-23.

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

<b>Table 14 - Andhra Pradesh: Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23(P)
Major Ports	63.54	65.30	72.72	69.84	69.03	73.75
	(4.1)	(2.8)	(11.4)	-(4.0)	-(1.2)	(6.8)
Non-Major Ports	86.29	103.33	99.91	89.64	87.98	101.45
	(24.0)	(19.8)	-(3.3)	-(10.3)	-(1.8)	(15.3)
All Ports	149.8	168.6	172.6	159.5	157.0	175.2
	(14.7)	(12.6)	(2.4)	-(07.6)	-(1.5)	(11.6)

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

(P) Provisional.

## 2.4.9 ODISHA

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

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

2.4.9.3 Non-major ports in Odisha collectively handled 38.71 million tonnes of cargo during 2022-23 as compared to 41.54 million tonnes in 2021-22 registering decline of 6.8% in traffic. The total cargo handled during 2022-23 was 174.04 million tonnes compared to 157.68 million tonnes in the corresponding period of 2021-22 registering an increase of 10.4% in traffic. The cargo handled at Major port has registered an increase of 16.5% during 2022-23 as compared to same period of 2021-22.

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

<b>Table 15 - Odisha : Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23(P)
Major Ports	102.03	109.30	112.69	114.55	116.13	135.33
	(14.7)	(7.1)	(3.1)	(1.7)	(1.4)	(16.5)
Non-Major Ports	22.60	22.19	35.27	43.03	41.54	38.71
	(0.5)	-(1.8)	(59.0)	(22.0)	-(3.5)	-(6.8)
All Ports	124.62	131.49	147.96	157.58	157.68	174.04
	(11.8)	(5.5)	(12.5)	(6.5)	(0.1)	(10.4)

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

(P) Provisional. \*: Dhamra Port has started operations in May 2011.

## 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 SMP Kolkata Dock System (KDS) and SMP Haldia Dock Complex (HDC) under a single major port and one non- major port. The trends in the cargo handled at major ports of the State during the last few years and current year are given in **Table 16**.

<b>Table 16 - West Bengal :Trends in Cargo Handled at Major &amp; Non-Major Ports</b> (Million Tonnes)						
Major/Non-Major	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23(P)
Major Ports	57.89	63.76	63.98	61.37	58.18	65.66
	(13.6)	(10.1)	(00.3)	-(04.1)	-(05.2)	(12.9)
All Ports	57.89	63.76	63.98	61.37	58.18	65.66
	(13.6)	(10.1)	(00.3)	-(04.1)	-(05.2)	(12.9)

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

P- Provisional

## 2.4.11 OTHER NON-MAJOR PORTS

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



administration has constituted a 'Port Management Board' for the development of ports in the Islands.

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

<b>Table 17 - Union Territory: Trends in Cargo Handled at A &amp; N Islands Port</b> (Million Tonnes)						
Major/Non-Major	2017-18	2018-19	2019-20(P)	2020-21	2021-22	2022-23(P)
Andaman &	1.42	1.50	1.85	1.43	1.54	1.88
Nicobar Islands	(11.1)	(5.4)	(23.8)	-(22.6)	(7.1)	(22.8)

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

P- Provisional

2.4.11.3 In January 2006, the Government of Puducherry entered into a concession agreement with private developers for the development of deep water ports on BOT basis at Puducherry and Kariakal. The commercial operations started in April 2009. Non-major ports Puducherry collectively handled 10.12 million tonnes of cargo during 2022-23 as compared to 5.84 million tonnes in 2021-22 registering increase of 73.3%.

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

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

<b>Table 18 - Union Territories: Trends in Cargo Handled at Non-Major Ports</b> (Million Tonnes )						
Major/Non-Major	2017-18	2018-19	2019-20(P)	2020-21	2021-22	2022-23(P)
Lakshadweep				0.12	0.18	
					(59.0)	
Puducherry	8.12	8.37	10.10	7.33	5.84	10.12
	-(10.9)	(03.1)	(20.7)	-(27.4)	-(20.3)	(73.3)
All Ports	8.12	8.37	10.10	7.45	6.02	10.12
	-(10.9)	(03.1)	(20.7)	-(26.3)	-(19.1)	(68.0)

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

P- Provisional

### 3. PERFORMANCE INDICATORS

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

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 1597.59 million tonnes in the year 2022-23 ( provisionally ). The provisional port-wise capacity during 2022-23 and the traffic handled at Major Ports during 2022-23 are given in **Table 19**.

<b>Table 19 -Major Port-wise Capacity Utilisation during 2022-23 (P)</b> <b>(MillionTonnes)</b>				
<b>S.No.</b>	<b>Name of Ports</b>	<b>Capacity</b>	<b>Traffic**</b>	<b>Capacity Utilisation (%)</b>
1	Kolkata Ports of Authority*	92.77	65.66	70.8
2	Paradip Port Authority	289.75	135.33	46.7
3	Visakhapatnam Port Authority	134.18	73.75	55.0
4	Kamarajar Ports Limited	91.00	43.51	47.8
5	Chennai Port Authority	135.00	48.95	36.3
6	V.O.Chidambaranar Port Authority	111.46	38.04	34.1
7	Cochin Port Authority	78.60	35.26	44.9
8	New Mangalore Port Authority	108.96	41.42	38.0
9	Mormugao Port Authority	63.40	17.33	27.3
10	Mumbai Port Authority	84.00	63.61	75.7
11	Jawaharlal Nehru Port Authority	141.37	83.86	59.3
12	Deendayal Port Authority	267.10	137.56	51.5
	<b>Total</b>	<b>1597.59</b>	<b>784.27</b>	<b>49.1</b>

Note: \*Haldia Dock Complex included

\*\*Provisional

Source: Port division of M/o Ports, Shipping & Waterways for Capacity and Major Ports for traffic

3.1.2 The above table shows that around 49.1% capacity has been utilized at Major Ports during 2022-23. The highest capacity utilization i.e. 75.7% is achieved at Mumbai Port Trust followed by SMP Kolkata Port Trust (including Haldia Dock Complex) (70.8%), JNPT (59.3%), Visakhapatnam Port Trust (55.0%), Deendayal Port Trust (51.5%), Kamarajar (47.8%), Paradip Port Trust (46.7%), Cochin Port Trust (44.9%), New Mangalore port (38.0%), Chennai Port (36.3%), V.O.Chidambaranar (34.1%) and Mormugao Port (27.3%) during 2022-23.

3.1.3 The **Table 20** below shows that around 64.5% capacity has been utilized at Non-major Ports during 2022-23. The highest capacity utilization i.e. 109.7% is achieved at Tamil Nadu Maritime Board (TNMB) followed by Gujarat Maritime Board (GMB) (75.4%), Odisha (59.6%), Puducherry (56.4%), Maharashtra Maritime Board (MMB) (55.8%), Directorate of Ports, Andhra Pradesh (49.0%), Port Management Board, A&N Islands (45.8%), Kerala (22.5%) and Karnataka (21.1%) during 2022-23.

<b>Table 20-Non-Major Port-wise Capacity Utilisation during 2022-23 (P)</b> (Million Tonnes)				
<b>S.No.</b>	<b>Name of Ports</b>	<b>Capacity@</b>	<b>Traffic*</b>	<b>Capacity Utilisation (%)</b>
1	Gujarat	552.00	416.36	75.4
2	Maharashtra	127.75	71.26	55.8
3	Tamil Nadu	9.00	9.88	109.7
4	Goa	25.05	0.000	0.0
5	Kerala	1.07	0.241	22.5
6	Karnataka	5.00	1.06	21.1
7	Andhra Pradesh	207.00	101.45	49.0
8	Odisha	65.00	38.71	59.6
9	Puducherry	17.95	10.12	56.4
10	Andaman & Nicobar Islands	4.11	1.88	45.8
11	Lakshadweep	5.82	0.00	0.0
	<b>Total</b>	<b>1009.55</b>	<b>650.96</b>	<b>64.5</b>

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

Source: State Maritime Board/ Directorate of Ports

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

3.2.1 Total cargo handled at Major Ports during 2022-23 was 784.27 million tonnes against the target of 790 million tonnes, achieving 99.3% of the target in the o 2022-23.

## **3.3 Port Efficiency**

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

### **Average Turn-Round Time (TRT)**

3.3.2 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 194.4 hours in 1990-91 to 87.12 hours in 2005-06. Thereafter the TRT has increased steadily to 65.52 hours in 2018-19. The average TRT during 2022-23 was 51.45 hours as compared to 53.34 hours during 2021-22. The average TRT varied in the range between 30.15 hours at J.L. Nehru Port to 77.58 hours at Deendayal Port during 2022-23. Among the 12 major ports; Average TRT has been improved at SMP Kolkata, Paradip Port, Visakhapatnam Port, Kamarajar, Chennai Port, V.O. Chidambaranar Port, Cochin Port, Mormugao Port, J.L. Nehru Port and Mumbai Port during 2022-23. Port-wise TRT for selected years is given in **Table 21**.

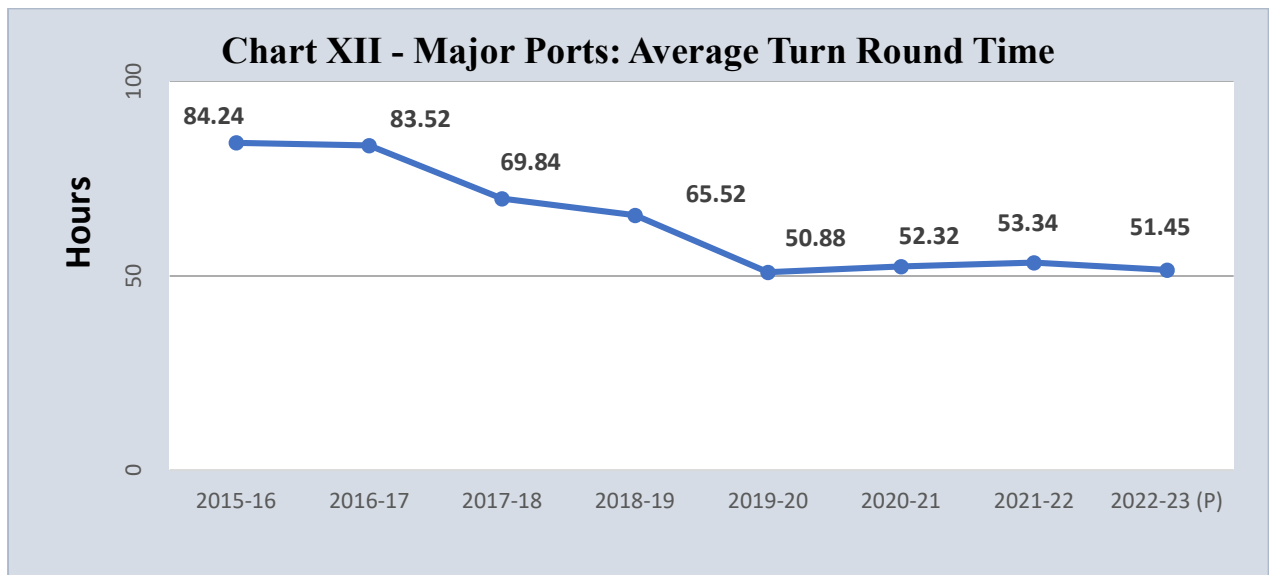
**Table 21: Average Turn Round Time (Hours)**

Port	2018-19	2019-20	2020-21	2021-22	2022-23 (P)
1	2	3	4	5	6
SMP Kolkata D.S	80.48	76.14	51.01	82.80	49.26
SMP Haldia D.C	72.75	66.00	69.79	51.19	51.52
Paradip	60.35	56.09	58.08	53.16	46.27
Visakhapatnam	60.22	58.27	66.00	73.83	73.19
Kamarajar	47.27	41.49	42.96	46.38	45.26
Chennai	47.41	48.00	51.36	53.19	48.08
V.O. Chidambaranar	42.30	40.08	40.80	48.54	46.89
Cochin	46.67	34.80	35.76	45.87	33.41
New Mangalore	46.21	45.60	47.52	47.99	44.90
Mormugao	83.50	55.92	57.84	63.94	54.59
J.L.Nehru	51.13	29.54	28.56	28.04	30.15
Mumbai	64.50	40.80	49.68	57.99	50.40
Deendayal	112.24	60.99	62.16	59.99	77.58
<b>All Ports</b>	<b>65.52</b>	<b>50.88</b>	<b>52.32</b>	<b>53.34</b>	<b>51.45</b>

Source: Major Ports

P: Provisional

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

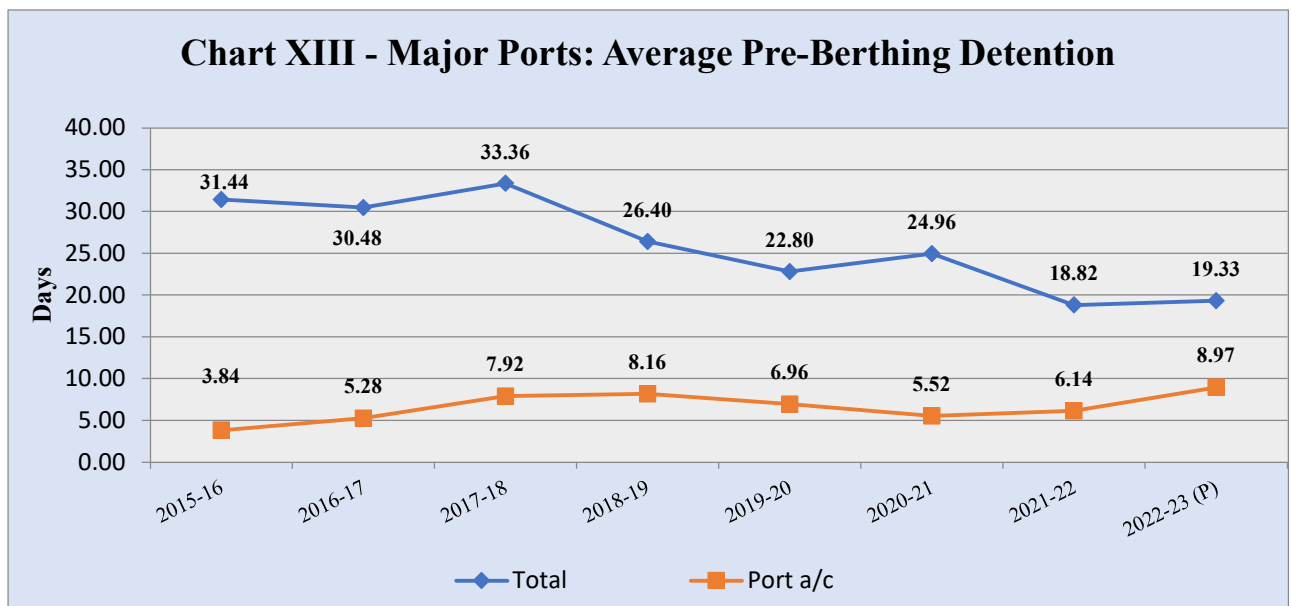


Source: Major Ports

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

### Average Pre Berthing Detention Time (PBDT)

3.3.3 The average overall pre berthing detention time for major ports declined from 51.84 hours in 1990-91 to 31.44 hours in 2015-16 to 24.96 hours in 2020-21. The average pre-berthing detention time during 2022-23 was 19.33 as compared to 18.82 hours during 2021-22. The trajectory of weighted average of pre-berthing detention time at Major Ports – total and on Port account since 2015-16 to 2022-23 is shown in the **Chart XIII** below.



3.3.4 Average PBDT on port account has seen a sharper decline from 50.4 hours in 1990-91 to 3.84 hours in 2015-16. Average PBDT on port account were at 6.14 hours and 8.97 hours in 2020-21 and 2022-23 respectively. In 2022-23, the Average PBDT on port account increased 8.97 hours as compared to 6.14 hours during 2021-22. Port-wise PBDT for selected years is indicated in **Table 22**.

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

Port	2018-19	2019-20	2020-21	2021-22	2022-23 (P)
1	6	7	8		
SMP Kolkata D.S	11.11	16.77	12.24	14.75	10.97
SMP Haldia D.C	65.28	70.95	65.04	31.10	27.45
Paradip	7.14	15.32	6.24	2.44	1.68
Visakhapatnam	30.95	1.22	1.20	0.90	1.78
Kamarajar	4.21	2.88	1.92	0.85	1.06
Chennai	3.49	0.00	0.00	0.07	0.00
V.O. Chidambaranar	16.26	15.61	12.00	11.63	30.52
Cochin	12.67	11.44	15.36	11.23	6.04
New Mangalore	26.38	30.13	26.16	28.54	31.63
Mormugao	29.83	29.05	30.24	18.85	16.15
J.L.Nehru	19.77	18.38	21.84	21.58	26.56
Mumbai	25.58	3.74	2.40	0.95	0.50
Deendayal*	48.50	44.43	67.44	56.42	54.11
<b>All Ports</b>	<b>26.40</b>	<b>22.80</b>	<b>24.96</b>	<b>18.82</b>	<b>19.33</b>

Source: Major Ports,

P: Provisional

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

### Average Output Per Ship Berth-day

3.3.5 During the last 25 years this indicator has seen a tremendous improvement. Average Output per Ship-berth day has increased more than six times from 3,372 tonnes in 1990-91 to 19171 tonnes in 2020-21. The average Output per Ship-berth day during 2022-23 was 22547 as compared to 21002 tonnes during 2021-22. However, average output per ship berth-day during 2022-23 is marked by substantial variation across major ports ranging from a high 37568 tonnes in case of Paradip Port to a low of 9880 tonnes at SMP Kolkata Dock System. This variation reflects the type of cargo being handled, level of mechanization and labour practices. Port-wise average output per Ship-berth-day for selected years is given in **Table 23**.

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

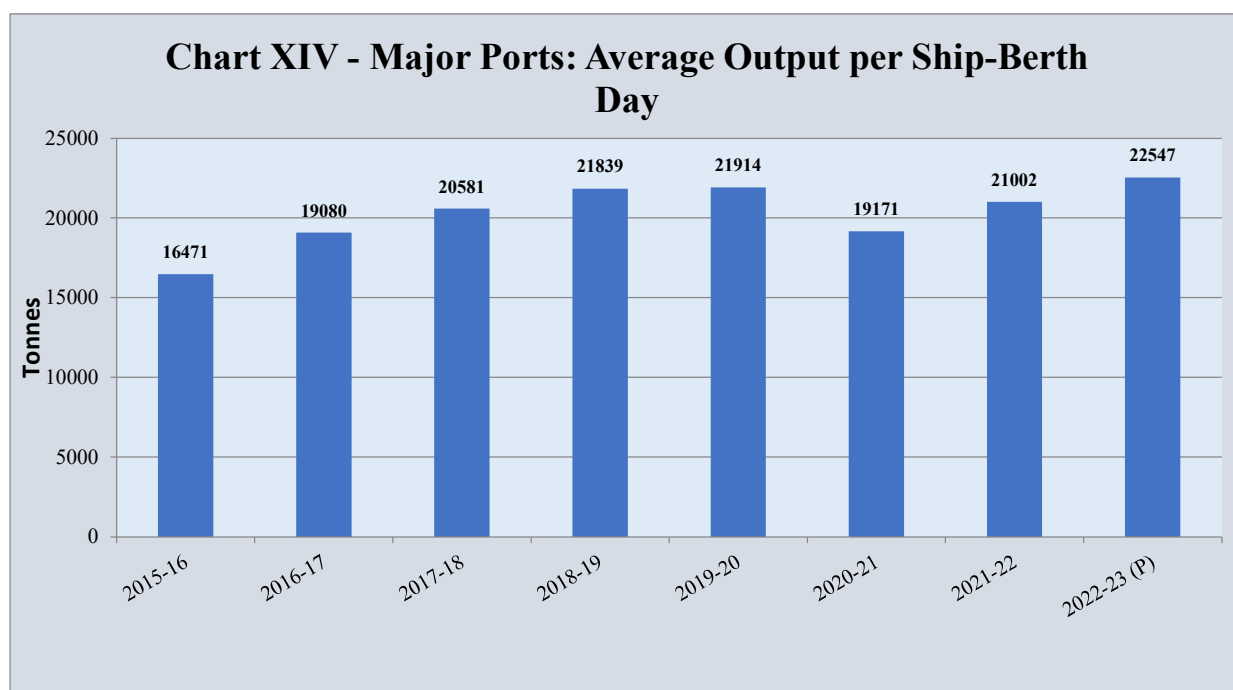
Port	2018-19	2019-20	2020-21	2021-22	2022-23 (P)
<b>1</b>	<b>6</b>	<b>7</b>	<b>8</b>		
SMP Kolkata D.S	7765	7174	8210	7424	9880
SMP Haldia D.C	15083	15192	14243	14589	15450
Paradip	36030	32001	30224	33635	37568
Visakhapatnam	18281	20032	17238	16069	16646
Kamarajar	27678	26581	23945	24292	29417
Chennai	21001	20340	20331	20152	20249
V.O. Chidambaranar	19494	19334	19302	19994	18224
Cochin	30150	31258	30915	31513	33560
New Mangalore	18126	19140	19048	19627	22328
Mormugao	18685	19944	24305	18872	24755
J.L.Nehru	25847	28296	27711	29418	25580
Mumbai	25941	25608	23659	20053	24006
Deendayal	21373	21109	10467	18975	20369
<b>All Ports</b>	<b>21839</b>	<b>21914</b>	<b>19171</b>	<b>21002</b>	<b>22547</b>

Source: Major Ports,

P: Provisional

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

3.3.6 The average output per ship-berth-day for the selected years since 2015-16 to 2022-23 is presented in the chart XIV below.



#### **4. PRIVATE SECTOR/CAPTIVE/JOINT SECTOR PORT PROJECTS**

Brief details of the ongoing Private Sector/Captive/Joint Sector Port Projects and a list of these projects under consideration as on 31.03.2022 are brought out in Appendix-I & Appendix-II in respect of Major Ports and in Appendix-III & Appendix-IV for Non – Major Ports.

#### **APPENDICES**

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



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

Sl. No.	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status (As on 31.03.2023)
1	2	3	4	5	6
1.	International Container Transshipment Terminal (ICTT) at Vallarpadam	Cochin Port Authority	Total Project Capacity Envisaged: 40 MMTPA in stages For Phase1 (commisio ned): 13.86 MMTPA	2805	Operational
2.	LNG Port & Terminal Facilities in Puthuvypeen SEZ (Captive Project)	Cochin Port Authority	5.00	4182	Operational
3.	Development of Ro-Ro Terminal cum GCB-2	Kamarajar Port Ltd	3.00	149.36	Construction work is in progress. 66.70% Physical Progress completed. Expected completion – 30.10.2023.
4.	Construction of IOCL Oil jetty on Captive basis	Kamarajar Port Ltd	3.00	921	IOCL awarded the EPC contract to M/s. ITDC, Mumbai on 31.01.2022. · Land & ROW allotted on 02.03.2022. · Date of Award of Concession declared on 02.03.2022. · Physical Progress – 34.3% Expected completion- 31.12.2024
5.	Construction and Operation of a Captive Jetty (Berth No.15) and Associated Facilities for Handling Bulk Quantity of Coal	NMPA( New Mangalore Port Authority)	5.40	376.52	Commercial operation commenced on 22.06.2012.

6.	Mechanisation of Berth No. 16 for providing handling equipments for handling bulk cargo on DBFOT basis at NMPA	NMPA	6.73	469.46	Commercial operation commenced on 08.11.2019.
7.	Mechanisation of Berth No. 14 for handling containers and other clean cargo on PPP mode at NMPA.	NMPA	6.02 (in two phases)	280.71	Construction works of Phase-I development completed on 28-03-2022. Commercial operation commenced on 29-03-2022.
8.	Deepening and optimization of Inner Harbour facilities including development of Western Dock on BOT basis to handle Cape size vessels	Paradip Port Authority	25 MTPA	3004.63	Concession Agreement signed with the selected Concessionaire on 11.07.2022. Project is in Financial Closure stage
9.	Development of fourth container terminal (Phase II)	JNPA	30 MTPA	3196	On December, 2014, JNPT awarded the concession for the prestigious 4 <sup>th</sup> container terminal to M/s. Bharat Mumbai Container (Subsidiary of PSA,Singapore) on DBFOT basis with a capacity of 4.8 million tonnes with Quay length of 2 kms. the project is taken up in 2 phases. the construction of phase-1 is completed and operation was commenced from 22.12.2017.  The scheduled completion of phase-II is April,2025.
10.	Procurement of 3rd RMQC.	HDC, SMP, Kolkata	0.25	52.82	Work in Progress. Physical- 97.00% Fin. 70.00
11.	Augmentation of Fire Fighting system at HOJ-I & II including 2 nos. Barge Jetties including O&M for 10 years.	HDC, SMP, Kolkata	Nil	107.49	Work in Progress. Phy. 88.00% Fin. 77.00%
12.	Supply, installation, testing ,commissioning along with other allied works for augmentation	HDC, SMP, Kolkata	Nil	7.78	Work in Progress. Phy: 30%

	of GC Berth Substation..				
13	Development of Multimodal Logistics Park at Mappedu, Chennai	Chennai Port Authority		1423.5	<p>MoRT&amp;H approved the Management model for implementation of “Establishment of Multimodal Logistics Parks (MMLP)” through PPP mode, by forming an SPV with Stakeholders viz. NHLML, ChPA, TIDCO and RVNL (all government bodies) as equity partners and the MMLP infrastructure to be developed by a private developer. The project is implemented by NHLML/NHAI.</p> <p>MoU was signed between NHLML, ChPA and TIDCO on 12.10.2021, for the “Establishment of Multimodal Logistics Park at Mappedu” and Supplementary MoU has been executed on 24.05.2022, among NHLML, ChPA, TIDCO and RVNL.</p> <p>The Hon’ble Prime Minister has laid the foundation stone for the project on 26.05.2022.</p> <p>Total Estimate Cost: Rs.1423.50 Cr. (including Rs.782.58 Cr. to be invested by the Concessionaire).</p> <p>NHLML invited RFP for Selection of Concessionaire for “Development Operation and Maintenance of the Multimodal Logistics Park (MMLP) through (DBFOT) basis”. Bid opened on 27.08.2022.</p> <p>LoA issued on 11.11.2022 to M/s Reliance Industries Limited, Navi Mumbai. Concession Agreement executed between the SPV,</p>

					<p>Chennai MMLP Private Limited and M/s Reliance Mappedu Multimodal Logistics Park Limited on 26.12.2022.</p> <p>The Development of MMLP is envisaged in Phases:</p> <ul style="list-style-type: none"> <li>Phase-1 is to be completed by 2 years from Appointed Date at an investment cost of Rs.349.78 Cr. – Area – 64 Acres (Approx.)</li> <li>Phase-2 is to completed within 10 years from the Appointed Date at an investment cost of 122.52 Cr - Area – 64 Acres (Approx.)</li> <li>Phase-3 is to completed within 15 years from the Appointed Date at an investment cost of Rs.310.28 Cr - Area – 64 Acres (Approx.)</li> </ul> <p>Period of Project: 45 years (including the construction period from the Appointed Date)</p>
14	Development of Container Terminal at Tuna-Tekra, Deendayal Port on BOT basis under PPP mode	Deendayal Port Authority	2.19 Million TEUs	4243.64	The Letter of Award (LoA) was issued to M/s. Hindustan Infralog Private Limited, Mumbai. On the request of M/s. Hindustan Infralog Private Limited, the time period for execution of Concession Agreement between the Authority and SPV was further extended up to 27.04.2023
15	Development of Multipurpose Cargo Berth Off Tuna Tekra Outside Kandla Creek At Kandla on BOT basis	Deendayal Port Authority	18.33 MMTA	1719.22	RFP has been issued to the shortlisted applicants. The due date for submission of the bids is 09.01.2023. Three out of Four Provisionally Pre-Qualified Bidders have deposited the cost for the Purchase of RFP and accordingly, the bidding documents i.e. RFP, DCA & FR were issued to them. Further Bid Due date extended upto

					11.04.2023
16	Development of Oil Jetty to handle Liquid Cargo and Ship Bunkering Terminal at Old Kandla	Deendayal Port Authority	3.39 MMTPA	343	Awarded on 11.12.2020 Completion Time: 24 Months Scheduled date of completion-10.12.2022 Construction Phase is ongoing. Project has been DELAYED.Total outstanding of liquidated damages as on 28.02.23 – Rs. 5.20 Crores KOTPL has requested to extend the time under the Project Schedule up to 31.07.2024 which was not accepted by Board of DPA. considering Force Majeure.
17	Development of Marine Liquid Terminal Facilities consisting of SPM and two product jetties in DPT waters at OOT, Vadinar for handling Crude and Petroleum Products on Captive Use Basis	Deendayal Port Authority	24.5 MMTPA	448	DELAYEDDue to delay in expansion of NEL refinery, the concessionaire has requested for EOT for completion of construction upto Aug-2026. On 14/02/2023 MOPSW, GOI asked certain clarification from DPA, the same is under preparation.Note : PRESENT STATUS : The construction Period (revised) 42 months have elapsed on 15/02/2023 but M/s CETL not initiated project Implementation.
18	Development operation and maintenance of Oil jetty No 09 on PPP mode.	Deendayal Port Authority	3.2 MMTPA	123.4	Tender published, 05 RFQs received . Four bidders pre-qualified. As directed by Ministry, the RFP invited along with RFQ. The supplemental SFC Memo along with Altered Bidding documents i.e. RFP & DCA have been sent to the MoPSW on 13/12/2022 for its approval. SFC meeting held on 31/03/2023. Minutes awaited. The Sechduled extended bid diue date is 25/04/2023.
19	Development operation and maintenance of Oil jetty No 10 on PPP mode	Deendayal Port Authority	3.2 MMTPA	123.12	SFC approval received April-2021. As per SFC approval, RFQ will be issued after 4 months post award of Concession of OJ 9
20	Development operation and maintenance of Oil jetty No 11 on PPP mode	Deendayal Port Authority	3.2 MMTPA	361.7	SFC approval received April-2021. RFQ will be issued only after 4 months of award of Concession for OJ 10

21	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa on BOOT basis. (a) Bulk cargo Berth No. 5A&6A (b) Enhancement of Cargo Handling capacity by installing rapid in motion wagon loading facility.	Mormugao Port Authority	(a)5.00 (b)2.50	(a)250 (b)45	(a)Terminal Operational since 19.06.2004  (b) Rapid in motion wagon loading facility operational from 26.07.2014
22	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port Goa on DBFOT basis	Mormugao Port Authority	4.61 MTPA	404.97	Terminal Operational since 06.06.2014
23	“Conversion of 9th berth as container terminal on DBFOT basis through PPP mode”	VOCPA	7.2 MTPA (6 Lakh TEUs)	434.17	<ul style="list-style-type: none"> <li>• LOA issued to highest successful bidder M/s.JM Baxi Ports &amp; Logistics Limited on 08.08.22.</li> <li>• Concession Agreement signed on 03.09.2022.</li> <li>• Issue of Date of Award of concession is under process.</li> </ul>
24	Mechanization of NCB III for handling dry bulk cargoes at VOCPA on DBFOT basis through PPP mode for a period of 30years	VOCPA	6.96 MTPA	265.15	<ul style="list-style-type: none"> <li>• MOPSW approval received on 24.02.2023.</li> <li>• NIT for the project floated on 24.02.2023 with the due date of submission on 10.04.2023.</li> </ul>
25	Mechanization of Coal handling Facilities and upgradation of General cargo Berth (GCB) at outer harbor to cater 200,000 DWT vessels in Visakhapatnam Port on DBFOT basis.	Visakhapatnam Port Authority	10.18	444.10	Terminal is under operation
26	Up-gradation of the existing Outer Harbour facility (Phase-I) at	Visakhapatnam Port Authority	16.2	580.89	Terminal is under operation

	Visakhapatnam Port Authority for Iron Ore Handling on DBFOT basis.				
27	Development of East Quay-10 berth in the Northern Arm of Inner Harbour of Visakhapatnam Port on DBFOT basis.	Visakhapatnam Port Authority	1.84	55.38	Terminal is under operation
28	Development of Container Terminal at Outer Harbour (BOT)	Visakhapatnam Port Authority	7.40	100.00	Terminal is under operation
29	Extension of existing Container Terminal at Outer Harbour of Visakhapatnam Port on DBFOT basis	Visakhapatnam Port Authority	9.50	633.11	Terminal is under operation
30	Development of two Multipurpose Berths EQ-8 and EQ-9 in the Northern Arm of Inner Harbour on BOT basis.	VPA Visakhapatnam Port Authority	7.90	327.30	Terminal is under operation
31	Development of Single Point Mooring facility at Outer Harbour (SPM) (Captive)	VPA Visakhapatnam Port Authority	12.0	645.00	Facility is under operation
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

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

<b>Sl. No</b>	<b>Project</b>	<b>Port Name</b>	<b>Capacity (Million Tonnes)</b>	<b>Project Cost (Rs. In crores)</b>	<b>Project Status (As on 31.03.2023)</b>
1	2	3	4	5	6
1.	NDC-3 berth for mechanized dry bulk cargo handling on captive basis	Paradip Port Authority	15	75	Techno-Economic Feasibility Reports under preparation.
2.	NDC-4 berth for mechanized dry bulk cargo handling on captive basis.	Paradip Port Authority	15	75	Techno-Economic Feasibility Report under preparation.
3.	Mechanization of existing Multi Purpose Berth for handling Clean Cargo	Paradip Port Authority	3.5	50	Techno-Economic Feasibility Report under preparation.
4.	Mechanization of SQ berth	Paradip Port Authority	2.5	20	Techno-Economic Feasibility Report under preparation.
5.	Mechanization of CQ-I & II berths	Paradip Port Authority	20	110	Techno-Economic Feasibility Report under preparation.
6.	Modernisation of IOB and SQ2 berths	Paradip Port Authority	15	50	Techno-Economic Feasibility Report under preparation.
7.	Additional Liquid Cargo Berths LB3 and LB4 at JNPA through Public Private Partnership (PPP) mode on EOMT basis.	JNPA (Jawaharlal Nehru Port Authority)	-	92	Under tendering process.
8.	Development of JNPA hospital on PPP basis.	JNPA	-	48	Under tendering process.
9.	Construction of Grade Separator at SEZ, JNPA	JNPA	-	53	Under tendering process.
10.	Upgradation & Renovation of	JNPA	-	19.3	Under tendering process.



	Guest House at JNPA.				
11.	Development of Berths I to IV (Outer) as Container Terminals including Dredging and construction of Breakwater on DBFOT Basis	VOCPA (VOC Port Authority)	80	705.60	<ul style="list-style-type: none"> <li>• PPPAC Memo submitted to MoPSW on 13.01.23 and which is under scrutiny</li> </ul>
12.	Deployment of 4 numbers of new HMCs of 120 Ton capacity or above at VOC Port operated berths on License mode for a period of 10 years	VOCPA	---	160.00	<ul style="list-style-type: none"> <li>• Tender is under Progress.</li> </ul>
13.	Mechanization of Berth No. 2 (previous berth no.3)	HDC (Haldia Dock Complex,), SMP, Kolkata	3.744 MMTPA	298.26	LOA placed on 10.02.2022. Concession Agreement signed on 15.09.2022. Presently under condition precedent stage. (under extension of 3 months, till 14.6.2023) Tender for appointment Independent Engineer (IE) NIT issued on: 24.03.2023. Opening Date: 28.04.2023
14.	Setting up of Liquid Cargo Handling Jetty along with associated facilities at Shalukkhali, Haldia Dock-II, Haldia Dock Complex, Kolkata Port Trust on DBFOT basis for a period of 30 years	HDC, SMP, Kolkata	2.43 MTPA	253.65	Preliminary mobilization work in progress. HOGTPL engaged IITM as a consultant for Detailed design & Engineering for Jetty work.

15.	Rejuvenation of Khidderpore Docks (PPP)	Kolkata Dock System of SMP, Kolkata	3.00 MMTPA (Phase-I) (2025-26) 2.48 MMTPA (Phase-II) (2029-30)	181.81 Cr. (PPP Mode)  95.66 Cr. (1st Phase)  86.15 Cr. (2nd Phase)	1. LoI issued on 25.03.2022. .Concession Agreement signed on 26.09.2022. 2. Work order issued to IE (Voyants) on 06.04.2023 3. Expected date for award of Concession after completion of FC: June 2023.	
16.	Redevelopment of berth no. 9 & 3 nos Barge jetties	MPA (Mormugao Port Authority)	12	842	1. Project approved by MoPSW on 25/04/2022 on PPP Mode.  2. Security clearances of the bidder received from Ministry on 15.03.2023.  3. Port submitted Project layout on CZMP2011 to GCZMA for their recommendation on 15/03/2023.  4. Board approved to issue RFP on 29/03/2023.  5. RFP Published on 05.04.2023. Bid opening date – 23.05.2023.  6. MoEF &CC has directed MoPA on 25.10.2022 to submit layout of Project on approved CZMP in 1:4000 scale and recommendation from CZMA.  7. Layout Map of the project in 1:4000 scale superimposed on approved CZMP 2011 carried out by approved Agency and the recommendations of Goa State CZMA is submitted to MoEF &CC. Awaiting for EC.	
17.	Development of International & Domestic Cruise	MPA	Nil	Nil	(a) EPC-101.72	(a) Work in progress .

	Terminal & other allied facilities at Mormugao Port				(b) PPP-O&M-21.00	<p>(b). 1) Tender has been opened on 07.07.22 and three Bids are received. Security Clearance for all 3 bidders received on 06.12.22. Price bid of single responsive offer opened on 08.02.2023. Technical bids opened on 6.7.2022. Proposal for Security Clearance sent to MOPSW on 8.10.2022.</p> <p>2) One of the disqualified Bidder has filed writ petition in High Court of Bombay at Panjim, challenging their disqualification .</p> <p>3) The matter is in court and awaiting for orders.</p>
18.	Concessioning of Berth No.9 for handling LPG/POL	NMPA (New Mangalore	9.00	30.00	Under conceptual stage	

	products/Chemicals on captive/PPP mode	Port Authority)			
19.	Concessioning of Berth No.10&11 on captive basis	NMPA	18.00	10.00	The Berth Nos.10&11 are deemed to be captive berths of M/s. MRPL. M/s. MRPL is being requested to enter into a concession Agreement as per captive policy guidelines.
20.	Concessioning of Berth No.13 for handling Liquid Bulk/LPG/POL products/Chemicals on captive /PPP mode.	NMPA	9.00	30.00	Under conceptual stage
21.	Mechanization of WQ-7 & WQ-8 Berths through PPP mode at Visakhapatnam Port Authority on DBFOT basis.	Visakhapatnam Port Authority	6.14	288.47	LOA was issued to M/s Bothra Shipping & Services Pvt. Ltd consortium with Arcelor Mittal Projects India Pvt. Ltd on 25.01.2023.
22.	Mechanization of EQ-7 Berth through PPP mode at Visakhapatnam Port Authority on DBFOT basis.	Visakhapatnam Port Authority	3.61	200.99	Concession Agreement was signed with the Concessionaire M/s Vizag Multipurpose Terminal Pvt. Ltd (VMTPL) on 10.03.2023.
23.	Revamping of Existing West Quay – 6 (WQ-6) Berth in the inner harbor of Visakhapatnam Port Authority for handling of Dry Bulk Cargo on DBFOT basis.	Visakhapatnam Port Authority	5.18	165.70	LOA was issued to M/s Orissa Stevedores Limited on 30.01.2023.
24.	Development and Mechanization of	Visakhapatnam Port Authority	2.62	66.12	SFC approval received from Ministry on 10.03.2023

	Existing EQ-6 Berth in the Inner Harbour of Visakhapatnam Port for handling of all type of cargoes on DBFOT basis				
25.	Revamping of Existing Mechanized East Quay-1 (EQ-1) Terminal in the Northern Arm of Inner Harbour of Visakhapatnam Port on DBFOT basis	Visakhapatnam Port Authority	6.8	347.19	SFC proposal sent to ministry on 20.03.2023.
26.	Development of East Quay-1A berth on South side of EQ-1 Berth in the Inner Harbour on DBFOT basis	Visakhapatnam Port Authority	--	--	Revision of TEFR under process.
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

## Appendix – III

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

Sl. No	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status (As on 31.03.2023)
1	2	3	4	5	6
1.	Development of BGCT under phase I B at Hazira  Development of Phase II assets	Hazira, (Gujarat)	12	3500	Completion of construction of the following: Phase 1B 1) 2 container berths are 3 general berths 2) breakwater 3) backup facility for handling the cargo. Multipurpose Berths under Phase-II, Construction of One berth of Total 182 m quay length has been completed and operational.DPR for remaining assets of Phase-II are under construction,
2.	Development of Chhara Port	Chhara (Gujrat)	8	3886	CA signed on 29/1/2015. DPR has been approved and construction is in progress.
3.	Development of LNG Terminal at Chhara Port	Chhara (Gujrat)	5	4239	HPCL LNG Ltd. has achieved Mechanical Completion of the Chhara LNG Terminal.
4.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujarat)	5	4069	Construction is in Progress.
5.	Development of CNG and other terminals at North side of Bhavnagar Port	Bhavnagar Port	4.5	4024	Letter of intent had been issued on 15/09/2020. DPR has been approved. Draft Concession Agreement is under discussion.
6.	GCPLProposed 2nd allied infrastructure.	Dahej (Gujarat)	7	3322	DPR is approved and construction permission has been granted. Construction is in progress.
7.	Private jetty at Victor by Om sai Navigations Pvt.Ltd	Jafrabad (Gujarat)	0.5	29.02	The company requested to grant extension for construction period, which is under consideration..
8.	Mata Sitadevi Infrastructure & Research Pvt Ltd.	Megdalla	0.5	166	Construction is in Progress.
12	Multipurpose jetty terminal at Mankhurd (Dist.	Trombay (Maharashtra)	0.2	75	Phase-1 of the project is almost ready. Trial shipments have been carried out successfully.Dredging of navigation

	Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt.Ltd.				channel is under planning. Commercial cargo operations to start post dredging.
13.	Multipurpose jetty terminal at village change (Tal. Uran, Dist. Raigad) in Karanja creek by M/s Karanja Terminal & Logistics Pvt.Ltd.	Karanja (Maharashtra)	3.0	1000	The total berth length planned is 1000m. Out of these 1000 m, the company has developed 400 m of berth length with berthing facility on either side thereby providing a quay length of 800m. Additionally, the company has developed another 200m wharf on east side. Therefore, the total quay length available is 1000 m. The balance berth length will be constructed in a phased manner commensurate with the growth of port traffic.
14.	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 (Maharashtra)	34.0	280	The total expansion planned is for 1420m quay length. Out of this length, 870 m quay length is completed and under operations for cargo handling. Further, 240m length is under construction. Balance 310 m will be completed in phases.
15	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	Jaigad (Maharashtra)	50.0	2800	<p>The facility for handling of 2 MTPA LPG is proposed to be developed in phases. Phase-1 for handling 0.6 MTPA LPG is completed and further expansion is under Progress.</p> <p>LNG handling facility with a total capacity of 8 MTPA is planned. Out of which, Phase-1 of 2 MTPA with Floating Storage and Regasification Unit (FSRU). LNG operations are yet to start.</p> <p>LNG will be imported using Floating Storage and Regasification Unit (FSRU). LNG carriers will deliver the LNG to FSRU which will moor side by side or ship to ship along FSRU. Regasification will be done onboard, and the gas will be sent to GAIL grid at Dabhol. Additionally, road distribution will be carried out through trucks.</p> <p>Notification for declaring JSW Jaigarh Port for handling LNG &amp; POL has been</p>

					issued by M/O PS&W.
16.	Construction of Terminal Building	Panaji Port	N.A.	25	Construction work is in Progress.
17.	Desilting of River Sal of the 1 st , 2 nd and 3 rd Phase of phase II of 18Kms from Telaulim Varca new bridge downstream upto the mouth of river Sal.	Panaji Port	N.A.	46.165	Desilting work of 1 st Phase and 2 nd phase is completed, Tender formulation of 3rd Phase from Ambelim upto the mouth of river Sal has been initiated.
21.	Development of Honnavar port by M/s Honnavar Port Pvt. Ltd., Hyderabad	Karnataka Honnavar Port	5MTPA	580	M/s Honnavar Ports Pvt.Ltd. has commenced the construction work of 5 MTPA capacity private port at Kasarkod Tonka in Honnavar Taluk of Uttara Kannada District at a project cost of Rs. 580 cr. National Highway Authority of India has taken up the work of the construction of 4 lane road connectivity from NH-66 to the project site under Ist Phase of Bharatmala Praiyojna at a cost of Rs. 91.51 Cr. Currently, Hon'ble National Green Tribunal, South Zone, Chennai has issued an interim order to stay the project link road work. Hence the link road work and port development work are stopped temporarily.
22.	Captive Port facility by M/s Udangudi Power Corporation Limited	Udangudi in Thoothukudi, Tamil Nadu	6 MMTPA	1254.61	Port Construction works are in progress. Expected completion by June, 2023.
24.	Development of LNG Terminal at Dhamra	Dhamra Bhadrak	Nominal 5 MMTPA Expandable to 10 MMTPA	6500	Commissioned
28.	Additional Exports Berth (BB-4) expansion of Dhamra Port	Dhamra Bhadrak	13 MMT per annum	1250	Under Execution



29.	Expansion, Development and Operation of Gopalpur Port	Gopalpur Port Ltd	20	2309	All project components have been completed for the current stage of development.
30.	Phase-III development of Adani Krishnapatnam Port	Krishnapatnam Port, Andhra Pradesh	150.2 MTPA of Non-Container cargo +1.1 MTEUs PA of Container cargo	9070	5% Completed
31	Liquid Jetty	Adani Krishnapatnam Port Ltd.	6	236	Completed.
32	Berth 6 Mechanization	Adani Krishnapatnam Port Ltd.		125.4	Expected to be completed in June 2023.

Source:-State Maritime Boards/State Directorate

## Appendix – IV

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

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2023
1	2	3	4	5	6
1.	Development of Nargol Port	Valsad (Gujarat)			Bidding under review.
2.	Phase -III Development of Mundra Port	Mundra (Gujarat)	196	24999	Phase-3 DPR for development of Phase 3 has been submitted and same is under consideration
3.	Development of LPG Terminal Chhatra Port	Chhatra Port (Gujarat)	2.5	1400	In- principal approval is granted by Government to develop the project under sub- concession
4.	Captive jetty by M/s Archean Chemical Budh Bunder	Jakhau, Gujarat	2	135	Environment clearance is awaited.
5.	M/s Adani Cementation Ltd.	Dhnuay, Kutch Gujarat	2	845	Board of GMB has granted in Principal approval for captive jetty as approved by GoG vide Memorandum No: WKS/432017/G/488/GH-1. Dt: 07-01-2019. DPR prepared & submitted. New company applied fro EC & CRZ.
6.	M/s. Shree Cement Ltd.	Dhunay, Kutch Gujarat	2	166	In principal approval granted. DPR preparation is in progress.
7.	Captive jetty development by HPCL(Hindustan Petroleum Corporation Limited)	Dahej, Bharuch Gujarat	5	1183	Proposal for getting Inn-Principal approval is under consideration at GoG level.
8.	HPCL --- Mittal Pipelines ltd. (HMPL)	Mandvi Kutch Gujarat	9	2781.37	GMB has granted in-principal approval Vide letter No; GMB/N/PVT-1/1759/327/5775 Dt: 19/10/2019. DPR prepared and submitted. Company awaiting for EC & CRZ.
9.	RSPL Limited at Devbhumi Drarka	Dwarka Gujarat	1.2	249	In – principal approval granted.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2023
1	2	3	4	5	6
10.	Construction of captive jetty at village Nandgaon (Tal. Satpati, Dist.Palghar) by JSW Infrastructure Ltd.	Satpati/Nawapur Maharashtra	2.07	185	Project has received EC on 9.12.2016. However, the project could not take off due to prolonged legal matter. Initially the project has been planned to handle 16.7 MMT of cargo with an investment of Rs. 3500 crores. However, due to delay as stated above, the project has been resized to handle 2.07 MTPA of cargo with an investment of Rs. 185 crores. The approval for the revision of project is being processed.
11.	Construction of captive jetty at village Korlai (Tal. Murud-Janjira, Dist. Raigad) in Revdanda creek by M/s Indo Energy International Ltd.	Revdanda Maharashtra	11.75	437	The Project has received Environment clearance from MoEF vide letter dtd. 21/08/2021 & 06/12/2021 (corrigendum). The Project proponent has submitted a proposal for change of classification of the project from Captive jetty to the multipurpose jetty. The proposal is being processed for Board approval.
12.	Construction of captive jetty at village Nate (Tal. Rajapur, Dist. Ratnagiri) by M/s I-Log Ports Ltd.	Jaitapur	5.0	135	ToR has been received from MoEF. The process of obtaining environment clearance is underway.
13.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/S White Orchid Estate Pvt. Ltd.	Kiranpan	0.5	28	Construction of jetty facilities completed. However, status quo was imposed by the court due to legal matters pending in the court/NGT. The NGT matters have been disposed off.
14.	Development of port at Redi (Tal. Vengurla, Dist. Sawantwadi) by Redi port Ltd.	Redi	5.16	716	Environment clearance received. Detailed Engineering designs of project has been approved by IIT, Chennai. Tendering for various works is under progress. The transfer of forest land is awaited post which the actual construction will start.
15.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist.	Ulwa-Belapur	0.3	3	Letter of Intent (LOI) has been issued to PP on 23.10.2018 for 24 months. PP is in a process of obtaining Environmental Clearance (EC) and

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2023
1	2	3	4	5	6
	Riagad) by M/s Shri Sai Baba sand dredging Co. Pvt Ltd.				technical studies are being carried out through CWPRS as advised by MCZMA. Project delayed due to Covid-19 pandemic.
16.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Famous dredging Co.	Ulwa-Belapur	0.2	5	Letter of Intent (LOI) has been issued to PP on 23.10.2018 for 24 months. PP is in a process of obtaining Environmental Clearance and technical studies are being carried out through CWPRS as advised by MCZMA. Project delayed due to Covid-19 pandemic.
17.	Construction of multipurpose jetty in vasai creek near village Ghodbunder(Tel. Mira Bhayander. Dist Thane) by M/s Kailash Construction Company	Vasai	0.2	5	Letter of Intent (LOI) has been issued to PP on 03.07.2018. PP is in a process of obtaining EC. Project delayed due to Covid-19 pandemic.
18.	Construction of captive jetty in Dharamtar creek near village Shahbaj (Tal. Alibag, Dist Raigad), by M/s Adani Cementation Ltd	Dharamtar	1.0	350	Letter of Intent (LOI) has been issued to PP on 03.07.2018. PP is in a process of obtaining EC. Project delayed due to Covid-19 pandemic.
19	Expansion of existing multipurpose jetty facility in Dharamtar creek near village Shahbaj(Tal. Alibag, Dist Raigad), by M/s PNP Maritime Services Pvt Ltd	Dharamtar	5.0	990	PP has obtained EC from MoEF & CC. Pre-construction activities are in progress.
20.	Modernisation of 9 existing Jetties under SagarmalaProgra	Panaji Port	N.A.	73.04	1. CRZ clearance obtained for all nine Jetties. 2. Permission approved by Goa Pollution Control Board.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2023
1	2	3	4	5	6
	mme.				3. Evaluation for selection of Project Management Consultant is in progress.
21.	Reconstruction of light house at Campal for navigation.	Panaji Port	N.A.	5	PWD architect is preparing drawings and estimates for construction of new lighthouse at Campal. Soil testing completed.
22.	Development of Maritime School on BOOT Model at Britona.	Panaji Port	N.A.	30	Proposal floated for reconstruction of Goa Institute of Maritime Excellence (GIME) school and the bid is submitted.
23.	Dredging at the mouth of River Galgibag and Talpona.	Panaji Port	N.A.	Not yet Estimated	Final report of E.I.A. submitted by NIO. Works are not initiated.
24.	Development of Deep water all weather Greenfield Port at Keni-Belekeri in Uttar Kannada district, Karnatka	Belekeri	30	4118	Request for proposal was invited for development of 30 MTPA capacity Deep Water All Weather Greenfield Port at Keni, Ankola, Uttar Kannada District under Public Private Partnership (PPP) mode at a project cost of Rs. 4118 cr. and the bidder quoted the royalty rate of Rs. 14.10 per MT (Exclusive of GST) and the same has been presented in the 8 <sup>th</sup> Board meeting of KMB. It is resolved to float the 2 <sup>nd</sup> call short team tender at a revised rate of royalty.  As resolved in the 8 <sup>th</sup> Board Meeting 2 <sup>nd</sup> call short team tender is floated and participated single bidder quoted a Royalty Rate of Rs. 17.25 per MT (Exclusive of GST). Financial bid is to be approved in the next Board meeting.
25.	Development of captive port at Pavinkurva, in Honnavar taluka of Uttar Kannada District	Pavinkurve	14	3047.0	For the development of All Weather Port at Pavinkurve at 14 MTPA capacity in Honnavar Taluk of Uttar Kannada District under Public Private Partnership (PPP) mode at a project cost of Rs.3047 cr., a proposal for

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2023
1	2	3	4	5	6
					<p>extension of concession period from 30 years to 50 years was submitted to Government. As such, Government has permitted Concession period for 30 years only vide letter No. IDO 41 PSP 2020(T106180) dated 21.06.2022.</p> <p>Accordingly, request for proposal was initiated for development of Pavinkurve Port and there were no bidders have participated in 1<sup>st</sup> &amp; 2<sup>nd</sup> call of the tender. Further in the 8<sup>th</sup> Karnataka Maritime Board Meeting, it is resolved to float the 3<sup>rd</sup> call tender. As such action will be initiated to float the tender.</p>
	West Berth Extension	Adani Krishnapatnam Port Ltd., Andhra Pradesh		90	Conceptual stage
	West Berth Mechanization	Adani Krishnapatnam Port Ltd., Andhra Pradesh		200	Conceptual stage
	Phase –II of Wagon Loading Station	Adani Krishnapatnam Port Ltd., Andhra Pradesh		366	Conceptual stage

Source:-State Maritime Boards/State Directorates

Commodity-wise Traffic Handled at Major Ports													Annexure-I
(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 (in '000 Nos.)	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata	2019-20	568	0	32	0	313	1489	753	5	9767	652	4376	17303
	2020-21	306	0	0	0	134	3348	571	206	8237	538	3098	15900
	2021-22	316	0	0	0	165	1736	306	815	8441	570	3518	15298
	2022-23(P)	297	0	0	0	1432	1392	441	416	8520	569	4554	17052
SPM Haldia	2019-20	5733	4017	3147	2359	7679	7532	509	0	3032	169	12672	46680
	2020-21	4204	4848	3947	522	7587	7739	553	0	2927	149	13141	45468
	2021-22	4609	5474	948	95	7687	6131	556	51	3353	165	13973	42877
	2022-23(P)	4103	5586	927	0	11825	8273	452	6	2067	107	15369	48608
Paradip	2019-20	37329	0	23124	27003	11996	162	4547	0	222	222	8307	112689
	2020-21	33118	0	28451	23037	10317	1355	5402	0	279	16	12590	114549
	2021-22	35126	0	20143	30866	13585	252	5191	0	184	10	10786	116133
	2022-23(P)	37807	0	18507	42398	9660	10466	5507	0	192	11	10793	135329
Visakhapatnam	2019-20	16098	1773	14889	821	7552	9749	2958	2	8649	504	10231	72722
	2020-21	13675	1828	12643	695	5423	5878	3033	98	8178	481	18392	69843
	2021-22	12309	1940	14913	2594	4428	7826	2674	613	8583	512	13150	69030
	2022-23(P)	14201	1896	14918	1566	4908	12560	2839	793	8460	522	11609	73750
Chennai	2019-20	13420	0	0	0	0	0	431	0	26710	1384	6197	46758
	2020-21	10230	0	0	0	0	0	337	0	26768	1387	6218	43553
	2021-22	11850	0	0	0	0	0	268	84	30925	1602	5437	48564
	2022-23(P)	14148	0	0	0	0	0	280	32	28377	1470	6112	48949
Kamarajar	2019-20	2993	2081	0	19275	991	0	99	0	2524	131	3783	31746
	2020-21	2420	2402	0	14330	859	240	0	20	3871	198	1747	25889
	2021-22	2571	2358	0	19255	1878	398	0	0	9269	480	3014	38742
	2022-23(P)	2503	2196	0	22251	1933	60	0	0	10617	550	3946	43507
V.O.Chidambaranar	2019-20	386	141	0	7251	61	6062	895	70	16436	804	4774	36076
	2020-21	396	58	0	6675	0	0	1344	0	15023	762	8294	31790
	2021-22	283	70	25	7488	0	4177	1109	0	15905	781	5063	34119
	2022-23(P)	205	94	25	10159	490	5395	1405	35	14678	734	5555	38041
Cochin	2019-20	22346	893	0	0	0	0	206	0	8628	620	1965	34038
	2020-21	18553	1024	0	0	0	0	256	0	9550	690	2120	31503
	2021-22	21067	1024	0	0	0	0	319	0	10278	736	1864	34551
	2022-23(P)	21267	956	0	0	0	0	171	0	9986	695	2875	35256
New Mangalore	2019-20	20104	2552	4988	0	10	5133	641	1	2278	153	3438	39145
	2020-21	19109	2783	4729	0	94	3300	852	0	2291	150	3343	36500
	2021-22	20549	2663	5152	0	201	3814	549	0	2309	152	4059	39296
	2022-23(P)	24040	2799	2833	0	561	4519	612	0	2369	166	3685	41417
Mormugao	2019-20	658	0	1723	1550	7898	0	52	0	418	32	3718	16017
	2020-21	410	0	7010	1456	7693	0	163	0	307	22	4949	21988
	2021-22	497	0	3552	1832	7331	0	63	0	184	14	4997	18456
	2022-23(P)	609	0	2284	2776	7440	0	94	8	28	3	4095	17334
J. L. Nehru	2019-20	3018	855	0	0	0	0	0	0	60940	5031	3637	68449
	2020-21	2550	1040	0	0	0	0	0	0	57745	4677	3474	64809
	2021-22	2136	1238	0	0	0	0	0	0	69092	5685	3530	75996
	2022-23(P)	2299	983	0	0	0	0	0	0	76194	6190	4386	83861
Mumbai	2019-20	37212	910	7028	3691	2569	0	414	0	291	27	8582	60696
	2020-21	33226	1273	7175	3544	969	0	362	0	255	25	6520	53324
	2021-22	35580	1273	6739	5088	290	0	470	20	238	25	10193	59891
	2022-23(P)	36525	1320	6049	6279	0	0	411	19	225	21	12778	63606
Deendayal (Kandla)	2019-20	61770	0	751	16821	1040	0	4650	328	6967	442	30280	122606
	2020-21	52866	0	375	18622	971	0	5074	1231	8279	515	30148	117566
	2021-22	56301	1731	764	19815	648	0	4585	5450	8620	493	29186	127100
	2022-23(P)	61822	0	877	20885	356	0	3954	5627	8572	494	35468	137561
All Ports	2019-20	221634	13222	55681	78771	40109	30127	16154	406	146861	10170	101961	704925
	2020-21	191062	15255	64330	68881	34047	21860	17947	1555	143710	9610	114035	672682
	2021-22	203194	17770	52236	87033	36213	24334	16091	7033	167381	11225	108770	720054
	2022-23(P)	219826	15830	46420	106314	38604	42664	16166	6936	170285	11533	121225	784270
* Includes POL Crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only ** excludes pulses P : Provisional Source: Major Ports.													

## Annex-II

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

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material S	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2019-20	190701	14996	10208	77974	8152	79235	5936	30525	411791
	2020-21	151503	12430	10665	65415	9706	90878	6353	46975	387572
	2021-22	160373	15849	8214	52724	7894	103236	7661	57103	405394
	2022-23(P)	179848	12494	11638	63148	10284	105157	7661	33788	416357
Maharashtra	2019-20	3779	9547	2409	22253	953	0	0	4720	43661
	2020-21	177	9439	1785	18988	408	1	0	9046	39844
	2021-22	146	15261	2599	22758	334	0	0	11377	52474
	2022-23(P)	2639	28546	1944	28174	0	0	0	9954	71257
Andhra Pradesh	2019-20	1406	5421	1134	55035	6151	9356	552	21401	99904
	2020-21	1359	7662	798	46540	2315	5797	345	25165	89637
	2021-22	1416	4431	1196	45859	4855	2431	146	27797	87984
	2022-23(P)	1155	4657	175	59136	7383	1848	107	27099	101453
Goa	2019-20	0	2	0	0	0	0	0	6	8
	2020-21	0	7	0	0	0	0	0	29	35
	2021-22	0	2	0	2	0	0	0	24	27
	2022-23(P)	0	0	0	0	0	0	0	0	0.008
Tamil Nadu	2019-20	509	0	89	0	44	10133	689	595	11370
	2020-21	525	0	210	0	0	6143	535	529	7407
	2021-22	309	0	0	0	0	6367	433	1164	7840
	2022-23(P)	753	0	156	0	0	8168	681	801	9877
Karnataka	2019-20	156	0	33	0	54	0	0	693	935
	2020-21	0	0	19	0	0	0	0	766	785
	2021-22	260	0	39	0	0	6	0	483	787
	2022-23(P)	350	0	26	0	31	0	0	650	1057
Puducherry	2019-20	385	273	364	7862	295	0	0	922	10101
	2020-21	427	54	0	5510	436	0	0	902	7330
	2021-22	351	0	0	4014	348	0	0	1126	5839
	2022-23(P)	338	169	34	3571	92	0	0	5915	10120
Odisha	2019-20	0	9729	175	15401	311	0	0	9654	35269
	2020-21	3446	13398	0	17387	548	0	0	8254	43033
	2021-22	0	6909	150	19565	446	0	0	14472	41543
	2022-23(P)	0	6426	0	22823	281	0	0	9181	38711
Kerala	2019-20	23	0	2	0	0	0	0	131	156
	2020-21	25	0	0	0	0	0	0	88	113
	2021-22	0	0	0	0	0	7	0	133	140
	2022-23(P)	11	0	134	0	0	0	0	96	241
A & N	2019-20	199	0	590	0	0	698	65	364	1851
	2020-21	147	0	369	0	0	550	56	367	1433
	2021-22	173	0	407	0	0	508	52	446	1535
	2022-23(P)	205	0	421	0	0	614	63	645	1884
Lakshadweep	2019-20									0
	2020-21	18	0	40	0	0	0	0	57	116
	2021-22	17	0	92	0	0	0	0	75	184
	2022-23(P)									
Total	2019-20	197158	39968	15004	178525	15959	99421	7242	69011	615046
	2020-21	157628	42989	13885	153841	13413	103369	7290	92179	577303
	2021-22	163045	42453	12697	144922	13878	112554	8292	114199	603747
	2022-23(P)	185298	52292	14527	176852	18071	115787	8512	88129	650956

\* 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

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

Source: Non Major Ports/State Maritime Boards



Annexure-III													
Overseas and Coastal-wise and Commodity-wise Traffic Handled at Major Ports													
Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs (in '000 Nos.)	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata	2021-22 (O.)	60	0	0	0	165	1736	306	805	8393	564	3409	14873
	2021-22 (C.)	256	0	0	0	0	0	0	0	49	6	120	425
	2022-23 ( O )	81	0	0	0	1432	1392	441	416	8465	563	4452	16679
	2022-23 ( C )	216	0	0	0	0	0	0	0	54	6	102	373
SMP Haldia	2021-22 (O.)	712	5474	736	0	7660	6131	755	51	2564	127	13418	37501
	2021-22 (C.)	3897	0	212	95	27	0	0	0	789	39	356	5376
	2022-23 ( O )	1153	5586	719	0	11085	8142	452	6	1396	71	15117	43656
	2022-23 ( C )	2950	0	208	0	740	131	0	0	671	36	252	4952
Paradip	2021-22 (O.)	31399	0	10749	2665	13517	147	5191	0	51	2,343	10211	73930
	2021-22 (C.)	3727	0	9394	28201	68	105	0	0	133	7	576	42203
	2022-23 ( O )	33360	0	8613	133	9253.5	10334	5507	0	23	1	9682	76905
	2022-23 ( C )	4447	0	9895	42265	406	132	0	0	169	10	1110	58424
Visakhapatnam	2021-22 (O.)	7057	1940	2734	0	4428	7926	2674	613	8153	470	12232	47757
	2021-22 (C.)	5252	0	12179	2594	0	0	0	0	430	42	818	21273
	2022-23 ( O )	10441	1896	1919	437	4908	12553	2839	793	7958	462	10856	54600
	2022-23 ( C )	3760	0	12999	1129	0	7	0	0	502	60	753	19150
Chennai	2021-22 (O.)	8648	0	0	0	0	0	268	84	27680	1434	4714	41394
	2021-22 (C.)	3202	0	0	0	0	0	0	0	3245	168	723	7170
	2022-23 ( O )	10767	0	0	0	0	0	280	32	26399	1368	5553	43031
	2022-23 ( C )	3381	0	0	0	0	0	0	0	1978	102	559	5918
Kamarajar	2021-22 (O.)	17	2358	0	5636	1878	344	0	0	9269	480	3002	22503
	2021-22 (C.)	2554	0	0	13619	0	0	0	0	0	0	66	16239
	2022-23 ( O )	71	2196	0	7191	1933	60	0	0	10617	550	3744	25813
	2022-23 ( C )	2432	0	0	15060	0	0	0	0	0	0	202	17694
V.O.Chidambaranar	2021-22 (O.)	210	69.515	25	0	0	4177	1105	0	13226	646	4751.521	23564
	2021-22 (C.)	73	0	0	7488	0	0	4	0	2679	135	311.021	10555
	2022-23 ( O )	115	94	25	662	490	5395	1405	35	12190	610	5056	25468
	2022-23 ( C )	89	0	0	9497	0	0	0	0	2488	124	499	12573
Cochin	2021-22 (O.)	16168	1024	0	0	0	0	319	0	4597	390	606	22714
	2021-22 (C.)	4899	0	0	0	0	0	0	0	5681	346	1258	11837
	2022-23 ( O )	17131	956	0	0	0	0	171	0	4288	358	603	23150
	2022-23 ( C )	4135	0	0	0	0	0	0	0	5698	337	2273	12106
New Mangalore	2021-22 (O.)	16060	2663	2127	0	201	3743	549	0	866	57	3194	29405
	2021-22 (C.)	4489	0	3025	0	0	71	0	0	1443	95	1176	9891
	2022-23 ( O )	18985	2799	1309	0	559	4384	612	0	1091	78	2601	32341
	2022-23 ( C )	5055	0	1523	0	2	134	0	0	1278	88	1083	9076
Mormugao	2021-22 (O.)	0	0	2658	1830	6933	0	63	0	132	11	4727	16343
	2021-22 (C.)	497	0	894	2	398	0	0	0	52	3	270	2113
	2022-23 ( O )	0	0	1684	2554	7328	0	94	8	28	2876	3905	15601
	2022-23 ( C )	609	0	600	222	112	0	0	0	0	0	190	1733
J. L. Nehru	2021-22 (O.)	408	1040	0	0	0	0	0	0	67512	5518	2916	71875
	2021-22 (C.)	1729	0	0	0	0	0	0	0	1580	166	811	4121
	2022-23 ( O )	677	983	0	0	0	0	0	0	74201	6008	3024	78884
	2022-23 ( C )	1623	0	0	0	0	0	0	0	1993	182	1362	4977
Mumbai	2021-22 (O.)	19314	1273	0	5088	290	0	470	20	5	0	9334	35794
	2021-22 (C.)	16266	0	6739	0	0	0	0	0	233	22	859	24097
	2022-23 ( O )	21043	1320	0	6270	0	0	411	19	4	0	11934	41001
	2022-23 ( C )	15482	0	6049	9	0	0	0	0	221	21	844	22605
Deendayal	2021-22 (O.)	48387	1731	592	19774	640	0	4583	5439	3265	162	26787	111078
	2021-22 (C.)	7914	0	172	41	8	0	2	0	5355	331	1707	16022
	2022-23 ( O )	54290	0	199	20813	354	0	3954	5627	3217	172	33782	123877
	2022-23 ( C )	7532	0	678	72	2	0	0	0	5355	322	1686	13684
All Ports	2021-22 (O.)	148439	17572	19621	34993	35712	24204	16284	7012	145712	9862	99302	548731
	2021-22 (C.)	54755	0	32615	52040	501	175	6	0	21669	1361	9052	171323
	2022-23 ( O )	168115	15830	14468	38060	37342	42260	16166	6936	149878	13116	110310	601006
	2022-23 ( C )	51711	0	31952	68254	1262	404	0	0	20406	1289	10915	183263

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

Annex-IV										
Commodity-wise and Overseas & Coastal Traffic Handled at Non-Major Ports										
(000 Tonnes)										
Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
Gujarat	2021-22(O)	142110	1402	1958	52364	7894	102798	7611	51357	359884
	2021-22( C)	18264	14448	6255	360	0	438	49	5746	45510
	2022-23 (O)	160674	2244	3614	62161	10284	104796	7611	26203	369976
	2022-23( C)	19174	10250	8024	987	0	361	49	7585	46381
Maharashtra	2021-22(O)	100	1691	412	12361	334	0	0	10545	25442
	2021-22( C)	46	13571	2187	10397	0	0	0	832	27032
	2022-23 (O)	2617	1647	0	15241	0	0	0	7934	27439
	2022-23( C)	22	26899	1944	12932	0	0	0	2021	43818
Andhra Pradesh	2021-22(O)	2	2165	752	37387	4855	2228	135	27760	75148
	2021-22( C)	1414	2266	444	8472	0	203	11	37	12835
	2022-23 (O)	4	1829	61	41525	7335	1005	57	26675	78434
	2022-23( C)	1150	2829	114	17611	48	843	50	424	23020
Goa	2021-22(O)		0				0	0	0	0
	2021-22( C)		2				0	0	25	27
	2022-23 (O)	0	0	0	0	0	0	0	0	0
	2022-23( C)	0	0	0	0	0	0	0	0.008	0.008
Tamil Nadu	2021-22(O)	307				0	6021	410	959	7287
	2021-22( C)	2				0	346	24	204	553
	2022-23 (O)	742	0	156	0	0	7938	661	467	9302
	2022-23( C)	10	0	0	0	0	230	19	334	574
Karnataka	2021-22(O)	230		0			0	0	392	622
	2021-22( C)	30		39			6	0	90	165
	2022-23 (O)	313	0	0	0	31	0	0	627	971
	2022-23( C)	37	0	26	0	0	0	0	23	86
Puducherry	2021-22(O)	15	0		2736	348		0	983	4081
	2021-22( C)	336	0		1278	0		0	143	1757
	2022-23 (O)	24	0	0	3571	92	0	0	641	4328
	2022-23( C)	314	169	34	0	0	0	0	5274	5791
Odisha	2021-22(O)		5670		18448	446	0	0	14284	38848
	2021-22( C)		1240		1117	0	0	0	338	2695
	2022-23 (O)	0	5221	0	20965	281	0	0	8993	35461
	2022-23( C)	0	1204	0	1858	0	0	0	188	3250
Kerala	2021-22(O)	0					1	0	0	1
	2021-22( C)	0					6	0	133	139
	2022-23 (O)	0	0	0	0	0	0	0	0	0
	2022-23( C)	11	0	134	0	0	0	0	96	241
A & N	2021-22(O)	0		12			0	0	74	86
	2021-22( C)	173		395			508	52	373	1450
	2022-23 (O)	14	0	0	0	0	0	0	147	160
	2022-23( C)	191	0	421	0	0	614	63	498	1724
Lakshdweep	2021-22(O)	0		0				0	0	0
	2021-22( C)	17		92				0	75	184
	2022-23 (O)									
	2022-23( C)									
Total	2021-22(O)	142764	10926	3135	123296	13878	111047	8156	106353	511399
	2021-22( C)	20281	31527	9412	21624	0	1507	136	7997	92348
	2022-23 (O)	164388	10941	3830	143463	18023	113738	8330	71687	526071
	2022-23( C)	20910	41351	10697	33389	48	2049	182	16442	124885

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

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

\$ includes Building Material and Cement/Clinker

\*\* includes iron ore fines and Pellets

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

O=Overseas, C=Coastal

Source: Non Major Ports/State Maritime Boards

**Capacity at Major Ports**

(In MTPA)

Port	2017-18	2018-19	2019-20	2020-21	2021-22	2021-23 (P)
<b>SMP Kolkata#</b>	82.57	82.57	82.57	90.77	92.77	92.77
<b>Paradip</b>	239.00	239.00	249.00	259.00	289.75	289.75
<b>Visakhapatnam</b>	131.09	131.09	134.18	134.18	134.18	134.18
<b>Kamarajar</b>	84.00	91.00	91.00	91.00	91.00	91.00
<b>Chennai</b>	134.00	134.00	135.00	135.00	135.00	135.00
<b>V.O.</b>	94.83	111.46	111.46	111.46	111.46	111.46
<b>Cochin</b>	74.50	78.60	78.60	78.60	78.60	78.60
<b>New Mangalore</b>	98.00	98.00	104.73	104.73	108.96	108.96
<b>Mormugao</b>	63.00	63.40	63.40	63.40	63.40	63.40
<b>Mumbai</b>	79.00	79.00	79.00	84.00	84.00	84.00
<b>JNPT</b>	118.00	138.87	138.87	141.37	141.37	141.37
<b>Deendayal (Kandla)</b>	253.20	267.10	267.10	267.10	267.10	267.10
<b>Total:</b>	<b>1451.19</b>	<b>1514.09</b>	<b>1534.91</b>	<b>1560.61</b>	<b>1597.59</b>	<b>1597.59</b>

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

(#) Include SMP Haldia Dock Complex

(P): Provisional

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

## Annexure-VI

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

(Million Tonnes)

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

Source: Non-Major Ports /State Maritime Board