31

BASIC PORT STATISTICS OF INDIA

(2000-2001)

सत्यमेव जयते

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FOREWORD

As the Indian economy is poised to launch itself into a higher growth trajectory and is fast integrating itself with the global economy, the need for the ports sector to respond dynamically to the increased flow of commodity trade can hardly be over-emphasised. The globalisation of manufacturing processes and the multilateral trading system have posed tremendous challenges, not only to the manufacturers and shippers but also to nations. Minimising transportation cost and transit time and optimising the output of the transport infrastructure, particularly of Ports, would have critical roles in maintaining the comparative advantage of a nation. In today's context of unprecedented changes taking place in maritime industry and with Information and Communication Technology emerging as major catalysts of change, it is more than ever necessary, that information is used as a strategic tool. The development of an appropriate data base and its timely updation are an integral part of this proactive exercise to meet the emerging needs of the economy.

The publication **"Basic Port Statistics 2000-01"** is the continuation of the efforts made by the Transport Research Wing of this Ministry to make available time series data on important facets of the port sector to researchers, analysts and other users and is also one of the several steps taken by the Ministry for improving the data dissemination.

Inputs to the publication have come from many sources, including the major and non-major ports, State Governments and other official sources. I thank all those who have supplied available data and thus contributed to the compilation of this volume. The officials involved in the preparation of this publication deserve appreciation for the considerable effort put in collecting, compiling, processing the data and presenting it in this edition of the publication.

I am sure that the publication would serve as an useful reference tool in the hands of various stake-holders of the port sector.

New Delhi
August 23, 2002

(M.P. Pinto)

PREFACE

Transport Research Wing (TRW) of the Ministry of Road Transport & Highways and Ministry of Shipping has a long tradition as an information provider in the field of Surface Transport, covering Road, Road Transport, Ports and Shipping. ***"Basic Port Statistics of India"***, compiled and published by the TRW, is designed to present key data sets, as a consistent and comparable time-series on the port sector comprising both major and non-major ports. The present issue (**Basic Ports Statistics of India 2000-01**) contains data up to 2000-01 for a majority of the Tables, except some tables for which available data pertains 1999-2000.

The content and presentation of this edition of the publication has been completely revamped with a view to increase its utility. As compared to the last edition, some tables have been deleted, new tables have been added and as many as 13 tables have been modified. The present publication contains four *Sections*. *Section I* is a new addition to this issue and includes a detailed write-up on the macro-economic developments as well as developments in the international sea-borne trade and world port development. *Section II* also has been newly added this year and contains the analysis of the performance of the Indian ports, both major and non-major. *Section III* presents all the basic tables, 95 in number, organised into 5 parts: Part 1 consists of tables relating to vital port statistics – location of the ports, capacity, details of berths, storage facilities and cargo handling equipments available at the ports; Part 2 contains tables on current operational statistics– cargo handled, physical and financial performance indicators - for both major and non-major ports for the latest year/past two or three years; Part 3 presents tables containing long time-series data, for all-ports, major ports and non-major ports separately, on aspects of physical and financial performance; Part 4 contains tables on international port statistics; and Part 5 contains tables on general macro-economic indicators as well as outlay and expenditure on port sector. *Section IV* contains notes on port organization in India and definitions of the terms used in the publication.

The main data sources for this publication are the Annual Administration Reports of Major Ports, State Maritime Boards as well as the monthly returns/reports received from major ports, non-major ports besides the State Governments and other related agencies. Without their continued help and support, it would not have been possible for us to bring out this publication. We, therefore, gratefully acknowledge their generous help and contribution.

We are aware that the publication could accommodate improvements in the content as well as in its being timely. It would therefore be our endeavour to bring down the time lag in the release of the future issues and also to improve the scope, coverage and technical content of the publication. We welcome comments and suggestions in this regard from the users of the 'Basic Port Statistics'.

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Port Sector at a Glance

Item	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6
1. No. of Ports (Number)					
Major	11	11	11	11	12
Non-Major	179	181	184	184	184
Total	190	192	195	195	196
2. Cargo Handled (Million Tonnes)					
Major	227.26	251.66	251.74	271.97	281.13
Non-Major	27.83	38.61	36.31	63.38	87.21
Total	255.09	290.27	288.05	335.35	368.34
3. Containers					
Major ('000 TEUs)	1699	1892	1933	2207	2472
('000 Tonnes)	20598	23307	24116	27867	32326
4. Passenger Traffic ('000 Nos.)					
Major	277	266	256	234	...
Non-Major	15152	17043	15321	15994	...
Total	15429	17309	15577	16228	...
5. Employment ('000 Nos.)					
Major(a)	97	95	94	93	89
Non-Major(b)	5	4	5	4	...
6. Financial Performance - Major Ports (Rs. Million)					
a) Total Revenue	31716	36073	40095	40503	...
b) Total Expenditure	21239	23907	29420	32355	...
7. Performance Indicators- Major Ports					
a) Total Cargo Vessels Sailed(Nos.)	13119	14077	14540	15067	14955
b) Av. Turn Round Time (Days)	7.5	6.3	5.7	5.1	4.1
c) Av. Pre-berthing Detention (Days)	3.1	2.3	2.0	1.7	1.2
On Port Account	1.7	1.1	1.0	0.8	0.5
On Non Port Account	1.4	1.2	1.0	0.9	0.7
d) Output per ship berth day (Tonnes)	4497	4912	5167	5871	6701
Container	2719	3156	3612	4420	5289
Break-Bulk	779	919	949	1061	1216
Dry Bulk- Mechanical	10866	12275	13346	14814	(c)
Conventional	3190	3245	3798	4109	7754
Liquid Bulk	11222	12772	11619	13040	13826

(a) As on 31st December. (b) As on 31st March. (c) Included in Conventional

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SECTION – I
DEVELOPMENTS IN INTERNATIONAL SEABORNE TRADE

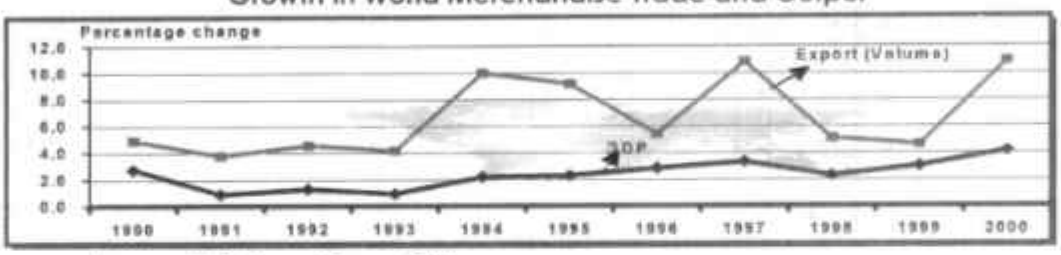
1.1 Macro-economic Developments

1.1.1 The performance of the port sector is directly influenced by the state of national & international economies as the outlock impacts on the transport sector by affecting the demand for transportation services. In particular, the performance of port sector is dependent, primarily, on the expansion of the merchandise output and trade, both national and international.

1.1.2 The year 2000 experienced the strongest expansion in global trade and output in more than a decade. The World GDP expanded by 4% in 2000 as compared to 3 % in 1999 and yearly average growth of 2.3% during 1900-2000.

Chart – 1

Growth in World Merchandise Trade and Output



Source : WTO Annual Report 2001

1.1.3 The robust output growth in all the regions stimulated global trade. Global merchandise trade in volume terms (measured at constant prices and exchange rates) expanded by 12.0% as compared to 5% and 6% growth in exports and imports respectively in 1999. The value of world merchandise exports was up 12.5 % in 2000 (triple the growth level of 1999) to reach US$6.19 trillion. In contrast to the preceding years, when world trade expanded as result of higher demand in North America, the pattern of regional import demand was more evenly balanced in 2000 with all the regions recording double digit import growth except Western Europe and Africa which recorded only 4.4% and 5.4% growth respectively. Asia and the transition economies recorded 18.4% and 25.2% growth of exports (value terms) and 23.5% and 13.9% increase for imports (value terms) in 2000. High export growth and large increases in imports in these regions highlight the fact that dynamic importers are dynamic exporters also.

Table-1

Growth in World Merchandise Trade and Output (in percentage)

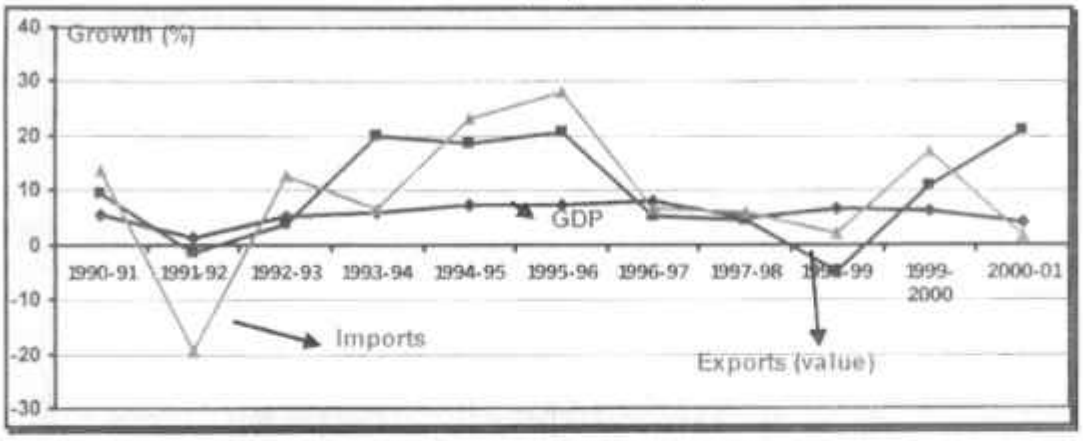
	Export(vol.)			Import(vol.)			Export(val.)			Import(val.)			GDP		
	1990 2000	1999	2000	1990 2000	1999	2000	1990 2000	1999	2000	1990-2000	1999	2000	1990-2000	1999	2000
World	7.0	5.0	12.0	7.0	6.0	12.0	6.0	4.0	12.5	6.0	4.5	12.5	2.3	3.0	4.0
North America	7.0	6.0	10.0	8.5	11.5	11.5	7.3	4.2	13.4	8.9	11.2	17.8	3.2	4.1	4.2
Latin America	9.0	7.0	9.5	10.5	-1.5	11.0	9.4	6.4	20.8	11.9	-3.2	16.0	3.2	0.4	4.1
Western Europe	6.5	4.5	10.5	6.0	5.5	10.0	4.0	0.3	2.4	4.1	1.6	4.4	2.0	2.4	3.4
Asia	8.0	7.0	16.0	7.5	9.0	15.5	8.4	7.5	18.4	7.7	10.3	23.5	3.2	0.8	3.4
India (a)	11.8	15.5	23.9	4.2	9.5	-1.0	9.7	10.8	21.0	8.9	17.2	1.7	5.6	6.1	4.0

Source: (1) WTO Annual Report 2001
(2) RBI, Handbook of Statistics on Indian Economy

(a) For India data relates to corresponding fiscal year

1.1.4 The economic situation in India in the year 2000-01 was characterized by an appreciable slow-down after a phase of more than 6% growth during 1998-99 and 1999-2000. In 2000-01 the Gross Domestic Product (GDP) at factor cost at constant (1993-94) prices registered a growth of only 4.0 % as against the growth of 6.1% achieved during 1999-2000 and the average yearly growth of 5.6% achieved during 1990-91 to 2000-2001.

Chart – 2
Growth in GDP, Exports & Imports – India



Source : (1) Central Statistical Organisation, National Accounts Statistics
(2) RBI, Handbook of Statistics on Indian Economy

1.1.5 The deceleration in the growth rate of GDP during 2000-01 was mainly due to the performance of the agriculture sector which recorded a decline of 0.4% as against a growth of 1.0% in the previous fiscal and a sluggish service sector whose growth declined to 4.8% from 9.5% in 1999-2000. The secondary sector, however, showed an improvement, growing at 6.3% as compared to 4.9% in 1999-2000. The lower growth of the economy had a multiplier effect on the demand for transport services and as a result the GDP from transport sector recorded a lower growth rate as compared to 1999-2000. The GDP from Railways recorded a growth of 4.3% in 2000-01 as against 9% in 1999-2000 and the GDP from transport by other means recorded a 6.1% growth as against 7% in 1999-2000.

1.1.6 However, the performance on the external front showed considerable improvement during 2000-01. As a result of continuing trade liberalization, value of exports grew by 21% to US$ 44.6 billion during 2000-01 as against a growth of 10.8% achieved during 1999-2000. However, the slowing down of the economy had its negative impact on the import front. The growth in the value of imports was down to 1.7% as against a growth of 17.2% during 1999-2000 and an average yearly growth of 8.9% during 1990-91 to 2000-01.

1.1.7 In spite of the strong performance on the export front, the slower expansion of the Indian economy and the near stagnant import performance had its knock-on impact on the overseas as well as coastal traffic handled by the ports during 2000-01 as compared to the previous year when the economy had experienced a higher rate of expansion.

1.2 World Seaborne Trade

1.2.1 Fuelled by the strong expansion of the global trade and output during 2000, the world seaborne trade recorded its fifteenth consecutive annual increase in 2000 reaching a record high of 5.88 billion tons (goods loaded). The annual growth rate recorded in 2000, which was 3.6% (provisional), is four times the annual growth rate 0.9% recorded in 1999.

Table -2

World Seaborne Trade

(in Million Tons)

Year	Goods Loaded				Goods Unloaded			
	Oil		Dry	Total all	Oil		Dry	Total all
	Crude	Products	Cargo	goods	Crude	Products	Cargo	goods
1970	1109	232	1162	2504	1101	298	1131	2529
1980	1527	344	1833	3704	1530	326	1823	3679
1990	1287	468	2253	4008	1315	466	2365	4126
1998	1548	534	3549	5631	1515	548	3855	5918
1999	1553	532	3598	5663	1543	510	3955	6007
2000	1605	544	3736	5885	1633	513	4097	6242

Source : UNCTAD – Review of Maritime Transport 2001

1.2.2 Expansion in the world Sea-borne Trade in 2000 was unevenly distributed among the major regions. Oil exporting countries, especially OPEC, which agreed to raise the production quotas during the year, had a growth rate above the world average. North America, Europe and Japan also had registered average growth rate ranging between 4% and 5%. Growth in seaborne trade in Latin America, Africa and Oceania was below the world average at – 1.0%, 0.5% and 2.3% respectively.

1.2.3 The total world shipment of tanker cargoes, which includes crude oil and petro-products, expanded to reach a level of 2.15 billion tons in 2000 representing a growth of 3.1% as against 0.1% in 1999. The share of overall tanker shipments to the total world seaborne trade was 36.5%. About three-quarters of this tanker trade was in crude oil with the remainder being petroleum products.

1.2.4 Dry cargo shipments registered a growth of 3.8% in 2000 as against 1.4% in the previous year, reaching a level of 3.74 billion tons. Most of this increase was accounted for by the five main items of dry bulk trade, namely, iron ore, coal, grains, bauxite/alumina and Rock Phosphate which together logged an impressive 7.4% growth in 2000 as against 2.2% in 1999 to reach a level of 1.28 billion tons. The remaining trades, minor bulks and liner cargoes grew by 2% to reach a level of 2.45 billion tons. The share of dry cargo shipments in world sea-borne trade was 63.5% of total goods loaded during the year.

1.3 World Port Development

(A) Total Cargo Traffic Handled

1.3.1 The robust economic growth during the year 2000 in all the major regions of the world had its positive impact on the cargo traffic handled by the ports during 2000. The cargo traffic handled registered a year-on-year growth of 3.73% in 2000 as against 1.22% in 1999. Ports in all the regions experienced increased volume of traffic. North American ports registered growth of 6.16% and European ports 4.31%. Ports in Developing Asia which are continuously recuperating from the 1998 economic crisis, registered a year-on-year growth of 2.26% during 2000 in continuation of the growth of a 3.73% growth recorded in 1999. Japanese ports have also witnessed a strong recovery in the year 2000, recording a growth of 5.26 % as against the decline observed during 1998 & 1999.

1.3.2 As per the Institute of Shipping Economics & Logistics (ISL) port data base of more than 300 ports, Singapore port occupies the top slot in the port traffic league by total cargo traffic in 2000 followed by Rotterdam and South Louisiana. Though none of the Indian ports is in the top 50, this league is dominated by the ports situated in China (9 ports), Japan (7) and Republic of Korea (5). The other countries having a considerable presence in the top 50 league are U.S. (7) and Australia (5).

1.3.3 The impact of the four times higher growth in the seaborne trade in 2000 compared to 1999 can be inferred from the situation that only three ports of the top 50 - Singapore (-0.1%), Tokyo (-1.4%) and Dampier (-1.3%) - have recorded marginal year-on-year decreases. High year-on-year growth rates were recorded by the ports of Hay Point, Australia (28.9%), Itaqui, Brazil (24.6%) and Qingdao,China (19.0%).

1.3.4 The league of the most dynamic ports, based on the medium-term compound growth rate (CGR), is no longer dominated by the Asian ports (excluding Japan),as was the case in the past. In spite of the economic slump triggered by the Asian crisis in 1998, Port Kelang, the fifth most dynamic port, increased its cargo traffic from 40 million tons in 1995 to 65.3 million tons in 2000. Japanese ports have suffered major cargo traffic losses as a result of the continuing economic difficulties faced by Japan. The fastest growing and declining ports, based on 1996-2000 CGR, as per the top 50 port league of ISL ports data base, is given in Table-3.

Table –3

League of Most Dynamic Ports 1996-2000

Compound Growth Rate

Fastest Growing Ports		Fastest Declining Ports		Fastest Growing Indian Major Ports	
Port	Growth rate	Port	Growth rate	Port	Growth rate
Los Angeles (US)	16.1	Kobe (Japan)	-11.1	JNPT	23.2
Hay Point (Australia)	11.3	Osaka (Japan)	-2.9	PPT	14.5
Kaohsiung (Taiwan)	8.5	Yokohama (Japan)	-1.9	NMPT	9.5
Gladstone (Australia)	8.1	Chiba (Japan)	-1.3	TPT	7.6
Port Kelang (Malaysia)	7.4	South Louisiana (US)	-1.2	KoPT	6.7

Source: Institute of Shipping Economics & Logistics- Shipping Statistics Year Book 2001

JNPT is the fastest growing port in India. Of the Indian Ports, Mumbai is the only port showing a compound decline (-5.35%) during the period.

(B) World Container Port Traffic

1.3.5 Liberalisation of trade regimes across the world and globalization of manufacturing processes have resulted in a massive increase in the movement of manufactured goods, especially in containers. To maintain the competitive edge, manufacturers and shippers are constantly striving to minimise transportation cost and time and to locate the movement of the consignment on a real time basis. Containerisation along with information technology, thus, have been the major forces of change for optimisation in the port industry, bringing in enormous pressure on authorities to improve cargo handling efficiency and reduce port user charges. Containerisation, in particular, had a profound impact on the transport sector requiring new investment in infrastructure and equipment to accommodate larger cargo flows and larger ships and development of new managerial capabilities. This requirement has outstripped the capabilities of the public port authorities and paved the way for entry of private sector into the port development and management through public-private partnerships.

1.3.6 World container traffic has been increasing dynamically over the years as a result of the increasing use of containers for all types of cargoes. For the year 2000 the world container traffic was estimated to be of the order of 205.02 million twenty-foot equivalent units (TEUs) as against 195.26 million TEUs in 1999, representing an year-on-year increase of 5.5.% against 7.3% recorded in 1999 and 10.1 % growth recorded in 1998.

1.3.7 Transportation of container cargo differs from other dry bulk cargo as transhipment is involved extensively to reach final destinations. As per *UNCTAD: Review of Maritime Transport 2001*, during 2000, the trends observed in the previous two years on the three main containerized routes – Trans Pacific, Trans Atlantic and Europe- Far East – broadly continued. The North-South containerized routes link other regions to these main three routes at major transhipment hubs – Singapore and Hong Kong for countries in the Far East and China; Colombo, Dubai, Aden and Salalah for the countries in South Asia and East Coast of Africa.

1.3.8 A majority of the global container ports enjoyed another good year helped by the resurgent Asian economy and a healthy economic growth in all the major regions. All the top 50 container handling ports, except Rotterdam and Seatle recorded positive year-on-year growth in 2000. Hong Kong port continued to maintain its leadership in the port traffic league of top 50 ports by TEUs of total container traffic handled, by recording a healthy 11.7 % growth followed by Singapore (6.9%) and Busan (17.1%). Only one Indian port, JNPT, finds a place in the top 50 league, by occupying the 45th place. Countries having a considerable presence in the top 50 container league are – U.S. (9 ports), China (6 ports) and Japan (5 ports).

1.3.9 In spite of the Asian economic crisis, the dynamism of the container traffic has been maintained. The majority of the Asian ports have registered positive growth rates in respect of container traffic. The fastest growing and declining ports, based on 1996-2000 compound growth rate of container traffic, as per the top 50 port league of ISL ports data base, is given below. The fastest growing Indian Ports are juxtaposed in the same table.

Table –4

League of Most Dynamic Container Ports (1996-2000)

Fastest Growing Ports (Container Traffic)		Fastest Declining Ports (Container Traffic)		Fastest Growing IndianPorts (Container Traffic)	
Port	Growth rate	Port	Growth rate	Port	Growth rate
Philadelphia (US)	56.4	**Keelung (Taiwan)**	-1.9	**JNPT**	29.5
Gioia Tauro (Italy)	50.9	**Yokohama (Japan)**	-0.3	**MoPT**	16.4
Laem Chabang (Thai)	30.4			**TPT**	15.3
Shanghai (China)	29.9			**VPT**	11.4
JNPT (India)	29.5			**ChPT**	8.3
Qingdao (China)	27.1				
Guangzhou (China)	26.5				

Source : Institute of Shipping Economics & Logistics- Shipping Statistics Year Book 2001

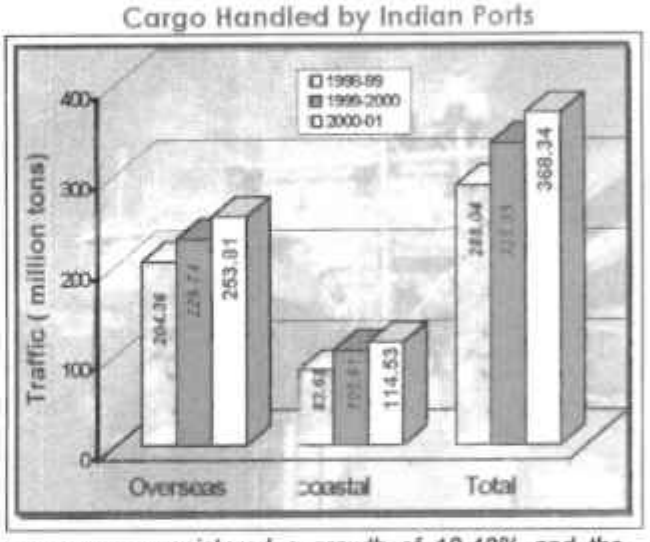
Of the Indian ports, Mumbai Port was the only container handling port in India showing a decline during that period while JNPT had witnessed a positive growth rate of 29.5% followed by other ports.

SECTION II
PERFORMANCE OF INDIAN PORTS

2.1 Cargo traffic handled by all ports

2.1.1 Major ports and non-major (minor/intermediate) ports in India collectively handled 368.34 million tons (provisional) of cargo traffic during the year 2000-01. The share of major ports was 281.13 million tons and that of non - major ports was 87.21 million tons. As compared to 335.35 million tons of cargo handled in 1999-2000, an increase of 9.84% has been recorded during 2000-01 as against the increase of 16.42% achieved during 1999-2000. Though lower than what was logged in 1999-2000, the growth recorded in 2000-01 is qualitatively different considering the fact that the growth in 1999-2000 was computed over a decline (–0.77%) in 1998-99. Further, the growth during the 2000-01 is over a higher base. The growth in traffic achieved by the major ports is of the order of 3.37% in 2000-01 as against 8.04% in 1999-2000 whereas the growth recorded by the non-major ports has been 37.59 % in 2000-01 as against 74.58% in 1999-2000.

Chart- 3
Cargo Handled by Indian Ports



2.1.2 The lower growth in the traffic handled during 2000-01 is accounted for by the slow-down in the growth rate of both overseas as well as coastal cargo as a result of the lower GDP growth experienced by the Indian economy. Overseas cargo registered a growth of 10.48% and the coastal cargo 8.45% in 2000-01 as against the growth of 12.42% and 26.21%, respectively, during 1999-2000.

2.1.3 The share of overseas cargo during 2000-01, stood at 68.91% of the total cargo (68.51% in 1999-2000) compared to 71.95% in 1997-98.

2.1.4 There has been a shift in the pattern of growth recorded by the major and non-major ports. During 2000-01, overseas cargo handled by the major ports grew by 1.59% as against a corresponding growth of 53.52% in the case of non- major ports. With respect to the coastal cargo, major ports posted a growth of 7.52% whereas the non- major ports recorded a growth of 11.58%.

Table - 5

Average Growth in Cargo Traffic (per cent per annum)

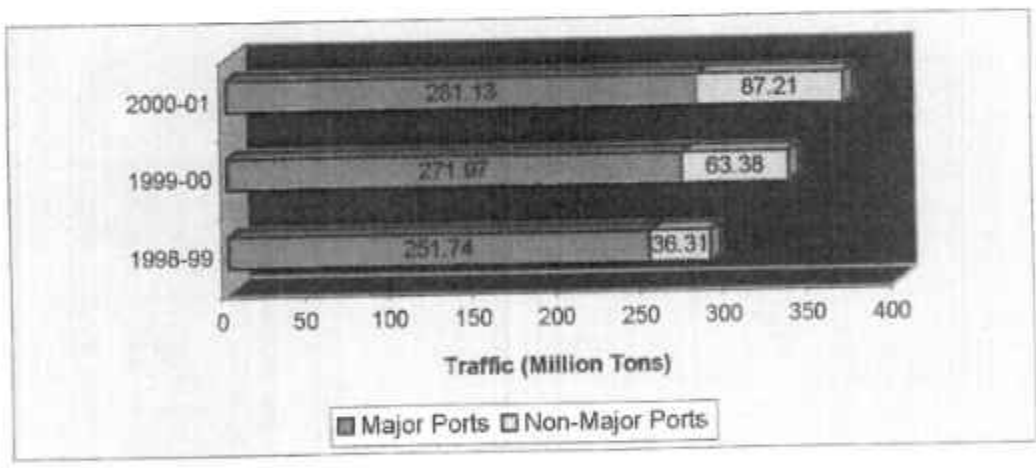
Port	1990-91 to 1999-2000			2000-01		
	Overseas Traffic	Coastal traffic	Total traffic	Overseas Traffic	Coastal traffic	Total traffic
Major Ports	7.11	5.82	6.70	1.59	7.52	3.37
Non-major Ports	17.00	25.07	19.47	53.52	11.58	37.59
All Ports	8.29	8.14	8.24	10.48	8.45	9.84

2.1.5 It can be observed that the traffic at non-major ports has grown considerably at higher rate than major ports in the last decade- both in the case of overseas traffic and coastal traffic, thus emerging as serious contenders to the major ports for a share in the sea-borne cargo. The growing importance of the non- major ports, has helped relieve, somewhat, the congestion at the major ports. In the first year of the current decade, the same trend continues – the non- major ports recording higher growth rates as compared to the major ports.

2.1.6 As a result of the differential growth achieved by the non-major ports vis-à-vis the major ports, cargo handled by the non- major ports in the total sea-borne cargo handled by all the ports in India has been increasing over the years (Chart-4).

Chart – 4

Total Cargo Handled by Indian Ports

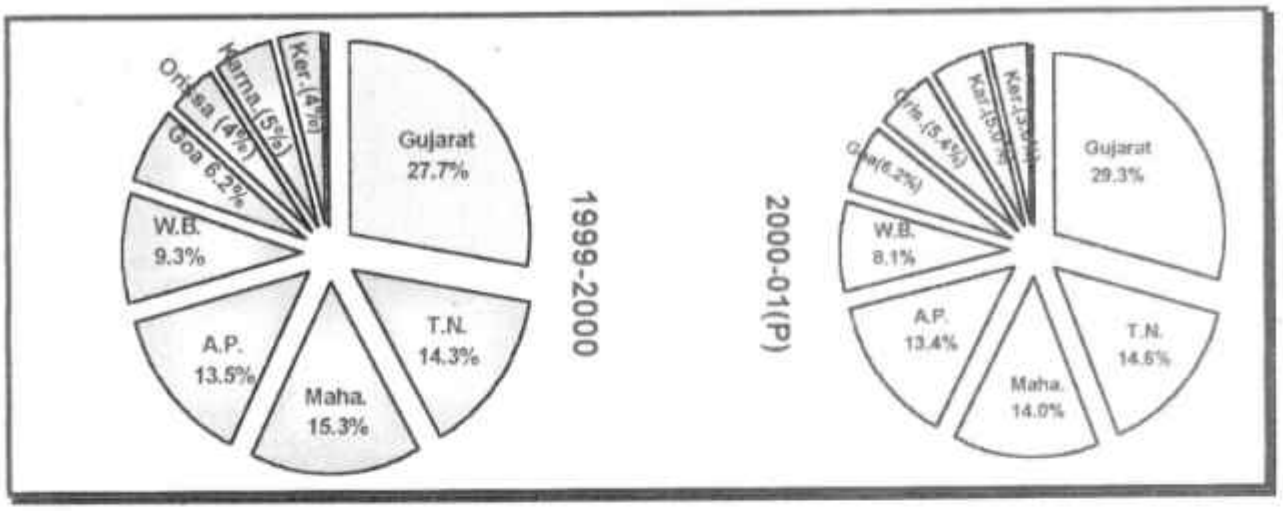


The share of cargo handled by the non major ports in the total sea-borne cargo, which was 7.77% in 1990-91 has been increasing consistently over the years and has reached a level of 23.68% in 2000-2001. In 1999-2000 the percentage share was 18.90%.

2.1.7 The share of traffic (handled by major & non-major ports in 2000-01) classified according to maritime states reveals that Gujarat accounted for a share of 29.28% followed by Tamil Nadu (14.63%), Maharashtra (13.99%), Andhra Pradesh (13.44%), West Bengal (8.14%), Goa (6.17%), Orissa (5.44%), Karnataka (5.04%) and Kerala (3.60%). Gujarat is the only state which has been consistently increasing its share of sea-borne cargo over the years, while other maritime states have experienced either declining or stagnating share of cargo (Chart-5).

Chart – 5

Share of Maritime States in the Total Cargo Handled in All Ports



2.1.8 Gujarat has been able to increase its share from 17.63% during 1990-91 to 29.28% in 2000-01 mainly due to the aggressive development of ports sector by the State Govt. with the active participation of the private sector.

2.1.9 Commodity-wise traffic, in respect of principal commodities, handled by all the ports in India during the last five years is given in Table – 6.

Table-6

Commodity-wise Traffic Handled by All Ports (in Million tons)

Year	Commodity-wise Traffic						
	POL & its products	Iron Ore	Cement & clinker	Coal	Fertiliser & FRM	Others	Total
1995-96	93.67	39.06	4.11	35.69	14.97	53.43	240.92
1996-97	102.54 (9.47)	38.81 (-0.65)	4.11 (0.02)	40.16 (12.53)	11.73 (-21.62)	57.75 (8.08)	255.09 (5.88)
1997-98	113.26 (10.46)	46.04 (18.63)	5.92 (44.11)	47.04 (17.13)	15.08 (28.5)	62.94 (8.99)	290.27 (13.79)
1998-99	113.87 (0.54)	42.09 (-8.57)	7.19 (21.55)	48.60 (3.31)	15.39 (2.06)	60.91 (-3.22)	288.04 (-0.77)
1999-2000	145.48 (27.76)	45.13 (7.22)	8.24 (14.54)	49.80 (2.48)	17.59 (14.34)	69.11 (13.47)	335.35 (16.42)
2000-01	153.18 (5.3)	48.74 (7.98)	10.73 (30.29)	58.70 (17.87)	16.30 (-7.37)	80.70 (16.77)	368.34 (9.84)

Note : Figures in brackets indicate the year-on-year growth rate

Highest year-on-year growth for 2000-2001 over the previous year, among the principal commodities, is seen in the case of Cement & Clinker (30.29%) followed by Coal (17.87%), Iron Ore (7.98%) and POL & its products (5.3%). An interesting development is that the POL traffic handled by major ports has declined whereas the POL traffic handled by non - major port has increased substantially as a result of commissioning of SBM facility at Sikka port by Reliance Petroleum. Fertiliser & Raw Materials traffic has seen a decrease during 2000-01.

2.1.10 Medium-term traffic trend (based on average yearly growth during 1995-96 to 2000-01 for the five principal commodities in respect of major and non- major port is given in Table-7. It can be seen that for all commodities except Cement, the medium–term growth rates are much higher in the case of non - major ports. The overall growth achieved in the case of POL in 2000-01 is only half of the medium-term growth trend whereas in the case of Fertiliser & FRM the medium-term growth trend has been reversed to decline in 2000-01. In the case of Iron ore, Cement and Coal, year-on-year growth in 2000-01 is higher than the medium-term trend growth rate.

Table – 7

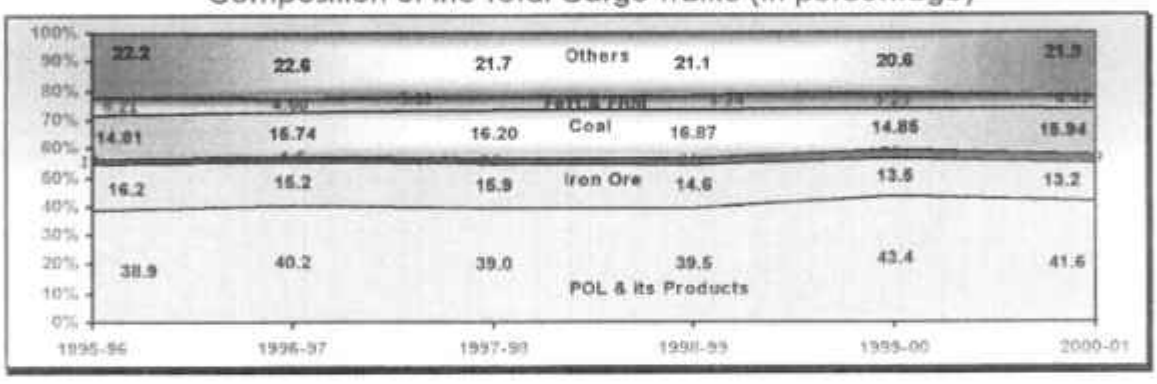
Medium-term Growth Rates in the Traffic for Principal Commodities

Commodity	Average Yearly Growth (1996/97-2000/01)			Growth in 2000-01		
	Major Ports	Non-major Ports	All Ports	Major Ports	Non-major Ports	All Ports
POL &its products	3.39	75.54	10.34	-8.71	64.58	5.30
Iron Ore	3.20	12.95	4.52	11.20	-5.41	7.98
Cement & clinker	132.58	17.86	21.19	37.70	29.24	30.29
Coal	7.75	36.39	10.47	13.62	45.59	17.87
Fertiliser & FRM	1.35	3.36	1.71	-4.59	-17.65	-7.37
Total	5.49	27.67	8.86	3.37	37.59	9.84

2.1.11 The commodity composition of the total traffic has been changing, marginally, over the years (Chart-6). POL & its products is the single largest commodity handled by the ports constituting 41.59% of the total traffic in 2000-01. (The share of POL traffic to total traffic was 43.48% in 1999-2000 and 38.87% in 1995-96). Coal traffic comes next (15.94%) followed by Iron Ore (13.23%) and Fertiliser & FRM (4.42%). The share of Iron Ore and Fertiliser & FRM traffic has witnessed a decline from a level of 16.21%and 6.21%, in 1995-96, whereas the share of Coal has increased from a level of 14.81 % in 1995-96.

Chart –6

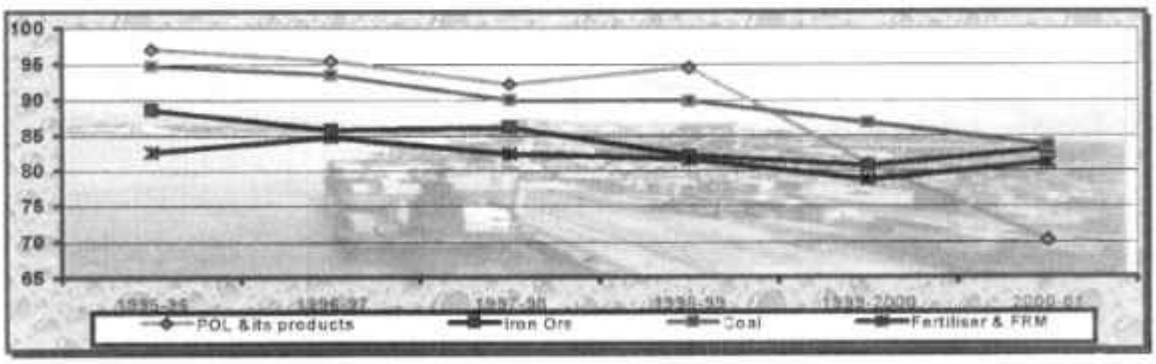
Composition of the Total Cargo Traffic (in percentage)



2.1.12 A look at the share of non major &major ports in the traffic of principal commodities (Chart-7) indicates that the share of major ports in the traffic of POL & its products, Coal and Iron Ore has been declining over the years whereas that of Fertiliser & FRM remains more or less stagnant.

Chart –7

Share of Major Ports in the Commodity Traffic



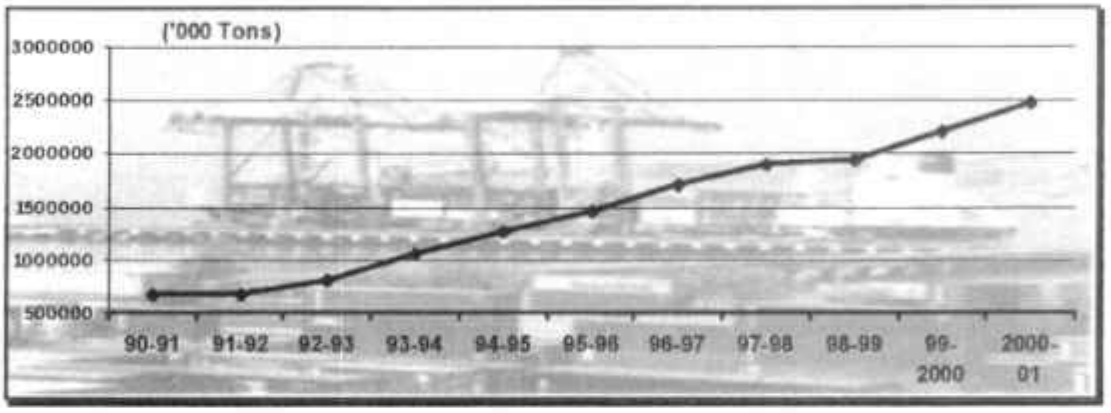
2.2 Performance of Major Ports

(A) Cargo traffic handled

2.2.1 Traffic handled at the major ports has been increasing over the years in tune with the increased pace of economic activity and the resultant increase in the volume of trade. The total traffic handled by the major ports has increased from 151.67 million tons in 1990-91 to 271.97 million tons in 1999-2000 and to 281.13 million tons in 2000-01. The year-on-year growth in traffic in 2000-01 is 3.37% as compared to 8.04% in 1999-2000. The growth in 2000-01 has also been less than the yearly average CGR during the period 1990-91 to

Chart – 8

Major Ports – Capacity and Traffic



1999-2000, which was 6.70%. The slow-down experienced by the Indian economy during 2000-01, thus, had its impact on the volume of traffic handled by the major ports.

2.2.2 During 2000-01, the growth in overseas cargo traffic was 1.59% as compared to 5.78% in 1999-2000. However, the fall in the rate of growth of coastal cargo was less in magnitude, with the traffic managing to grow by 7.52% in 2000-01 as compared to 13.69% in 1999-2000. The annual CGR during 1990-91 to 1999-2000 was 7.11% in the case of overseas traffic and 5.82% in the case of coastal traffic.

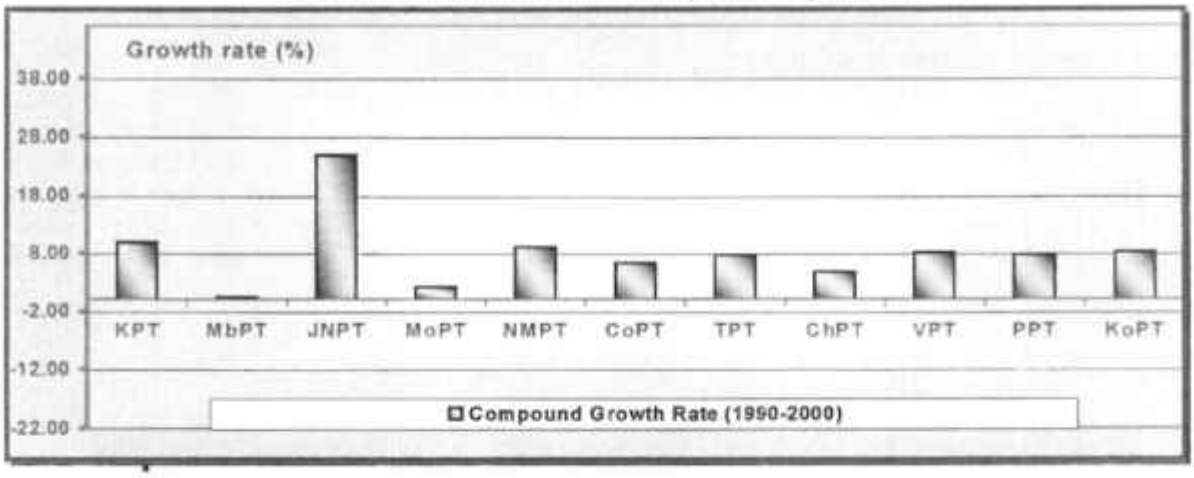
2.2.3 As a result of higher growth rate of coastal traffic, its share in the total cargo handled by the major ports has increased in the past few years, though marginally. In 2000-01, overseas traffic constituted 68.82% of the total, down from 70.02% in 1999-2000. In the case of Mormugao Port, 93.6% of the cargo traffic handled relates to overseas category, which is the highest among the major ports followed by Jawaharlal Nehru (90.25%) & Kandla (84.63%). The share of the overseas cargo in the total traffic in the case of PPT is the least (49.29%), followed by TPT (49.60%) and Visakhapatnam (55.03%).

2.2.4 Portwise analysis of the growth rate of cargo traffic handled indicates that Paradip(PPT) is the fastest growing port recording a growth of 45.94% during 2000-01 followed by Jawaharlal Nehru(JNPT) (24.03%), Tuticorin(TPT) (22.93%), Visakhapatnam (VPT) (13.1%), Chennai(ChPT) (10.09%), Mormugao(MoPT) (7.69%), Cochin(CoPT) (2.36%) and New Mangalore(NMPT) (1.65%). The ports of Kandla(KPT) (-20.65%), Mumbai(MbPT) (-11.01%) and Kolkata (KoPT) (-3.31%) have recorded decline in the cargo traffic. Compared to the last year, the decline has been reversed to post positive growth in the case of TPT. It may be mentioned that MbPT continues to witness fall in the traffic for the fifth successive year.

2.2.5 Taking into account the decadal growth trend, it is observed that JNPT is the fastest growing major port during the last decade, with an average yearly CGR of 24.92% (Chart-9) , followed by KPT (9.97%), NMPT (9.12%) and KoPT (8.45%).

Chart -9

Growth in Traffic Achieved by the Major Ports



2.2.6 Regarding the port wise traffic handled, (refer Table 2.1.1 in Tables Section) it is observed that VPT is the leading major port during 2000-01 having a share of 15.9% of the total cargo of all the major ports, followed by ChPT, KPT, KoPT, MbPT, PPT, MoPT, JNPT, NMPT, CoPT and TPT. Kandla, which was the number one port in the past three years , has thus been displaced by VPT. The decline in the cargo traffic at KPT is due to the commissioning of PETRONET pipeline with effect from June 2000 and the subsequent earthquake in Gujarat in January 2001.

2.2.7 In respect of handling overseas cargo, KPT is the leading major port, with a share of 16.07% of the total overseas cargo, followed by ChPT, VPT, KoPT and MbPT. In respect of the coastal cargo handled by major ports, VPT comes first with a percentage share of 22.92% followed by ChPT and PPT.

2.2.8 Commodity-wise traffic, in respect of principal commodities, handled by major ports in India during the last five years is given in Table – 8

Table- 8

Commodity-wise Traffic Handled by Major Ports 1995/96 – 2000/01(in million tons)

Year	POL &its products	Iron Ore	Coal	Fertiliser	Fert. Raw Materials	Foodgrains	Others	Total
1995-96	90.92	34.56	33.79	5.73	6.63	3.85	39.73	215.21
1996-97	97.86	33.26	37.53	3.30	6.63	3.27	45.41	227.26
	(7.63)	(-3.77)	(11.07)	(-42.41)	(0.08)	(-15.13)	(14.32)	(5.6)
1997-98	104.39	39.61	42.30	4.80	7.61	2.90	50.04	251.66
	(6.67)	(19.1)	(12.7)	(45.45)	(14.79)	(-11.17)	(10.2)	(10.74)
1998-99	107.57	34.55	43.61	4.72	7.84	3.65	49.81	251.74
	(3.05)	(-12.78)	(3.1)	(-1.67)	(2.93)	(25.79)	(-0.48)	(0.03)
1999-2000	117.68	36.38	43.19	5.64	8.21	3.00	57.87	271.97
	(9.4)	(5.31)	(-0.94)	(19.59)	(4.72)	(-17.79)	(16.19)	(8.04)
2000-01	107.42	40.46	49.08	3.03	10.18	2.53	68.43	281.13
	(-8.72)	(11.2)	(13.62)	(-46.3)	(24.08)	(-15.75)	(18.26)	(3.37)

Note : Figures in brackets indicate the year-on-year growth rates

Highest year-on-year growth in traffic during 2000-01, among the principal commodities, is seen in the case of Fertliser Raw Materials (24.08 %) followed by Coal (13.62%) and Iron Ore (11.2%). POL traffic handled by major ports has declined by 8.72% as a result of increasing share of non-major ports in the POL traffic. Traffic in Fertiliser (-46.3%) and Foodgrains (-15.75%) have also experienced decline during 2000-01.

2.2.9 Medium-term traffic trend (based on CGR during 1995-96 to 2000-01) for the principal commodities in respect of major ports has been brought out in Table-9. This is contrasted with the yearly growth in 1999-00 and 2000-01. This indicates that the medium term positive growth trend has been reversed in the case of POL in 2000-01. For the other commodities, the medium-term trend has been sustained in 2000-01 but the rate of growth / decline has been much higher in 2000-01.

Table-9

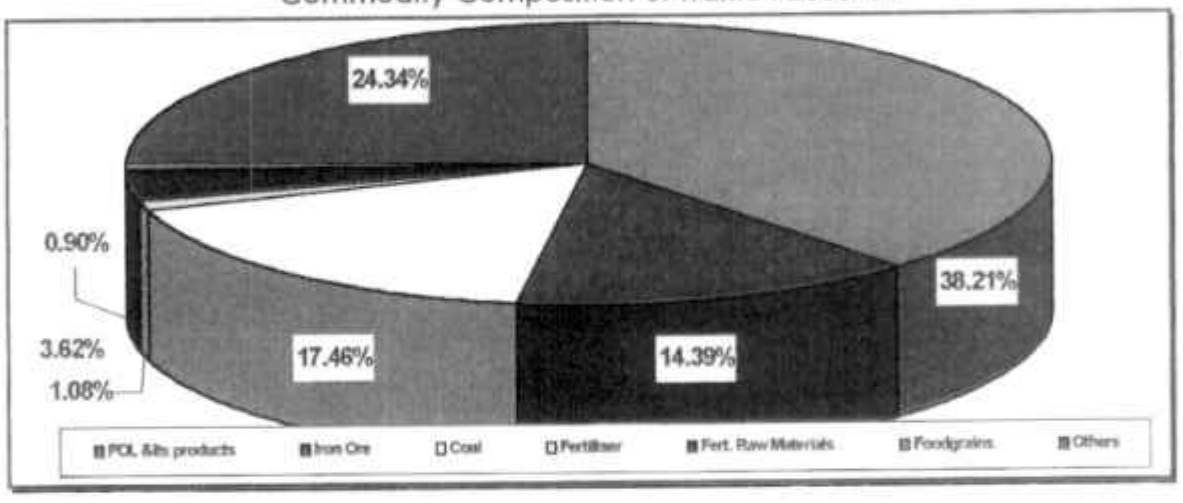
Growth Rates in Traffic of Commodities

Commodity	POL &its products	Iron Ore	Coal	Fertiliser	Fert. Raw Materials	Foodgrains	Total
Average Growth(CGR) (1995/96-2000/01)	3.39	3.20	7.75	-11.96	8.97	-8.06	5.49
Growth in 2000-01	-8.72	11.20	13.62	-46.30	24.08	-15.75	3.37
Growth in 1999-2000	9.40	5.31	-0.94	19.59	4.72	-17.79	8.04

2.2.10 Upto 70% of the traffic handled by the major ports is constituted by three commodities viz. POL & its products (38.21%), Coal (17.46%) and Iron Ore (14.39%) (Chart-10). As compared to 1999-2000, the POL traffic has shown a decline from a share of 43.27%. The other two commodities have increased their share as compared to last year.

Chart-10

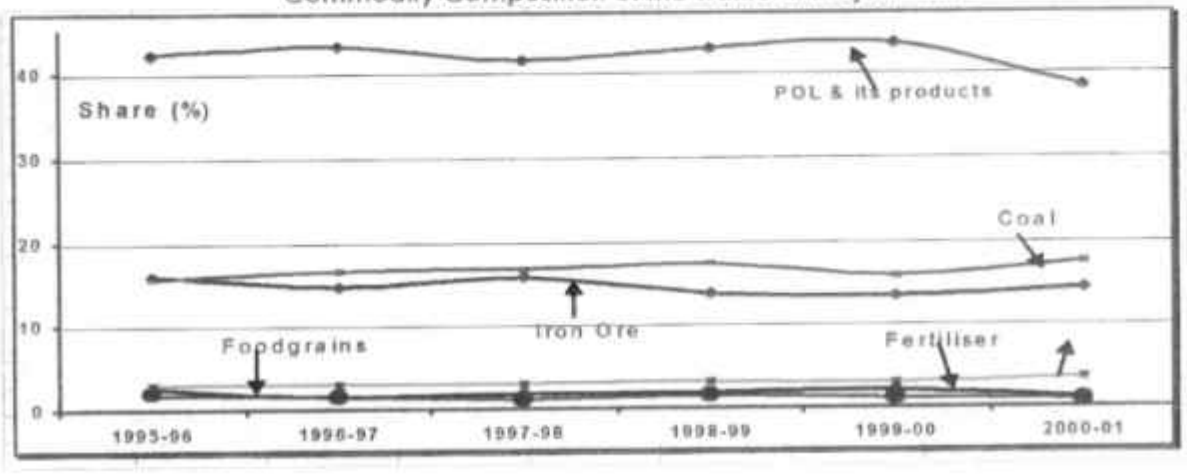
Commodity Composition of Traffic : 2000-01



2.2.11 The composition of the traffic basket has been changing only marginally over the years (Chart - 11).

Chart – 11

Commodity Composition of the Traffic at Major Ports

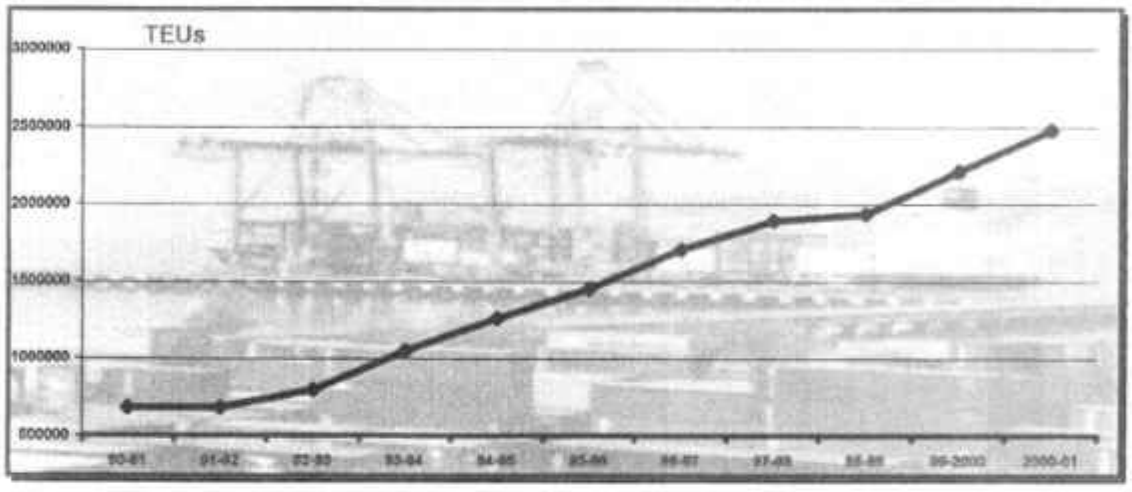


(B) Container Traffic

2.2.12 Containerisation started in India in 1973 in a limited way with the creation of interim container handling facilities at MbPT and CoPT. Since then, container traffic is steadily increasing over the years with impressive growth since 1992-93 onwards, in tune with the increasing use of containers for all types of cargoes in international trade. Container traffic which was 681 thousand TEUs in 1990-91 has increased over the years at compound growth rate of 13.76%.to 2.47 million TEUs in 2000-01. The year-on-year growth during 2000-01 was 12.0%, lower than the growth during 1999-2000 (14.2%).

Chart- 12

Container Traffic Handled by Major Ports

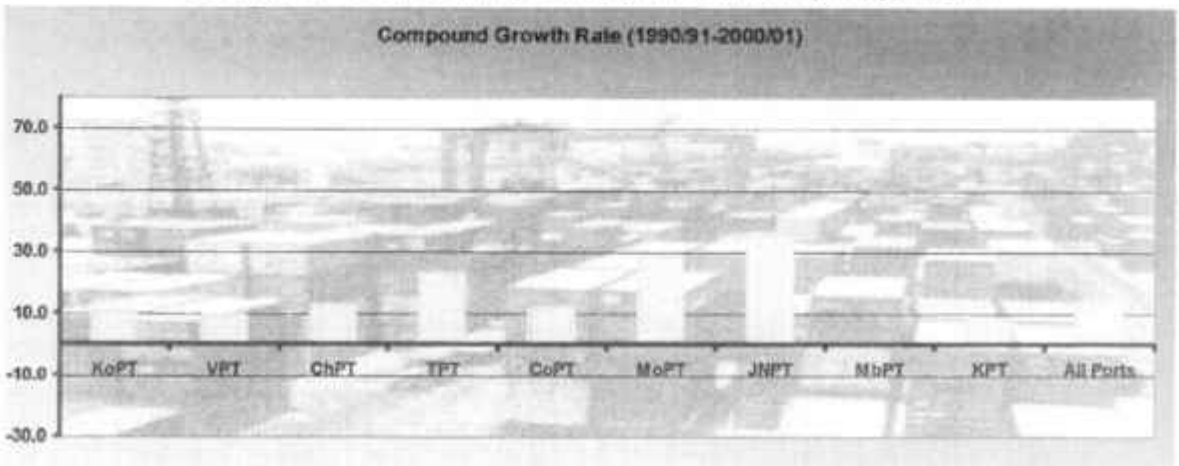


2.2.13 Port-wise comparison of the growth of container traffic indicates that JNPT is the fastest growing port with an year-on-year growth of 33.7% during 2000-01, followed by KPT (15.7%), TPT (14.9%), ChPT (9.4%) and KoPT (7.6%). Some other ports viz VPT (-1.0%), CoPT (-2.8%) and MbPT (-25.2%) have seen decline in container handling during the same period. Compared to the previous year only CoPT and VPT have seen a reversal of the trend from growth to decline. For the third consecutive year MbPT has witnessed decline in container traffic.

2.2.14 Taking into account the compound growth rate during the period 1990-91 to 2000-01, it is seen that JNPT is the fastest growing major port during that period, with growth rate of 36.08%, followed by TPT (22.75%), ChPT (12.44%), CoPT (11.36%), KoPT (10.23%), VPT (9.14%) and KPT (7.82%). In respect of MoPT for the period 1992-93 to 2000-01 the Compound growth rate is 28.4%. The only Port experiencing decline (-0.09%) is MbPT which owes to steep fall in the container traffic from 1998-99 onwards

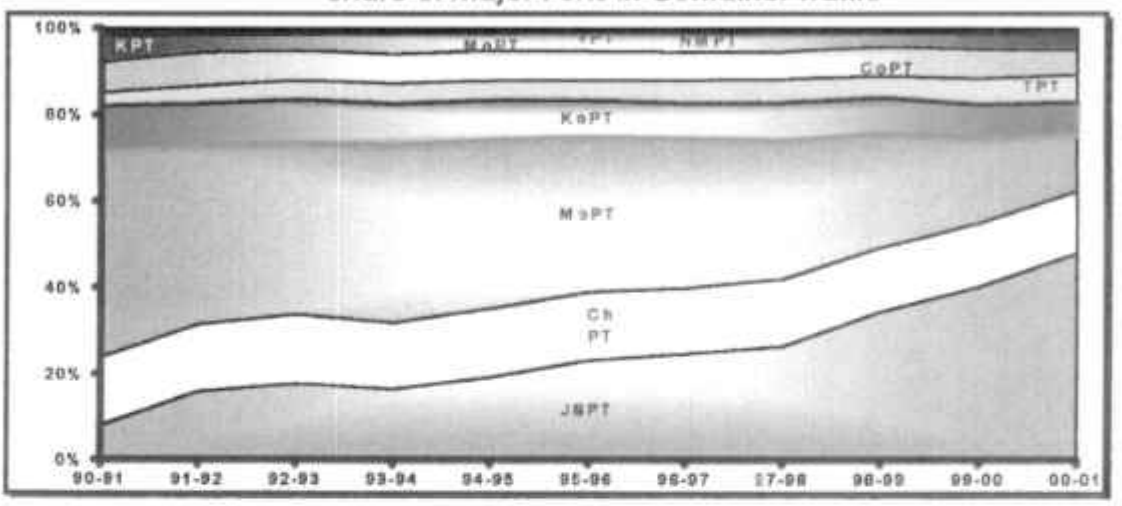
Chart – 13

Growth of Total Container Traffic Handled by Major Ports



2.2.15 The performance of different Ports during 2000-01 in handling container traffic indicates that JNPT is the leading container handling port, accounting for a share of 48.12%. Other important container handling ports, in the order of traffic handled, are ChPT, MbPT, KoPT, TPT, CoPT and KPT with a share of 14.24%, 13.0%, 7.64%,6.35%, 5.79% and 3.7% respectively. Compared to 1990-91, all the major container handling ports, except JNPT, have seen their respective shares decline over the years. The percentage share of MbPT has seen a dramatic decline from 47.61% in 1990-91 to 13.0% in 2000-01 due to diversion of container traffic to JNPT, while that of JNPT increased from 8.02% to 40.32% during the same period (Chart-14).

Chart-14
Share of Major Ports in Container Traffic



2.2.16 The penetration of container use in the shipment of general cargo has been on the increase in international trade. Consistent with this trend, the level of containerization in the general break-bulk cargo handled by the major ports in India has also been increasing over the years. The level of containerisation, was 45.5% in 1990-91 and has increased to a level of 64.7% in 1999-2000. The use of containers in the outgoing cargo (68.4% in 1999-2000) is higher than incoming cargo (61.4%), though this pattern is not consistent over the years. Of the important container handling ports, JNPT, ChPT & CoPT are above the all-port average in the level of containerisation, while MbPT, KoPT, TPT are below the average.

(C) Performance Indicators

Capacity Utilisation

2.2.17 Over the years cargo handling capacity of major ports has been increasing in order to cope up with the growing volume of internal and external trade consequent on the growth of economic activity in the liberalized environment. The capacity of the ports which was 169.23 million tons at the end of 1991-92 has increased to a level 258.05 million tons as at the end of 1999-2000 and to 291.45 million tons at the end of 2000-01. The year on year capacity growth in 2000-01 was higher at 12.94% as against a growth of 7.75% in 1999-2000 and compound growth rate of 6.23% during 1991-92 to 2000-01.

2.2.18 The capacity addition and the productivity improvements achieved by the major ports coupled with the increasing use of non-major ports by the shippers have changed the past scenario of major ports trying to cope up with excessive traffic to a situation where ports, in general, are waiting for ships. The capacity utilization which was 92.6% in 1991-92 and 97.3% in 1992-93 was consistently above 100% thereafter reaching a level of 105.4% in 1999-2000. The year 2000-01 has witnessed the capacity utilization coming down to 96.46% for all the major ports.

2.2.19 Port-wise capacity utilization during 2000-01 indicates that ChPT (149.2%), PPT (146.9%), Visakhapatnam (138.3%) continue to experience a capacity utilization of more than 100%. Other ports which experienced capacity utilization higher than the all-port average are JNPT (98.8%), TPT (98.3%), Mormugoa (98.2%) and CoPT (97.7%).

2.2.20 It would be of interest to compare the average growth in capacity vis-à-vis the traffic during 1991-92 to 2000-01 as brought out in Table 10. Only in the case of three ports, viz. Kandla, MbPT and TPT the average capacity growth is higher than the average traffic growth. In the case of ChPT, PPT and Visakapatnam, the capacity growth has been lower than the traffic growth. It may be noted that the above comparison of capacity utilization has limitations since the calculations are based on the year-end capacity availability and do not take into account the partial availability of capacities added during the course of the year.

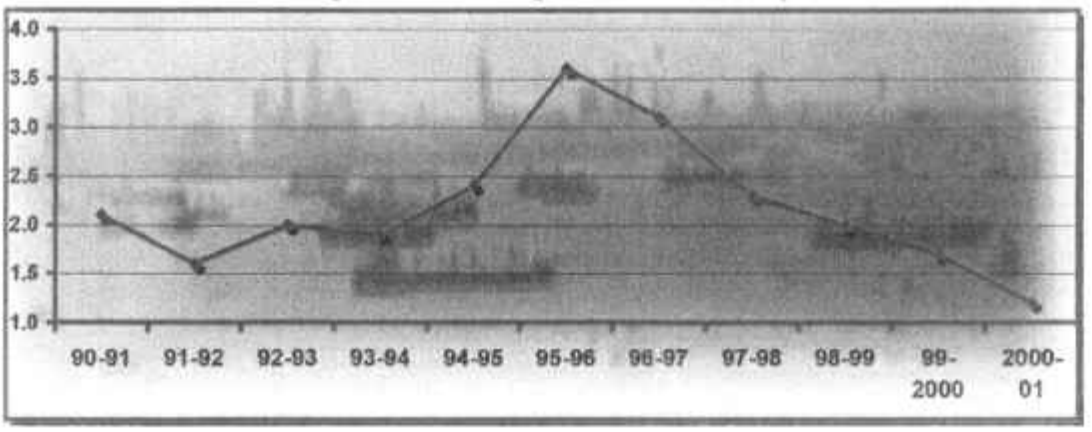
Table –10
Average Growth – Capacity Vs. Traffic

Port	CGR during 1991-92 to 2000-01	
	Capacity	Traffic
Kolkata	3.77	6.22
Haldia	6.75	7.57
Paradip	6.56	11.79
Visakhapatnam	4.12	8.46
Chennai	2.52	5.69
Tuticorin	10.47	8.55
Cochin	2.62	6.46
N.Manglore	8.71	8.95
Mormugoa	2.56	2.96
JLN	13.74	23.43
Mumbai	3.80	0.33
Kandla	8.06	6.41
All Ports	6.23	6.71

Average Pre-berthing Time

2.2.21 Average pre-berthing time (PBT), exhibited an increasing trend between 1990-91 and 1995-96 to attain a high of 3.6 days in 1995-96. This has been reversed since then and has reached a low of 1.2 days in 2000-01. The year–on-year (y-o-y) decrease in average PBT in 2000-01 was of the order of 29.4% as compared to 15.0% in 1999-2000. All the ports, excepting PPT, MoPT and JNPT, recorded decreases in PBT in 2000-01 as compared to 1999-2000. Even in the case of these three ports the increases were marginal. In the case of Paradip,. the PBT in 2000-01 was 1.4 days as compared to 1.1 days in 1999-2000. Similarly, for MoPT and JNPT it was 1.3 days and 0.9 days for 2000-2001 vis-à-vis 1.1 days and 0.6 days respectively for the previous years. The highest decrease in PBT was in the case of TPT (-53.3%) followed by Kandla (-50%), HDC (-43.8%) and Visakhapatnam (-42.9%).

Chart –15
Average Pre-berthing Detention - All-ports



2.2.22 Average PBT depends on variety of factors attributable to port account and non-port account, like availability of working berth vis-à-vis the type of vessel, navigation restrictions, strikes at ports, agent's option, documentation required, etc. A redeeming feature of the reduction in average PBT in 2000-01 is an y-o-y reduction of 45.24% in the PBT on port-account as against a reduction of 20.22% in the PBT due to non-port account. KDS and HDC (of KoPT) led the improvement in PBT on port account with a reduction of 76.19% and 75.41% respectively followed by TPT (-74.12%), KPT (-69.91%) and VPT (-59.42%). MoPT and PPT are the only ports which recorded increases in PBT on port-account. It is also pertinent to note, in this connection, that the average berth occupancy increased in 2000-01, as compared to 1999-2000, in the case of MoPT & PPT. Increase in the PBT on non-port account has been observed in the case of Paradip, Tuticorin, Mormugao and JNPT.

2.2.23 A look at the PBT vis-à-vis the type of vessels indicates that, in 2000-01, the average PBT was the least (0.5 days) in the case of container vessels, followed by liquid bulk (1.3 days), break bulk (1.3 days) and dry bulk (1.7 days). This differential has contributed substantially to the difference in the average PBT of individual major ports as compared to the all-port all-type average of 1.2 days. KDS (which handles predominantly POL and container traffic), HDC (POL and Coal traffic), Visakhapatnam (POL , Coal & Iron Ore traffic), CoPT (POL & Container traffic), NMPT (POL and Iron Ore traffic) and JNPT (Container and POL traffic) have recorded average PBTs which were less than that of all-port average. As the traffic handled by ChPT in 2000-01 was not dominated by any single type of cargo (Coal being the highest constituting 30.3% of the total), it has recorded the highest PBT in 2000-01 (2.4 days) whereas KDS, which handles container and liquid bulk cargo pre-dominantly, has registered lowest pre-berthing time (0.6 days).

2.2.24 Long-term trend in the average PBT during 1990-91 and 2000-01 indicates that it has declined at a compound rate of 5.4% during the period at all-ports level. All the ports, except ChPT, TPT, MoPT and NMPT, have recorded declining rates. The long-term improvement was the highest in the case of Kandla which decreased average pre-berthing detention (by -10.2% per annum) during that period followed by MbPT (-9.2%), JNPT (-8.3%).

Average Turn Round Time

2.2.25 There has been a general reduction in the average turn round time (TRT) at all the major ports in the country during the last 10 years. The average TRT which was 8.1 days in 1990-91 at all-ports level has declined over the years to reach a level of 4.1 days in 2000-01. As compared to a TRT of 5.1 days in 1999-2000, the reduction in 2000-01 to 4.1 days represents a 19.6% decline. All the ports, excepting PPT, recorded decreases in TRT as compared to 1999-2000. The highest decrease was in the case of TPT (-35.94%) followed by KPT (-24.19%), JNPT (-23.81%), NMPT (-23.68%), KoPT's HDC (-23.08%) & KDS (-16.67%) and VPT (-22.92%).

Chart –16

Average Turn Round Time- All-ports Average

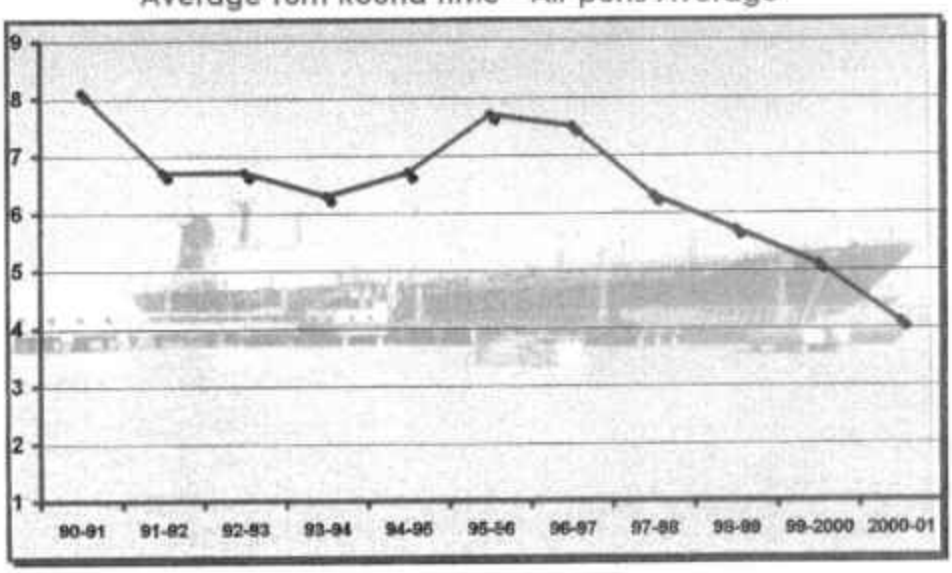


Table-11

Average Parcel Size and Turn Round Time

2.2.26 The average TRT is influenced by a number of factors like type of cargo, parcel size, PBT, entrance channel, etc. A look at the disaggregated data indicates that the TRT in 2000-01 has been the least in the case of container vessels (2.1 days). It may be observed that in each commodity category, the Average Turn Round Time for 2000-01 has come down despite increase in Average Parcel Size.

Type of Vessel	1999-2000		2000-01	
	Average Parcel Size (Tons)	Average TRT (days)	Average Parcel Size (Tons)	Average TRT (days)
Dry Bulk	31463	7.8	32462	6.4
Liquid Bulk	21108	3.6	22422	3.0
Break Bulk	5381	8.1	5727	6.1
Container	7574	2.9	8308	2.1
All types	17359	5.1	18542	4.1

2.2.27 As compared to 1999-2000, y-o-y percentage improvement in TRT has been recorded for all types of vessels during 2000-01, with the highest being in the case of container vessels (-27.58%) followed by break bulk (-24.69). The lowest decrease was in the case of liquid bulk (-16.67%)

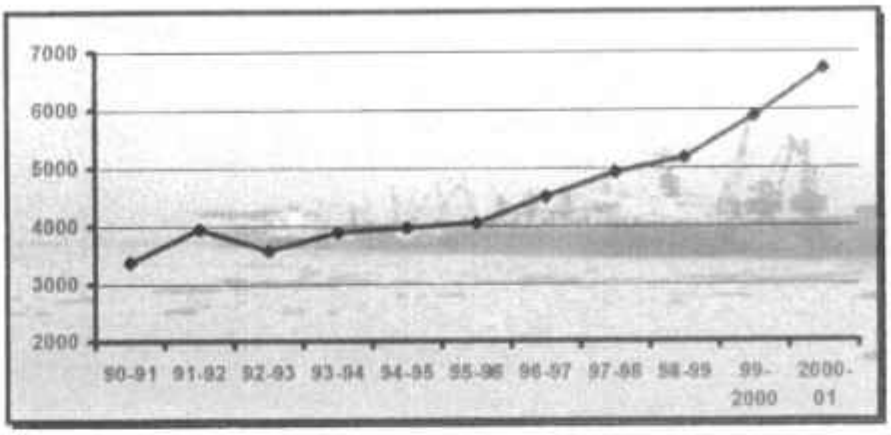
2.2.28 At the individual port level, ports which have recorded average TRT higher than all-ports average of 4.1 days in 2000-01 were ChPT (5.8 days), KoPT's KDS (5.5 days), MbPT (5.2 days), Kandla (4.7 days), MoPT (4.3 days) and PPT (4.2 days). The lowest was in the case of JNPT (1.6 days) which handles pre-dominantly container vessels followed by NMPT (2.9 days), which mainly handles liquid bulk and dry bulk vessels and CoPT (3.1 days) which pre-dominantly handles liquid bulk and container vessels. The mixed composition of the traffic in the case of ChPT, which is not dominated by any one type of cargo, appears to be the reason for a relatively high TRT.

2.2.29 A look at the average turn round time between 1990-91 to 2000-01 indicates that, in general, all the major ports have recorded decline. As compared to the all-ports level of -6.6% during the period, KDS (-7.4%), PPT (-6.7%), JNPT (-12.4%), MbPT (-7.0%), Kandla (-7.3%) have recorded steeply declining rates. The lower end of the decline was observed, in the case of TPT (-1.4%), followed by ChPT (-2.1%) and CoPT (-2.5%).

Average Output per Ship Berthday

2.2.30 The average output per ship berth-day nearly doubled between 1990-91 to 2000-01 from 3372 tons to 6701 tons, growing at an yearly CGR of 7.1%. As compared to 1999-2000, the year-on-year increase in the average output per ship berth-day was of the order of 14.1%. All the ports, except Kandla, have recorded increased output per ship berth-day during 2000-01, the highest being in the case of TPT (37.8%) followed by NMPT (35.4%) and Visakhapatnam (29.3%). Kandla registered a decline of 5.8%.

Chart –17
Average Output per Ship Berthday – All-ports Average



2.2.31 As compared to 1999-00, all the vessel types have posted increase in the average output per ship berth-day during 2000-01. There is also considerable variation in the average output per ship berth-day for vessels carrying different types of commodities.

Table- 12
Output per ship berth-day -by vessel type

Type of Vessel	Average Output per Ship Berthday	
	1999-2000	2000-01
Dry Bulk	6166	7754
Liquid Bulk	13040	13826
Break Bulk	1061	1216
Container	4420	5289
All Types	5871	6701

Liquid bulk vessels led the other types in 2000-01 by a wide margin, achieving an average of 13,826 tons followed by Dry Bulk whose average was only 56.1% of liquid bulk. Next come Container vessels and Break Bulk cargo vessels.

2.2.32 At the individual port level, the average output per ship berth-day is influenced by a variety of factors; an important determinant is the composition of the traffic that the port handles. The highest average output per ship berth-day during 2000-01, (as also in 1999-2000) was in the case of MoPT, whose traffic is primarily that of dry bulk (nearly 90% of the traffic is in Iron Ore & Coal). MoPT is followed by NMPT and VPT (whose traffic is predominantly in Liquid Bulk and Dry Bulk). The lowest output per ship berth-day in 2000-01, has been recorded by KDS of KoPT due to the traffic mix viz. container, other general cargo as well as liquid cargo. This is followed by TPT (traffic primarily in Coal, General Cargo and Containers) and MbPT.

2.3 Performance of Non-Major Ports

2.3.1 As the Indian economy is poised to launch itself into a higher growth trajectory and integrating itself with the global economy, the port infrastructure needs to dynamically respond to the expected increased flow of commodity traffic through the ports. As there is a physical and technical limitation to the extent of expansion of the existing capacities at the major ports, future expansion in the port capacity has to come from the non-major ports sector. Thus, their role in the overall port infrastructure development is increasingly assuming importance. The development of coastal shipping is also another factor giving fillip to the emergence of non-major ports as a significant component of the port infrastructure.

2.3.2 The importance of development of non- major ports has been fully appreciated by the maritime States, who are responsible for development and management of these ports. A number of these States, especially Gujarat, have launched important initiatives for their development. This has led to significant growth in the cargo traffic handled by these ports in the past few years and relieved the pressure on the major ports.

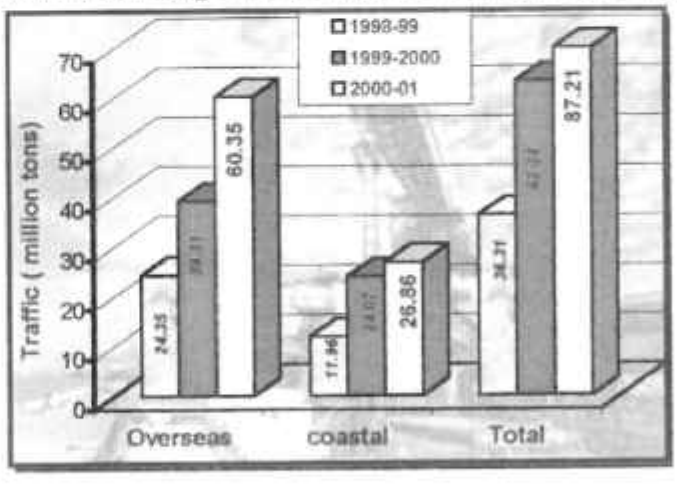
2.3.3 There are 184 non-major ports situated along the 5560 kms of the coast-line and sea-islands of India . These ports are located in Gujarat (40), Maharashtra (53), Goa (5), Daman & Diu (2), Karnataka (9), Kerala (13), Lakshdweep (10), Tamilnadu (14), Pondicherry (1), Andhra Pradesh (12), Orissa (2) and Andaman & Nicobar Islands (23). Out of these ports, only a few are well developed and provide all-weather berthing facilities for cargo handling. Fifty three ports usually handle cargo traffic.

(A) Cargo Traffic Handled

2.3.4 Non major ports in India collectively handled 87.21 million tons of traffic (provisional) during the year 2000-2001. As compared to 63.38 million tons of cargo handled in 1999-2000, this represents an increase of 37.59%. Though this is lower than the growth logged in 1999-2000 (74.5%), the growth recorded in 2000-2001 is qualitatively important considering the fact that the growth in 1999-2000 has been over a decline in traffic (-5.96%) in 1998-99 whereas the growth during the year under consideration is over a larger base.

Chart -18

Growth in Total Cargo Traffic Handled by Non-Major Port



2.3.5 The increase in the traffic handled by the ports in Gujarat from 46.70 million tons in 1999-2000 to 71.10 million tons in 2000-01 constitutes a major share of the total increase. State-wise break-up of the traffic handled in the past few years is given in Table-13.

Table- 13
Traffic Handled by Non- Major ports

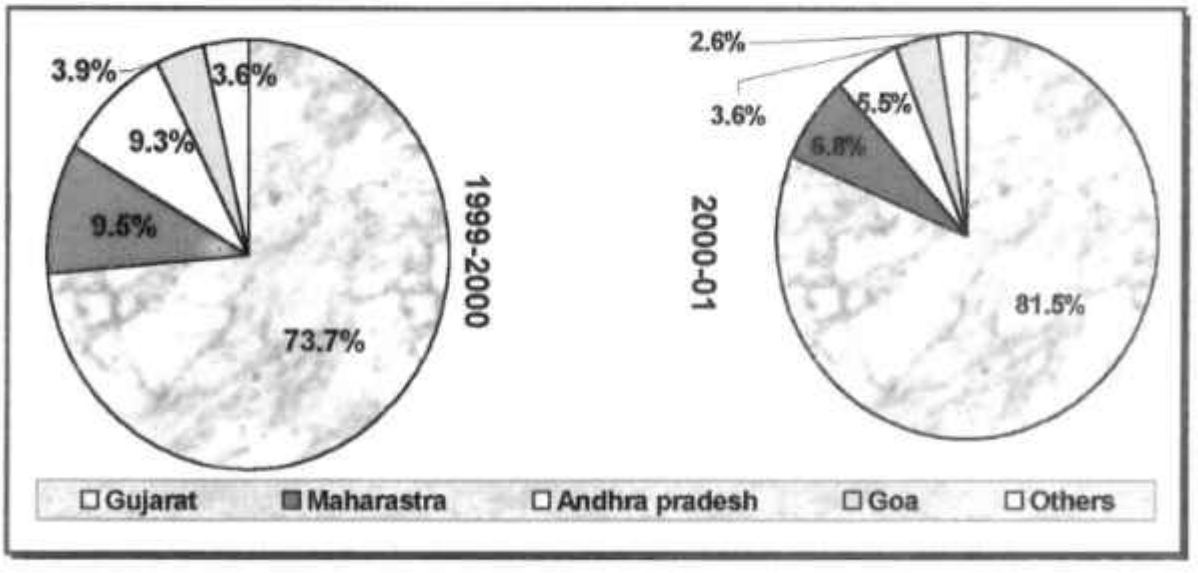
Year	Traffic Handled (Million Tons)					
	Gujarat	Maharashtra	AP	Goa	Others	Total
1996-97	19.86 (7.45)	4.24 (22.27)	2.22 (-3.30)	0.39 (269.16)	1.12 (-17.04)	27.83 (8.25)
1997-98	27.71 (39.57)	4.68 (10.39)	3.54 (58.87)	0.98 (149.37)	1.70 (51.79)	38.61 (38.71)
1998-99	22.92 (-17.29)	5.19 (10.89)	4.18 (18.09)	2.17 (120.71)	1.85 (8.82)	36.31 (-5.96)
1999-2000	46.70 (103.72)	6.05 (16.38)	5.92 (41.69)	2.49 (14.35)	2.22 (20.00)	63.38 (74.58)
2000-01(P)	71.10 (52.25)	5.90 (-2.48)	4.82 (-18.50)	3.10 (24.66)	2.29 (3.15)	87.21 (37.59)

Note: (1) Figures in parentheses indicate the year-on-year percentage growth.
(2) Others consist of all other maritime States/UTs

Of the total cargo handled by the non- major ports in 2000-01, over-seas cargo constituted 69.2% up from 62.02 % in 1999-2000, as a result of lower growth of coastal traffic.

The overseas traffic grew by 53.52% and the coastal traffic by 11.53% in 2000-01 as compared to the growth of 61.46% and 101.3%, respectively in 1999-2000. The lower growth of coastal traffic is mainly due to lower level of growth of coastal traffic handled at the non-major ports in Gujarat and Maharashtra as also due to a decline in the traffic handled at ports in Andhra Pradesh, Karnataka and Tamil Nadu.

Chart -19
State-wise contribution to the total Traffic handled by Non-Major Ports



2.3.6 The major contributing States to the cargo traffic during 2000-2001 were: Gujarat (81.53%), Maharashtra (6.76%), Andhra Pradesh (5.53%) and Goa (3.55%). The remaining 2.63% of the cargo is handled by other maritime States/UTs. As compared to 1999-2000, the share of Gujarat ports in the total traffic handled has seen a sharp increase whereas that of the other maritime States have declined.

2.3.7 Of the 53 Non- major ports which normally handled cargo traffic, 15 ports (Kakinada-Deep Water and Rawa in Andhra Pradesh; Panaji in Goa; Bedi, Dahej, GAPL, GPPL, Jafrabad, Magdalla, Mul-Dwarka, Navalakhi, Okha & Sikka in Gujarat and Dharamtar & Revdanda in Maharashtra) have handled more than one million ton of cargo traffic during 2000-2001. Non- major ports handled a variety of cargo like POL, Metal ore, Cement and Clinker, Coal, Fertilizers and FRM, Iron & Steel, Edible oils. Commodity-wise traffic handled during the past few years is given in Table-14 below:

Table-14

Commodity -wise Traffic Handled at Non-Major Ports

Year	Traffic Handled (Million Tons)						
	POL & its Products	Iron Ore	Cement & Clinker	Coal	Fertiliser & FRM	Others	Total
1996-97	4.69 (16.84)	5.50 (19.94)	4.06 (14.58)	2.63 (9.44)	1.94 (6.97)	9.01 (32.23)	27.83 (100)
1997-98	8.84 (22.90)	6.43 (16.65)	5.81 (15.06)	4.74 (12.28)	2.72 (7.05)	10.07 (26.06)	38.61 (100)
1998-99	6.30 (17.34)	7.55 (20.78)	6.63 (18.27)	4.99 (13.74)	2.83 (7.80)	8.01 (22.07)	36.31 (100)
1999-2000	27.80 (43.86)	8.75 (13.81)	7.22 (11.39)	6.61 (10.42)	3.74 (5.91)	9.26 (14.61)	63.38 (100)
2000-2001(P)	45.76 (52.47)	8.28 (9.49)	9.33 (10.70)	9.62 (11.03)	3.08 (3.53)	11.14 (12.78)	87.21 (100)

Note : Figures in parentheses indicates percentage share of cargo handled to total cargo handled.

Composition of the traffic handled by the non-major ports has undergone considerable change, over the years. POL traffic is the single largest commodity handled, increasing its share from 16.84% of the total traffic in 1996-97 to 52.47% in 2000-01. There is a marginal increase in the share of coal traffic which constituted 10.7% of the total traffic in 2000-01. The share of Cement &Clinker, Iron Ore and Fertiliser & FRM have declined over the years and constituted 10.7%, 9.49% and 3.53%, respectively of the total traffic in 2000-01.

2.3.8 The change in the composition of the traffic basket is due to the differential growth rates recorded by the individual commodities over the years. The rate of growth in cargo traffic in respect of important commodities is given in Table-15.

Table - 15

Growth Rates in Traffic of Important Commodities

Commodity	Average yearly growth: 1996-97 to 2000-01	Year-on-year growth rate in 1999-2000	Year-on-year growth rate in 2000-01
POL	76.77	341.53	64.57
Coal	38.34	32.4	45.59
Cement & Clinker	23.14	8.9	29.24
Iron ore	10.52	15.97	-5.4
Fertiliser & FRM	12.28	32.2	-17.65
Iron & steel	20.57	17.62	26.07
Edible Oil	155.28	431	18.75
Other ores	38.73	32.64	107.5
Oilcakes	-22.46	-23.87	-22.92
Foodgrains	-13.45	-35.22	71.03
All commodities	33.05	74.58	37.59

Commodities which have recorded positive growth during 2000-2001 are – Other ores (107.5%), Foodgrains (71.03%), POL (64.57%), Coal (45.59%), Cement & Clinker (29.24%) and Iron& Steel (26.07%). Commodities which showed negative growth in traffic are - Oilcakes(-22.92%) and Fertiliser & FRM (-17.65%). However, taking into account the average yearly CGR during the past 4 years, it is observed that the fastest growing cargo traffic is Edible oil (155.28%) followed by POL & its products (76.77%), Other Ores (38.73%), Coal(38.34%), Cement & Clinker(23.14%) and Iron & Steel (20.57%),. The fastest declining cargo traffic are Oilcakes (-22.46%) and Foodgrains (-13.45%).

Commodities which have shown positive yearly growth in the medium-term but have shown decline in 2000-01 are Fertiliser & FRM and Iron Ore. Medium-term declining trend has been reversed to growth in the case of Foodgrains.

(B) Cargo Traffic Handled - State-wise Analysis

Gujarat

2.3.9 Gujarat is a principal maritime State endowed with a natural coastline of approximately 1600 kms which constitutes about 29% of India's total coastline. The State has 40 non- major ports which are controlled and administered by Gujarat Maritime Board (GMB) since April, 1982. Gujarat has the advantage of a vast hinterland covering the Northern and Central Indian States and as a result, these ports in Gujarat handle large volumes of sea-borne traffic. There has been a steady increase in the volume of traffic handled by the ports of Gujarat during the last decade. This traffic is achieved mainly through 14 ports. The remaining 26 ports are used for fishing activities and sailing vessels traffic of small volume.

2.3.10 The total cargo traffic handled at the non-major ports of Gujarat during 2000-01 is estimated at 71.10 million tons (Provisional) as against 46.70 million tons in 1999-2000 with an year-on-year growth of 52.25%. Though much less than the growth achieved in 1999-2000 (103.72%), the growth in 2000-01 is qualitatively different as it is over a large base whereas the growth achieved in 1999-2000 was registered over a negative growth (-17.29 %) in 1998-99. The average yearly growth achieved during the last decade (1990-91 to 1999-2000) was 24.91% and thus the first year of the current decade has seen a much higher growth rate. Overseas traffic recorded a growth of 71.46% (higher than the average growth of 23.43% during 1990-91 to 1999-2000) and the coastal traffic logged 14.9% growth (lower than the average growth of 31.15% during 1990-91 to 1999-2000). As a result the share of overseas traffic in the total traffic has gone up from 66.04% in 1999-2000 to 74.38% in 2000-01.

2.3.11 The contribution of the State to the total cargo handled by all the non major ports in India is as high as 81.53% in 2000-01 as against 73.67% in the previous year. This is poised to increase further in the coming years as a result of the aggressive promotion of Port Policy - 1995 by the GMB with the active participation of the private sector in the development of Gujarat port sector.

2.3.12 Table-16 presents the traffic handled at some important non - major ports of Gujarat during the past few years.

Table- 16

Traffic Achieved at Select Non Major Ports of Gujarat

Year	Traffic Handled (Million Tons)									
	Sikka	Magd -alla	Jafra -bad	Bedi	Mul-Dwarka	GAPL	Dahej	Pipavav (Inc. GPPL)	Others	Total
1996-97	4.56	6.35	1.30	2.57	1.16	-	0.03	Neg.	3.89	19.86
1997-98	4.74	9.08	2.26	2.67	1.71	-	0.20	1.11	5.94	27.71
1998-99	1.59	8.98	2.87	1.50	2.07	0.24	0.64	0.65	4.38	22.92
1999-00	21.21	10.04	3.30	1.54	2.23	1.17	1.38	0.69	5.14	46.70
2000-01(P)	40.89	9.88	3.80	3.29	3.02	2.23	1.94	1.92	4.13	71.10

The port-wise analysis of the cargo handled indicates that Sikka Port handled the highest cargo tonnage of 40.89 million tons in 2000-01 up from 21.21 million tons handled in 1999-2000, an increase of 92.79%. Sikka contributed 57.51% to the total cargo handled by the Non-major ports in Gujarat in 2000-01. This port has witnessed manifold increase in total cargo handled ever since the commissioning of Reliance Jamnagar maritime terminal facility. Sikka handled 3 major commodities i.e. Crude oil, HSD and Naptha. The remarkable increase in the total traffic handled at the Non-major ports in Gujarat in 2000-01 is mainly due to the increase in the volume of POL traffic handled at Sikka. Next to Sikka, Magdalla is a leading port . During the year 2000-2001, the port handled 9.88 million

tons of cargo, down from 10.04 million tons in 1999-2000. Major commodities handled by the port are Iron ore, Naphtha, Cement & Clinker, Coal and HRC. Jaffrabad Port handled 3.80 million tons of cargo in 2000-2001 as compared to the traffic of 3.30 million tons in 1999-2000. The other ports which have shown increase in the cargo handled during 2000-01 are Bedi, Mul -Dwarka, Mundra (GAPL) Pipavav (including GPPL) and Dahej.

2.3.13 Commodity-wise analysis of the total cargo handled in 2000-01 by these ports in Gujarat indicates that POL and other petroleum products constitute 60.12% of the total cargo handled followed by Coal (12.36%) and Cement & Clinker (11.15%) (Table- 17). The other important products handled are Iron ore, Fertiliser and FRM, Iron & Steel

Table - 17
Commodity -wise Traffic Handled at Gujarat Minor Ports

Year	Traffic Handled (Million Tons)						
	POL & other Product	Coal	Cement	Fertilizer & FRM	Iron Ore	Others	Total
1996-97	3.89	2.06	3.24	1.39	2.52	6.76	19.86
1997-98	6.77	3.65	4.92	1.93	3.21	7.23	27.71
1998-99	3.74	4.36	5.08	1.85	2.83	5.06	22.92
1999-2000	23.74	6.03	5.81	2.42	3.36	5.34	46.70
2000-01(P)	42.75	8.79	7.93	2.13	2.31	7.19	71.10

2.3.14 There is a manifold increase in the POL traffic. This traffic which was 3.89 million tons in 1996-97 has grown over the years to 42.75 million tons in 2000-2001 at an yearly average rate of 81.56%. This is largely due to the import of crude oil through the new SBMs installed at Sikka. As a result of this, the share of this commodity in the total cargo handled has gone up considerably from 24.43% in 1997-98 to 60.12% in 2000-01. Coal traffic has also been consistently growing though not at the rate recorded by POL. The growth of traffic in some important commodities is given in Table-18.

Table – 18
Growth Rate in Traffic of Important Commodities
At Non- Major Ports – Gujarat

Commodity	Average yearly growth 1996-97 to 2000-01	Growth rate in 1999-2000	Growth rate in 2000-01
POL	81.56	535.01	80.04
Coal	43.69	38.49	45.67
Cement & Clinker	25.12	14.4	36.54
Fertiliser & FRM	11.24	31.09	-11.86
Iron ore	-2.13	18.92	-31.28
All commodities	37.56	103.72	52.25

Iron ore traffic has witnessed a sharp decline in 2000-01. Fertiliser & FRM traffic has seen reversal of the medium-term trend to record decline during 2000-01.

MAHARASHTRA

2.3.15 Maharashtra has a coast line of 720 KM and comes next to Gujarat in terms of the total traffic handled by the non-major ports. Though there are 53 notified non-major ports, only 7 ports contribute to cargo traffic handled. The traffic handled by them constitutes 6.8% of traffic handled by all non- major ports of India in 2000-01.

2.3.16 The total cargo traffic handled at these ports of Maharashtra during 2000-01 is estimated, provisionally, at 5.90 million tons as compared to 6.05 million tons in 1999-2000. The share of overseas traffic in the total traffic has gone down from 46.39% in 1999-2000 to 28.61% in 2000-01. The port-wise traffic in Maharashtra is given in the table below.

Table –19

Traffic Achieved at Select Non- Major Ports - Maharashtra

Year	Traffic Handled (Million Tons)					
	Dharamtar	Revdanda	Ulwa-Belapur	Ratnagiri	Others	Total
1996-97	1.69	1.28	0.38	0.44	0.45	4.24
1997-98	1.70	1.13	0.52	0.45	0.88	4.68
1998-99	1.66	1.20	0.68	1.00	0.65	5.19
1999-2000	2.18	1.38	0.71	0.60	1.18	6.05
2000-2001(P)	2.70	1.22	0.68	0.56	0.74	5.90

Dharamtar is the leading port of Maharashtra handling 2.7 million tons of cargo in 2000-01 as against 2.2 million tons in 1999-2000. The contribution of Dharamtar tc the total cargo handled at the non - major ports in Maharastra is of the order of 45.76% in 2000-01. The other important non-major ports of Maharashtra are Revdanda, Ulwa-Belapur and Ratnagiri. The traffic handled at these ports remained stagnant or declined in the past few years.

2.3.17 Commodity-wise analysis of the cargo handled by the non -major ports of Maharashtra indicates that Iron Ore was a main item(56.36% of the total cargo) followed by Cement and Clinker (21.61%), POL and its products (7.43%) and Coal (6.68%) as is brought out below:

Table -20

Commodity -wise Traffic Handled at Maharashtra Non - Major ports

Year	Traffic Handled (Million Tons)					
	Iron Ore	Cement Clinkers	POL	Coal	Others	Total
1996-97	2.84	0.72	-	0.38	0.30	4.24
1997-98	2.49	0.80	0.02	0.85	0.52	4.68
1998-99	2.65	1.45	0.21	0.53	0.35	5.19
1999-2000	3.02	1.28	0.75	0.48	0.52	6.05
2000-2001(P)	3.32	1.27	0.44	0.39	0.48	5.90

Traffic in Iron ore registered a growth of 9.96% in 2000-01. However, Cement & Clinker, POL products, Coal and Iron & Steel recorded decline in 2000-01.

ANDHRA PRADESH

2.3.18 Andhra Pradesh is also an important maritime State with a coast line of 1000 KM. There are 2 intermediate and 10 minor ports in Andhra Pradesh, out of which 4 ports normally handle cargo traffic. Andhra Pradesh is the third largest contributor to the cargo traffic handled by non-major ports contributing 5.53% to the total traffic handled by the such ports of India in 2000-01.

2.3.19 These ports in Andhra Pradesh handled 4.82 million tons of cargo during 2000-01 as compared to 5.92 million tons in 1999-2000. The share of overseas traffic in the total traffic has gone up marginally from 44.24% in 1999-2000 to 45.08% in 2000-01.

2.3.20 The port-wise break-up of the cargo handled in Andhra Pradesh during 2000-01 as well for the immediately proceeding years is given below:

Table -21

Traffic Achieved at Selected Non- Major Ports - Andhra Pradesh

Year	Traffic Handled (Million Tons) -Port Wise			
	Rawa	Kakinada Anchorage	Kakinada Deep Water Port	Total
1996-97	0.72	1.40	0.10	2.22
1997-98	1.77	1.24	0.53	3.54
1998-99	1.52	1.55	1.10	4.18
1999-2000	2.53	1.27	1.78	5.92
2000-2001(P)	2.56	0.50	1.76	4.82

A decline in the traffic handled by all the non-major ports of Andhra Pradesh in 2000-01 has been observed except in the case of Rawa. Rawa, which is a captive port to an oilfield, is the leading port followed by Kakinada Deep water port and Anchorage port.

2.3.21 The commodity wise composition of traffic shows that POL products constitute the major part of the cargo handled constituting 45.28% of the total cargo handled followed by Fertilisers and FRM (17.06%) and Edible oils (10.82%) as brought out below:

Table -22

Commodity-wise Traffic Handled - Andhra Pradesh State

Year	Traffic Handled (Million Tons)				
	Crude Oil	Fertilizer & FRM	Edible Oil	Others	Total
1996-97	0.72	0.36	0.02	1.12	2.22
1997-98	1.80	0.58	0.10	1.06	3.54
1998-99	1.86	0.77	0.17	1.38	4.18
1999-2000	2.90	1.21	0.80	1.01	5.92
2000-2001(P)	2.19	0.82	0.52	1.29	4.82

Traffic in these products have shown a decline in 2000-01 as compared to 1999-2000 but miscellaneous products have shown an increase.

VITAL PORT STATISTICS

Table 1.1 Number of Major and Non-Major Ports in the Maritime States (As on 31.3.2001)

State / U.T.	Number of Major Ports	Number of Non-Major Ports (a)	Total Number of Ports
1	2	3	4
WEST COAST			
Gujarat	1	40	41
Maharashtra	2	53	55
Goa	1	5	6
Daman & Diu	-	2	2
Karnataka	1	9	10
Kerala	1	13	14
Lakshadweep Islands	-	10	10
EAST COAST			
Tamil Nadu	3	14	17
Pondicherry	-	1	1
Andhra Pradesh	1	12	13
Orissa	1	2	3
West Bengal	1	-	1
Andaman & Nicobar Islands	-	23	23
TOTAL	12	184	196

Note : (a)This includes working, non working and captive Ports.
For details see Table 1.2.

Table 1.2 List Of Non-Major Ports (As on 31.3.2001)

GUJARAT

1 Mandvi
2 Navlakhi
3 Bedi
4 Sikka
5 Jafarabad
6 Okha
7 Porbandar
8 Veraval
9 Bhavnagar
10 Bharuch
11 Magdalla
12 Koteshwar
13 Mundra
(a) GAPL
(b) Old
14 Jakhau
15 Jodia
16 Salaya
17 Pindhara
18 Beyt
19 Rupen
20 Mangrol
21 Kotda
22 Madhwad
23 Navabandar
24 Rajpara
25 GPPL(Pipavav)
26 Mahuva
27 Talaja
28 Ghogha
29 Khambhat
30 Dahej
31 Bhagwa
32 Onjal
33 Vansi-Borsi
34 Billimora
35 Valsad
36 Umarsadi
37 Kolak
38 Maroli
39 Umergaon
40 Mul-Dwarka

MAHARASHTRA

1 Dahanu
2 Tarapur
3 Nawapur
4 Satpati
5 Kelwa-Mahim
6 Arnala
7 Datiware
8 Uttan
9 Bassein
10 Bhiwandi
11 Manori
12 Kalyan
13 Thane
14 Versova
15 Bandra
16 Trombay
17 Ulwa-Belapur
18 Panvel
19 Mora
20 Mandwa
21 Karanja
22 Thal
23 Rewas
24 Alibag
25 Dharamtar
26 Revdanda
27 Borli/Mandla
28 Nandgaon
29 Murud-Janjira
30 Rajpuri
31 Mandad
32 Kumbharu
33 Shriwardhan
34 Bankot
35 Kelshi
36 Harnai
37 Dabhol
38 Palshet
39 Borya
40 Jaigad
41 Tiwri -Varoda
42 Purnagad
43 Jaitapur
44 Vijaydurg
45 Deogad
46 Achara
47 Malvan
48 Niwti
49 Vengurla
50 Redi
51 Kiranpani
52 Ratnagiri
53 Dighi

KARNATAKA

1 Mangalore
2 Malpe
3 Hangarkatta
4 Kundapur
5 Bhatkal
6 Honavar
7 Tadri
8 Belekeri
9 Karwar

ANDHRA PRADESH

1 Bhavanapadu
2 Calingapatnam
3 Bheemunipatnam
4 Kakinada
(a) Anchorage
(b) Deep Water
5 Narsapur
6 Machilipatnam
7 Vadarevu
8 Nizampatnam
9 Krishnapatnam
10 Gangavaram
11 Mutyalammapalem
12 Rawa

LAKSHADWEEP

1 Agatti
2 Amini
3 Andrott
4 Bitra
5 Chetlat
6 Kavaratti
7 Kadmat
8 Kiltan
9 Kalpeni
10 Minicoy

ANDAMAN & NICOBAR

1 Port Blair
2 Mus
3 Car Nicobar
4 Havelock
5 Mayabunder
6 Diglipur
7 Rangat
8 Hut Bay
9 Katchal
10 Campbell Bay
11 Neil Havelock
12 Dugong Creek
13 Nancowry
14 Chowra
15 Teressa
16 Kondul
17 Pillow Millow
18 East Island
19 Cinque Island
20 Jolly Bouy Island
21 Tillonchong
22 Castle Bay
23 South Bay

TAMIL NADU

1 Cuddalore
2 Nagapattinam
3 Rameswaram
4 Pamban
5 Colachel
6 Valinokkam
7 Kanyakumari
8 Ennore(C)
9 Punnakayal(C)
10 Thirukkadaiyur(C)
11 PY-3(Oil field)(C)
12 Kattupalli(C)
13 Thiruchopuram(C)
14 Manappad(C)

GOA

1 Panaji
2 Chapora
3 Betul
4 Talpona
5 Tiracol

ORISSA

1 Gopalpur
2 Behrabalpur (Balasore)

DAMAN & DIU

1 Daman
2 Diu

KERALA

1 Alappuzha
2 Vadakara
3 Kannur
4 Kasargode
5 Kodungallore
6 Ponnani
7 Thalassery
8 Thiruvananthapuram
9 Quilon
10 Kozhikode/Beypore
11 Neendakara
12 Azhikkal
13 Koavalam/Vizhinjam

PONDICHERRY

1 Pondicherry

(c) Captive Ports

Table 1.3 Topography of Major Ports (As on 31.3.2001)

Port	Location		Entrance Channel			Turning Circle		Type of Dock/ Port
	Latitude	Longitude	Distance of anchor from Harbour entrance (Km)	Minimum Depth (Mtrs.)	Minimum Width (Mtrs.)	No.	Diameter (In Mtrs.)	
1	2	3	4	5	6	7	8	9
Kandla	23 01' N	70 13' E	25	4.6 below chart datum	200	No	Turning Circle	All weather tidal Port.
Vadinar (Kandla)	22 30' 34" N	69 42' 04" E	8.0	23.5	1500	-	-	Off -Shore oil terminal (Single Buoy Mooring)
Mumbai	18 54' N	72 49' E	9.6	10.9	366	1	366	Natural Harbour and Impounded wet docks.
J.L.Nehru	18 56.43'N(a)	72 56.24' E(a)	17.0	11.0	350	1	600	All weather Tidal Port
Mormugao	15 24' N	73 48' E	4.5	13.0	250	2	480	Natural Harbour protected by a break-water. (At the mouth of River Zuari)
New Mangalore	12 55' N	74 48' E	7.5	15.4	245	1	570	Artificial lagoon port with open berth.
Cochin	9 58' N	76 15' E	10.0	13.8	200	1	500	Artificial Lagoon Port
Tuticorin	8 47' N	78 12' E	2.4	10.8	152	1	488	Artificial Harbour
Chennai	13 06' N	80 18' E	6.7	IH 18.4 OH 19.2	244	1	548	Artificial Harbour with wet docks.
Visakhapatnam	17 41' N	83 17' E						
-Inner Harbour			2.2	10.7	97.54	1	366	Natural Harbour.
-Outer Harbour			0.4	19.0	200	1	610	
Paradip	20 15' N	86 40' E	2.0	12.8	160	1	520	Wet Dock
Kolkata Dock System	22 32' 53" N	88 18' 05"E	233	2.9	100	2	183/250	Riverine with impounded wet docks and river side jetties.
Haldia Dock Complex	22 2'N	88 6'E	115	6.3	467	1	545	Impounded dock with riverine oil jetties.

IH - Inner Harbour

OH - Outer Harbour

(a) At South West Corner of Bulk Berth.

Table 1.4 Details of Berths Available at Major Ports (As on 31.3.2001)

Port/ Type of Berth (No.)	Draft (In Mtrs.)	Length (In Mtrs.)	Maximum size of ships that can be accommodated (DWT)	Percentage Occupancy during 1999-00	Percentage Occupancy during 2000-01(P)
1	2	3	4	5	6
1. KANDLA					
General Cargo Jetties(8)	9.10 to 10.70	2033.00	55000	95	90
Oil Jetty - I (1)	9.45	89.60	45000	95	45
Oil Jetty - II (1)	10.67	153.00	45000	100	62
Oil Jetty - III (1)	10.36	213.40	60000	98	79
Oil Jetty - IV (1)	10.67	213.40	56000	96	59
Oil Jetty - V (1)	9.50	213.00	45000	89	71
S.B.M. (Vadinar) (2)		-	No restriction	54	61
2. MUMBAI					
Indira Dock (29)(a)	7.0-10.0	152-244	Length overall 600 feet .	62	62
Victoria Dock (12)	6.7	122-152	Length overall 460 feet.	41	50
Princess Dock (8)	6.1-6.4	100-212	Length overall 503 feet.	74	86
Jawahar Deep (4)	10.97-14.3	244-493	125000	53	44
Pir Pau Oil Pier (1)	7.5	174	35000	28	17
New Pir Pau Pier (1)	12.0	197	47000	67	70
3. J. L. NEHRU					
Container (5)	13.5 Each	680 near length of Quay	70000	68	60
Dry Bulk (2)	13.5 Each	500	70000	83	73
Service: BBO3(1)	13.5	212	70000	57	74
BBO4(1)	9.5	180	15000	38	27
4. MORMUGAO					
General Cargo (B.No. 5)	Berth Nos. 5 & 6 have been handed over to M/s. AEG Pvt. Ltd. on 9.6.99 for reconstruction.			48	-
General Cargo (B.No. 6)				23	-
Barge Berth (B.No. 7) (adjacent to berth No.6)	3.5	100	-	20	-
Oil Berth (B.No. 8)	13.0	116(298)(b)	125000	67	73
MOHP (B. No. 9)	13.0	322(357.5)(b	275000	60	65
Multi purpose G.C. Berth (B. No. 10)	12.0	250	50000	88	84
Multi purpose G.C. Berth (B. No. 11)	12.0	270	60000	84	87
5. NEW MANGALORE					
General (7)	7.0-10.5	125-198	4000-30000	8,68,49,40 45,66,53	- 35,43,15 29,44,43
Iron Ore Berth (1)	13.0	300	60000	54	45
Oil Jetty (1)	10.5	330	45000	67	67
MRPL Crude Jetty (1)	14.0	320	120000	60	63
Virtual Jetty(1)	12.0	275	35000	29	29
6. COCHIN					
Break Bulk (7)	9.1 (Each)	145-185	12000 - 50000	53,92,60,49 36,65,38	37,74,62,36 89,47,68
Fertiliser (1)	10.7	217	86000	97	63
Oil terminal (1)	11.7	250	115000	87	88
Tanker Berth (2) (Norht/South)	9.1	198-214	30000	46,55	77,51
Container (1) Terminal (Q8/Q9)	10.7	210	-	58	67

(a) Include 6 Container Berths.

Table 1.4 (Contd...) Details of Berths Available at Major Ports (As on 31.3.2001)

Port/ Type of Berth (No.)	Draft (In Mtrs.)	Length (In Mtrs.)	Maximum size of ships that can be accommodated (DWT)	Percentage Occupancy during 1999-00	Percentage Occupancy during 2000-01(P)
1	2	3	4	5	6
7. TUTICORIN					
General Cargo Berth(6)	8.2 -10.7	168-192	35000	95	85
Container(1) (a)	10.7	240	35000	57	...
Shallow Droght Berth(2)	6.0	140	6000	58	...
Oil Jetty (1)	10.7	228	40000	38	29
Coal Jetty (2)	10.7	235	50000	61	90
Finger Jetty	4.5	121	4500	37	...
8. CHENNAI					
Break Bulk/Nec Bulk (10)	7.92-10.40	170.60-246	...	79,77,73,79 89,90,88,90	77,76,76,74,53 86,84,81,42,40,
Container Terminal (3)	11.0-12.5	200 Each	20000 To 45000	89,87,89	88,81,76
Liquid Bulk (2)	16.00-17.4	304 & 338.94	140000	58,58	46,52
Dry Bulk (4)	11.00-17.4	218-222	Upto 130000	81,87,86,89	88,85,90,87,88
Others (5)	7.92-8.53	157-198	...	78,93,72,94	88,89,40,26,87
9. VISAKHAPATNAM					
Inner Harbour :					
Multi-purpose Berths (a)(12	8.0-10.2	108-235	40000	86	75
Dry Bulk Berth (1)	10.1	168	40000	71	56
(Mech) Fertiliser Berth					
Oil Berth (2)					
Liquid Bulk Berth-1	10.1(b)	183	40000	83	70
Liquid Bulk Berth-2	9.8	183	40000	78	81
Outer Harbour :					
Ore Berth (2)					
Dry Bulk Berth(Iron-Ore)	16.0	263	150000	66	68
Dry Bulk Berth(Iron-Ore)	16.0	263	150000	45	46
General-cum-Bulk Cargo Berth (1)	13.2	232	100000	90	85
Off - Shore Tanker Terminal Berth (1)	16.0	280	100000	51	61
New Oil Mooring (1)	15.0	270	100000	67	56
Channel Berth	8.0	140	...	70	58
10. PARADIP					
General Cargo Berth					
Dry & Break-Bulk-I	11.5	687	40000-60000	70	72
Dry & Break-Bulk-II	11.5	687	40000-60000	73	78
Dry & Break-Bulk-III	12.5	687	40000-60000	66	78
Iron Ore Berth (1) (Mechanised Dry-Bulk)	13.2	155 (320m. betwee Dolphin)	60000-75000 (Depend on weather Conditions)	57	70
Fertiliser Berth (1) (Mechanised Liquid Bulk)	13.0	240-252	60000-65000	52	43
Multipurpose Berth	13.0	290	60000-65000	37	66
South Quay	12.5	265	50000	68	69
West Quay(S & N)	13.0	520	60000-65000	61,74	-73

(a) For handling Break-bulk/Container.
(b) On a rising side of 0.91 meters.

Table 1.4 (Contd...) **Details of Berths Available at Major Ports (As on 31.3.2001)**

Port/ Type of Berth (No.)	Draft (In Mtrs.)	Length (In Mtrs.)	Maximum size of ships that can be accommodated (DWT)	Percentage Occupancy during 1999-00	Percentage Occupancy during 2000-01 (P)
1	2	3	4	5	6
11. KOLKATA DOCK SYSTEM					
Multi Purpose Berth (21)					
1. Berth 1/KPD	7.7	133	475' Length 70' Breadth	48	58
2. Berth 5/7KPD	8.7	229	515' Length 70' Breadth(a)	33	19
3. Berth 9.KPD	8.9	138	-do-	31	19
4. Berth 11KPD	8.9	151	-do-	47	52
5. Berth 4KPD	8.1	136	-do-	37	47
6. Berth 8/KPD	8.3	128	515' Length 73' Breadth(a)	49	26
7. Berth 10KPD	8.8	161	-do-	44	28
8. Berth 12KPD	8.5	143	475' Length 70' Breadth	57	78
9. Berth 22KPD	8.8	151	500' Length 70' Breadth	100	100
10. Berth 23KPD	9.1	147	515' Length 70' Breadth(a)	85	62
11. Berth 24KPD	8.6	152	-do-	89	100
12. Berth 25KPD	8.7	169	-do-	84	70
13. Berth 26KPD	8.1	185	-do-	32	14
14. Berth 27KPD	8.4	195	-do-	52	34
15. Berth 28KPD	7.6	195	-do-	60	19
16. Berth 29KPD	8.4	185	-do-	48	28
17. Berth 1NSD	8.3	200	565' Length 80' Breadth(b)	46	44
18. Berth 2NSD	8.0	187	-do-	60	60
19. Berth 3NSD	8.5	183	-do-	64	50
20. Berth 13NSD	7.3	174	-do-	49	35
21 Berth 14NSD	7.9	174	540' Length 80' Breadth	41	48
Containers (6)					
1. Berth 3KPD	8.9	128	515' Length, 70' Breadth	25	24
2. Berth 6KPD	8.7	118	-do-	36	45
3. Berth 4NSD	8.5	181	565' Length, 80' Breadth	34	35
4. Berth 5NSD	8.4	182	-do-	24	41
5. Berth 7NSD	8.1	192	550' Length, 80' Breadth	57	57
6. Berth 8NSD	6.8	225	-do-	41	57
Liquid Bulk/Oil Berth (7)					
1. Berth 12NSD	7.8	152	500' Length, 80' Breadth	48	39
2.Berth 1 Budge Budge	Up to 9 mtrs.	189	139 to 189 mtrs.	47	44
3.Berth 2 -do-	-do-	102	85 to 116 mtrs.	27	21
4.Berth 3 -do-	-do-	163	106 to 141 mtrs.	38	21
5.Berth 5 -do-	-do-	189	132 to 189 mtrs.	39	15
6.Berth 7 -do-	-do-	189	106 to 141 mtrs.	41	27
7.Berth 8 -do-	-do-	189	106 to 189 mtrs.	41	22
12. HALDIA DOCK COMPLEX					
1. Liquid Bulk	12.2	91.44	90000	63	63
2. Liquid Bulk	12.2	145	150000	69	56
3. Dry/Liquid Bulk	12.2	337	90000	60	70
4. Dry Bulk	12.2	284	90000	81	93
5. Dry Bulk	12.2	195	90000	74	63
6. Dry Bulk/Liquid Bulk	12.2	234	90000	84	86
7. Dry Bulk/Liquid Bulk	12.2	234	90000	91	87
8. Dry Bulk/Break Bulk	12.2	218	or more vessels with in a tota	86	76
9. Dry/Break Bulk/Container	12.2	218	LOA of 800 mtrs. can	89	75
10.Dry/Break Bulk/Container	12.2	220	be simultaneously accomodated	98	82
11.Dry/Break Bulk/Container	12.2	206	from berth No. 8,9,10 & 11.	95	91

(a) LOA - 157 mtrs., Beam 21.35 mtrs.
(b) LOA - 172.5 mtrs., Beam - 24.50 mtrs.

Table 1.5 Storage Facilities Available at Major Ports (As on 31.3.2000).

Port/Type	Dry Storage Accomodation No.	Dry Storage Accomodation Area (Sq. mtrs.)	Liquid Storage Tanks No.	Liquid Storage Tanks Location	Liquid Storage Tanks Capacity	Liquid Storage Tanks Type of Cargo
1	2	3	4	5	6	7
1. KANDLA						
i) Transit Sheds	4	17567				
ii) Ware-Houses (Double storage)	4	44622				
iii) Other covered areas(Godowns)	14	50430				
iv) Transit Shed at Bunder	2	2710				
v) Container Freight Station	2	6336				
vi) Bulk Storage	1	11720				
vii) Open Area	-	576020				
2. MUMBAI						
i) Transit Sheds	26	133135	1 P&V Docks		29000 Tonnes	Molasses/ Veg. Oil
ii) Ware-Houses	20	124951				
iii) Other covered area (Container freight station)	23 Sheds	59681+8011 ground slots for Containers	BPT) Jawahar Deep		Varies from 810-10222 Kgs.	POL Products & Fresh Water
iv) Open area (At various places)	-	141404+3496 ground slots for temporary stacking of containers	6(BPCL) Jawahar Deep		191500 Kgs.	-do-
			6(STC) Carnac Bunder		11500 Tonnes	
			3(STC) Mallet Bunder		36000 Tonnes	Vegetable Oil.
			69(V.V.F. Ltd.) Hay Bunder		47600 Tonnes	
			28 (Aegis) Pir Pau		90000 Kgs.	Liquid Chemicals.
			2 (Aegis) Pir Pau		20000 Tonnes	LPG
			17 (CTTL) Pir Pau		35000 Kgs.	Chemical/Lub. Oil.
3. MORMUGAO						
I. Covered Storage			8	Within Harbour (Installed by Private Parties)	18025 Kls.	Molasses, Caustic Soda, F. Oil, etc.
i) Transit Sheds	1	7700				
ii) Ware-Houses	5	17096				
iii) C.W.C. Godowns	3	8412	26	Outside (Installed by IOC & HPC)	150637 Kls.	POL Products
iv) F.C.I. Godowns	2	8268				
II. Open Storage	-		3	Outside (Installed by Zuari Industries)	13354 Kls.	Phosphoric acid
i) Behind B. No. 6 & 7	-	13332				
ii) Behind B. No. 10	-	16000				
iii) Behind B. No. 1'	-	22200				
iv) Stock yard at Mechanical ore handling plant.	-	80000				
4. NEW MANGALORE						
i) Transit/Overflow Sheds	5	19254				
ii) Ware-Houses	10	22310	51	Inside and Outside the Security wall	205800 KL & 33500 (Tonnes)	Naptha, Petroleum Products, Molasses Palm Oil, Phosphoric Acid, Ammonia, etc. L&T State of art Cement handling storage and bagging facilities based on the transportation of Bulk Solids by fluidisation concept.
iii) Open area	3	27857				
iv) Silos	3	15000 Tonnes (Capacity)				

Table 1.5 (Contd ..)

Storage Facilities Available at Major Ports (As on 31.3.2000).

Port/Type	Dry Storage Accomodation		Liquid Storage Tanks			
	No.	Area (Sq. mtrs.)	No.	Location	Capacity	Type of Cargo
1	2	3	4	5	6	7
5. J. L. NEHRU						
I. Bulk Terminal						
A. Covered Sheds				5.2 km's away	699300	POL, POL Products
i) Food Grain Shed	1	21000	96	from the port	Tonnes	Edible Oils, B & C
ii) Fertiliser Shed	2	21000 Each				Class Chemicals.
iii) Sulphur Shed	1	24700				
iv) Bag storage Shed	1	11880				
v) Wagon Loading Shed	1	32850				
B. Open Paved Area						
i) Dry Bulk Storage	1	159139				
II. Container Terminal						
i) Open Paved Area	1	471000				
III. Container Freight Station						
i) Covered		33790				
ii) Open Paved Area		67243				
IV. Buffer Yard						
i) Open Paved Area	1	40000				
6. COCHIN						
i) Transit Sheds	7	28263	14	Near BTP	1340 Tonnes	Cashew Shell
ii) Ware-Houses	7	16246				Liquid
iii) Over Flow Sheds	7	13679	1	S C B	10000 Tonnes	Liquid Ammonia
iv) Hazardous Sheds	2	202				
v) Container Freight Station	1	10732	2	Q 10	13000 Tonnes	Phosphoric Acid.
vi) Carbide Shed	1	96				
7. TUTICORIN						
i) Transit Sheds	2	10800	3	Inside the Security Wall	15000 M3	Phospohric Acid
			1	Outside the Security W	10000 MT	Liquid Ammonia
			10	-do-	2000 M3	Vinyl Chloride, Monomer.
			1	-do-	5000 M3	-do-
ii) Ware - Houses	3	15550	3	-do-	3x8500 MT	Furnace Oil
iii) Other covered area	14	42000	2		2x70 KL	LSHF/HSD
iv) Open area		72000	3	-do-	1x13800 KL	Naptha
					1x13700 KL	-do-
					1x14100 KL	-do-
			2	-do-	1x600 MT	LDO
					1x938 MT	LDO
			2	-do-	7790 KL	Ethlyene Di -Chloride
			1	-do-	10000 MT	LPG
8. CHENNAI						
i) Transit Sheds	6	29000	42	Inside Port	126200	Phosphoric Acid
ii) Ware-Houses	12	65686			Tonnes	Lub. Oil
iii) Container freight station	2	12600			and	Black & White Oil
iv) Open space	-	556150			139733 Kls.	Edible Oil & Other
v) Container parking yard	-	130000				Liquid cargo
9. VISAKHAPATNAM						
i) Transit Sheds	4	28111	13	West Ore berths	19098	Edible oils &
ii) Ware- Houses	4	13284		west jetty	M. Tonnes	Molasses,
iii) Other covered area				berths area		Caustic Soda,
(S.2 & S.3 Sheds)	2	8113				P. Acid & Ammonia.
iv) Open area	—	998609 + 152319 for other cargoes				

Table 1.5 (Contd...)

Storage Facilities Available at Major Ports (As on 31.3.2000).

Port/Type	Dry Storage Accomodation		Liquid Storage Tanks			
	No.	Area (Sq. mtrs.)	No.	Location	Capacity	Type of Cargo
1	2	3	4	5	6	7
10. PARADIP						
i) Transit Sheds	3	11200	12	Outside Port	167800 KL	H. S. D., S.K.O, FO
ii) Ware - Houses	2	7504				LDO
iii) Other covered area	5	15000				
iv) Open area	-	650000				
11. KOLKATA DOCK SYSTEM						
i) Transit Sheds	27	145524	189	Near NS Dock/	554662 KL	POL (product)
ii) Ware-Houses	2	—		Budge Budge		veg. oil.
iii) Other covered area(CFS)	1	9000				Other Liquid Cargo.
iv) Open area	-	155165				
12. HALDIA DOCK COMPLEX						
i) Transit Sheds	2	22070		HDC does not have Liquid		
ii) Ware-Houses	-	-		storage facilities		
iii) Other covered area	-	-				
iv) Open area	9	531676 (a)				

(a) Includes storage area leased to the Port users inside the dock.

Table 1.6 Commodity-Wise Capacity Available at Major Ports (As on 31st March, 1998 to 2001)

(In Million Tonnes)

Commodities	KDS	HDC	PPT	VPT	ChPT	TPT	CoPT	NMPT	MoPT	MbPT	KPT	JNPT	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
POL													
As on 31.3.98	3.40	10.00	1.50	10.80	8.50	1.00	10.50	7.50	1.50	21.00	19.00	-	94.70
As on 31.3.99	3.40	11.00	1.50	10.80	8.50	1.00	10.50	7.50	1.50	21.00	29.00	-	105.70
As on 31.3.00	3.40	17.00	1.50	10.80	8.50	2.30	10.50	11.00	1.50	21.00	31.00	-	118.50
As on 31.3.01	3.40	17.00	1.50	11.80	8.50	2.30	10.50	11.00	1.50	28.00	33.00	-	128.50
Iron Ore													
As on 31.3.98	-	-	3.00	8.00	8.00	-	-	7.50	16.50	-	-	-	43.00
As on 31.3.99	-	-	3.00	8.00	8.00	-	-	7.50	16.50	-	-	-	43.00
As on 31.3.00	-	-	3.00	8.00	8.00	-	-	7.50	16.50	-	-	-	43.00
As on 31.3.01	-	-	3.00	8.00	8.00	-	-	7.50	17.00	-	-	-	43.50
Coal													
As on 31.3.98	-	6.80	4.80	-	-	4.00	-	-	-	-	-	-	15.60
As on 31.3.99	-	6.80	4.80	-	-	4.00	-	-	-	-	-	-	15.60
As on 31.3.00	-	6.80	4.80	-	-	5.20	-	-	-	-	-	-	16.80
As on 31.3.01	-	6.80	4.80	-	16.00(a)	5.20	-	-	-	-	-	-	32.80
Fertiliser													
As on 31.3.98	-	-	0.85	0.50	-	-	0.60	-	-	-	-	2.90	4.85
As on 31.3.99	-	-	0.85	0.50	-	-	0.60	-	-	-	-	2.90	4.85
As on 31.3.00	-	-	0.85	0.50	-	-	0.60	-	-	-	-	1.50	3.45
As on 31.3.01	-	-	2.10	0.50	-	-	0.60	-	-	-	-	1.50	4.70
Break-Bulk Cargo													
As on 31.3.98	1.90	4.30	1.10	11.00	7.62	2.95	1.35	1.75	0.68	4.00	5.40	2.50	44.55
As on 31.3.99	1.90	4.60	1.10	11.00	7.62	2.95	1.35	1.75	0.68	4.00	8.00	2.50	47.45
As on 31.3.00	1.90	4.60	2.70	11.50	8.62	3.20	1.35	1.75	1.48	4.00	8.00	2.50	51.60
As on 31.3.01	1.90	6.10	2.15	12.00	8.62	3.20	1.35	1.75	1.48	4.00	8.00	2.50	53.05
Container													
As on 31.3.98	3.00	0.30	-	-	2.50	-	1.00	-	-	5.50	-	7.00	19.30
As on 31.3.99	3.00	0.30	-	-	2.50	-	1.00	-	-	5.50	-	10.60	22.90
As on 31.3.00	3.00	0.30	-	-	2.50	1.80	1.00	-	-	5.50	-	10.60	24.70
As on 31.3.01	3.00	0.30	-	-	2.50	1.80	1.00	-	-	5.50	-	14.80	28.90
TOTAL													
As on 31.3.98	8.30	21.40	11.25	30.30	26.62	7.95	13.45	16.75	18.68	30.50	24.40	12.40	222.00
As on 31.3.99	8.30	22.70	11.25	30.30	26.62	7.95	13.45	16.75	18.68	30.50	37.00	16.00	239.50
As on 31.3.00	8.30	28.70	12.85	30.80	27.62	12.50	13.45	20.25	19.48	30.50	39.00	14.60	258.05
As on 31.3.01	8.30	30.20	13.55	32.30	43.62	12.50	13.45	20.25	19.98	37.50	41.00	18.80	291.45

(a) It relates to capacity of Coal at Ennore.

Source : Development Wing - Ministry of Shipping

Table 1.7 Number of Berths Available at Major Ports As on 31st March 1998-2001

Commodities	PORTS												Total
	KDS	HDC	PPT	VPT	ChPT	TPT	CoPT	NMPT	MoPT	MbPT	KPT	JNPT	
POL													
As on 31.3.98	7	2	1	3	2	1	3	2	1	5	3+1SBM+1VJ	-	30+1SBM+1VJ
31.3.99	7	2+2BJ	1	3	2	1	3	2	1	5	3+2SBM+1VJ	-	30+2SBM+2BJ+1VJ
31.3.00	7	3+2BJ	1	3	2	1	3	2+1VJ	1	5	4+2SBM+1VJ	-	32+2SBM+2VJ+2BJ
31.3.01	7	3+2BJ	1	4	2	1	3	2+1VJ	1	5	5+2SBM+1VJ	-	34+2SBM+2VJ+2BJ
IRON ORE													
As on 31.3.98	-	-	1	1	1	-	-	1	1+TRANS	-	-	-	5+TRANS
31.3.99	-	-	1	1	1	-	-	1	1+TRANS	-	-	-	5+TRANS
31.3.00	-	-	1	1	1	-	-	1	1+TRANS	-	-	-	5+TRANS
31.3.01	-	-	1	1	1	-	-	1	1+TRANS	-	-	-	5+TRANS
COAL													
As on 31.3.98	-	2	3	-	-	2	-	-	-	-	-	-	7
31.3.99	-	2	3	-	-	2	-	-	-	-	-	-	7
31.3.00	-	2	3	-	-	2	-	-	-	-	-	-	7
31.3.01	-	2	3	-	2(a)	2	-	-	-	-	-	-	9
FERTILISER													
As on 31.3.98	-	-	1	1	-	-	1	-	-	-	-	2	5
31.3.99	-	-	1	1	-	-	1	-	-	-	-	2	5
31.3.00	-	-	1	1	-	-	1	-	-	-	-	2	5
31.3.01	-	-	2	1	-	-	1	-	-	-	-	2	6
BREAK BULK													
As on 31.3.98	20	5	2	13	15	7	8	6	2	33	9	1	121
31.3.99	20	6	2	13	15	7	8	6	2	33	11	1	124
31.3.00	20	6	3	14	15	6	8	6	2	33	11	1	125
31.3.01	20	7	2	14	15	6	8	6	2	33	11	1	125
CONTAINER													
As on 31.3.98	6	1	-	-	2	-	2	-	-	8	-	3	22
31.3.99	6	1	-	-	2	-	2	-	-	8	-	4	23
31.3.00	6	1	-	-	2	1	2	-	-	8	-	4	24
31.3.01	6	1	-	-	2	1	2	-	-	8	-	5	25
TOTAL													
As on 31.3.98	33	10	8	18	20	10+B Zone	14	9	4+TRANS	46	12+1SBM+1VJ	6	190+1SBM+1VJ+TRANS+Bzone
31.3.99	33	11+2BJ	8	18	20	10+B Zone	14	9	4+TRANS	46	14+2SBM+1VJ	7	194+2SBM+1VJ +2BJ+TRANS+B Zone
31.3.00	33	12+2BJ	9	19	20	10+B Zone	14	9+1VJ	4+TRANS	46	15+2SBM+1VJ	7	198+2SBM+2VJ +2BJ+TRANS+B Zone
31.3.01	33	13+2BJ	9	20	22	10+B Zone	14	9+1VJ	4+TRANS	46	16+2SBM+1VJ	8	204+2SBM+2VJ +2BJ+TRANS+B Zone

BJ - Barge Jetty VJ - Virtual Jetty SBM - Single Buoy Mooring TRANS - Transhipper (a) Relates to Ennore.

Source : Development Wing, M/o Shipping.

Table 1.8 Cargo Handling Equipment Available at Major Ports (As on 31.3.2001)

Port	Crane				Fork Lift Truck	Tractor	Trailor	Shovel Dozer & Pay Loader	Locomotive	Top Lift Truck	Reach Stacker
	Mobile	Wharf	Container								
			Quay	Yard							
1	2	3	4	5	6	7	8	9	10	11	12
Kolkata Dock System(c)	24	32	-	3	26	42	67	-	14	1	2
Haldia Dock Complex	2	-	-	1	7	7	5	12	11	1	-
Paradip	4	4	-	-	10	1	1	4	7	-	-
Visakhapatnam(d)	4	21	-	2	43	-	-	5	25	1	-
Chennai	10	26	4	8(a)	58	47	53	6	12	9	3
Tuticorin	8	10	-	-	6	-	-	3	-	6	-
Cochin	7	14	2	4	47	29	32	-	-	3	4
New Mangalore	3	3	-	-	7	1	1	1	-	-	-
Mormugao	1	-	-	-	9	-	-	-	2	-	-
J. L. Nehru	2	4(b)	6+7	17+28	6+3	38+42	136+42	8	-	-	-
Mumbai(e)	25	56	2	3	51	28	-	-	11	-	4
Kandla	-	16	-	-	9	3	1	2	-	-	-
All Ports	90	186	21	66	282	238	338	41	82	21	13

(a) Plus 2 no. onlease (b) Grab and continuous Unloaders. + Relates to BoT operators.

(c) In addition there are Medium Fork Lift-2, Yard Crane-5.

(d) In addition there are 2 Gantry Cranes.

(e) In addition there is 1 Floating Crane.

Source:-Indian Ports Association.

Table 1.9 Container Handling Facilities Available at Major Ports (As on 31.3.2001)

Port	No. of Berths	Vessel Size (IN DWT)	Equipment				
			Quay Side Gantry Cranes	Yard Gantry Cranes	Toplift Trucks	Tractors	Forklift
1	2	3	4	5	6	7	8
KOLKATA DOCK SYSTEM	6	16,000	-	3x35.5 T (RTG)	1x35 T 2X45T(a)	22	2X6.5T
HALDIA DOCK COMPLEX	1	40,000	-	1x30 T (RAIL MOUNTED)	1X35T	6	7
CHENNAI	2	20,000 TO 40,000	2x35.5 T 2x40 T	4x35.5 T (RTG) 6X40T (RTG)	6X40T X13.6T 3X40T(a)	47	8
COCHIN	2	10,000 TO 20,000	2X40.0 T	4X35.5T (RTG)	3X40T 2X40T(a) 2X8T(a)	29	47
J.N.P.T.	3+2(d)	85,000	3x35.5 T 3(b)X40T	8+6(b)x35.5T (RTG) 1+2(b)RAIL MOUNTED	-	19+19(b)	-
MUMBAI	8	42,000	2x35.5 T	3x35.5 T (RTG)	4X42T(a)	-	-
TUTICORIN	1(c)	-	-	-	-	-	-

(a) Reach Stackers. (b) Leased Equipment.
(c) Operated by PSA SICAL. (d) Operated by NSICT.

Table 1.10 Berthing Facilities Available at Non-Major Ports - As on 31.3.2000

Name of the Port	Intermediate/ Minor	Max.Depth available at anchorage	Berth Type	No. of Berths by existing Draft				
				Below 2 meters	2-4 meters	4-6 meters	6 meters above	Total
1	2	3	4	5	6	7	8	9
GUJARAT								
Dahej								
(Old Port)	Minor	20 mtrs.	Sheet piled Wharf	-	-	2	-	2
Capative jetty								
Birla copper	Minor	20 mtrs.	RCC Piled Jetty	-	-	-	-	-
JPCL	Minor	10.5 mtrs.	RCC Piled Jetty	-	-	-	-	-
GCPTCL	Minor	20 mtrs.	RCC Steel Piled Jetty	-	-	-	-	-
Porbandar	Minor	7.0 mtrs	Deep water Berth	-	-	-	1	1
Bedi	Intermediate	14 mtrs.	-	-	-	-	4	4
Sikka	Intermediate	14 mtrs.	Cargo jetty	-	-	-	1	1
Mandvi	Intermediate	10 mtrs	Wharf	-	2	-	-	2
Mundra (Old)	Minor	10 mtrs.	RCC jetty	-	-	2	-	2
Veraval	Intermediate Fair Weather port	13-14 mtrs.	Direct berth for small coaster with 4 mtrs.draft.	-	1	-	-	1
Magdalla	Intermediate	11 mtrs.	RCC Jetty	-	4	-	-	4
Valsad	Minor	No Anchorage fixed	RCC Jetty	1	-	-	-	1
Kolak	Minor	No Anchorage fixed	Fishing Jetty	1	-	-	-	1
Vansi Borsi	Minor	11 mtrs.	RCC Fishing Jetty	1	-	-	-	1
Onjal	Minor	11 mtrs.	RCC Fishing Jetty	1	-	-	-	1
Umergaon	Minor	No Anchorage fixed	RCC Fishing Jetty	2	-	-	-	2
Umarsadi	Minor	No Anchorage fixed	Fishing Jetty	1	-	-	-	1
Billimora	Minor	No Anchorage fixed	Wodden jetty	3	-	-	-	3
			RCC Jetty	1	-	-	-	1

Table 1.10 (Contd...)

Berthing Facilities Available at Non-Major Ports - As on 31.3.2000

Name of the Port	Intermediate/ Minor	Max.Depth available at anchorage	Berth Type	No. of Berths by existing Draft				
				Below 2 meters	2-4 meters	4-6 meters	6 meters above	Total
1	2	3	4	5	6	7	8	9
GUJARAT (Contd...)								
Mul-Dwarka	Minor/Intermediate Fair Weather Port	13-14 mtrs.	Direct berth for small coaster	-	1	-	1	2
Okha	Intermediate	42 feet	Sayaji pier (East)	- Out of commission & under repairs.				
			Dry Bulk	-	-	-	1	1
			Sheet piled wharf	-	1	-	-	1
			Light Cargo	-	1	-	-	1
			Passenger Jetty	-	1	-	-	1
Valsad	Minor	No anchorage fixed	RCC jetty	1	-	-	-	1
Bhavnagar	Intermediate	At DWA 10 mtrs.	1) Concrete Jetty RCC piles with slab with docking	-	-	1	-	1
			2) Akwada Wharf RCC wall	1 only for barges	-	-	-	1
			3) North Quay RCC with Well foundation	-	-	1	-	1
Jafarabad	Intermediate	14 mtrs.	Clinkers jetty	-	-	1	-	1
			T Shape jetty	1	-	-	-	1
Pipavav (victor)	Minor	3 mtrs.	Along side wharf (east)	2	-	-	-	2
			Along side wharf (west)	1	-	-	-	1
Navalakhi	Intermediate		Jetty/wharf	-	2	-	-	2
GAPL (Mundra)	Intermediate	28 mtrs.	T type fingure berth	-	-	-	4	4
			Barge berth	-	-	-	1	1
Pipavav (GPPL)	Intermediate	10.5 mtrs.	General Cargo	-	-	-	2	2
			Container	-	-	-	1	1
			LPG	-	-	-	1	1

Table 1.10 (Contd...) **Berthing Facilities Available at Non-Major Ports - As on 31.3.2000**

Name of the Port	Intermediate/ Minor	Max.Depth available at anchorage	Berth Type	No. of Berths by existing Draft				
				Below 2 meters	2-4 meters	4-6 meters	6 meters above	Total
1	2	3	4	5	6	7	8	9
TAMIL NADU								
1. Cuddalore	Intermediate		Open road stead Port	Any size of vessel can be anchored in the mid stream.				
2. Nagapattinam	Intermediate	Depth available according to draft of the vessel.	Open road stead Port.					
3. Rameshwaram	Minor	5 mtrs	Open Road Stead	-	-	-	-	-
4. Pamban	Minor	3.4 mtrs.		-	-	-	-	-
5. Colachel	Minor	12.8 mtrs.	Open Road Stead	-	-	-	-	-
6.Valinokam	Minor	6 feet	-	-	-	-	-	-
7. Kanyakumari	Minor	3 mts	Small boat jetty	1	-	-	-	1
8. Ennore	Minor	15 mtrs.	Open Road Stead					
1. Kakinada Anchorage	Intermediate	12 mtrs working depth available	Open road stead port	-	-	-	-	-
2. Kakinada, Deep water	Intermediate	8.5 Mts	Three Shore connected berth of 620 mtrs length	-	-	-	3	3
3. Nizampatnam	Minor	11.9 Mts	-	-	-	-	-	-
DIU								
1. Diu	Minor	10 Fathom	RCC Jetty	-	1	-	-	1
2. Daman	Minor	5 Fathom	1. RCC jetty at Nani Daman	-	-	1	-	1
			2. RCC jetty at Moti Daman	-	1	-	-	1

Table 1.10 (Contd...)

Berthing Facilities Available at Non-Major Ports - As on 31.3.2000

Name of the Port	Intermediate/ Minor	Max.Depth available at anchorage	Berth Type	No. of Berths by existing Draft				
				Below 2 meters	2-4 meters	4-6 meters	6 meters above	Total
1	2	3	4	5	6	7	8	9
MAHARASHTRA								
Dahanu	Minor	above 18 mtrs	jetty	-	-	-	1	1
Satpati	Minor	-	Slopping jetty	1	-	-	-	1
Arnala	Minor	6 mtrs	-	-	-	-	-	-
Datiware	Minor	4 mtrs	Slopping jetty	1	-	-	-	1
Manori	Minor	4 mtrs	Slopping jetty	3	2	-	-	5
Versova	Minor	6-8 mtrs	Slopping jetty	1	-	-	-	1
Bandra	Minor	4 mtrs	Slopping jetty	1	-	-	-	1
Bassein	Minor	4 mtrs	Slopping jetty	2	-	-	-	2
Bhiwandi	Minor	4 mtrs	-	-	-	-	-	-
Kalyan	Minor	4-6 mtrs	Slopping jetty	1	-	-	-	1
Thane	Minor	-	Slopping jetty	3	-	-	-	3
Uttan	Minor	2 mtrs	-	-	-	-	-	-
Trombay	Minor	2 mtrs	-	-	-	-	-	-
Ulwa Belapur	Minor	4 mtrs	Slopping/cargo jetty	1	1	-	-	2
Mora	Minor	2 mtrs	Passenger Jetty	1	-	-	-	1
Karanja	Minor	2 mtrs	Slopping jetty	1	-	-	-	1
Rewas	Minor	1 mtr	T Type Passenger Jetty	1	-	-	-	1
Mandwa	Minor	7 mtrs	L Type Passenger Jetty	1	-	1	-	2
Dharamtar	Minor	3 mtrs	T Type Passenger/ Slopping/cargo jetty	1	1	1	-	3
Murud	Minor	3 mtrs	Cargo jetty	1	-	-	-	1
Rajpuri	Minor	2 mtrs	Cargo jetty	1	-	-	-	1
Dighi	Minor	2-6 mtrs	Cargo jetty	1	-	1	-	2
Shriwardhan	Minor	3 mtrs	L Type Passenger/cargo Jetty	1	-	-	-	1
Revdanda	Minor	14-24 mtrs	Slopping/cargo jetty	1	-	1	-	2
Thal	Minor	-	Slopping jetty	1	-	-	-	1
Alibag	Minor	-	Slopping jetty	1	-	-	-	1
Kumbharu	Minor	2 mtrs	-	-	-	-	-	-

Table 1.10 (Contd...)

Berthing Facilities Available at Non-Major Ports - As on 31.3.2000

Name of the Port	Intermediate/ Minor	Max.Depth available at anchorage	Berth Type	No. of Berths by existing Draft				
				Below 2 meters	2-4 meters	4-6 meters	6 meters above	Total
1	2	3	4	5	6	7	8	9
MAHARASHTRA (Contd...)								
Bankot	Minor	3 mtrs	L Type jetty	1	-	-	-	1
Harnai	Minor	4 mtrs	jetty	1	-	-	-	1
Dabhol	Minor	4-7 mtrs	T Type jetty/ Rock loading jetty	1	-	1	1	3
Palshet	Minor	4-5 mtrs	jetty	1	-	-	-	1
Borya	Minor	4 mtrs	jetty	1	-	-	-	1
Jaigad	Minor	6-12 mtrs	T Type Jetty	-	-	-	2	2
Ratnagiri	Minor	5-7 mtrs	T&I Type jetty	-	-	1	1	2
Jaitapur	Minor	2-4 mtrs	I Type jetty	-	2	-	-	2
Vijaydurg	Minor	5 mtrs	T Type Jetty	-	-	1	-	1
Varoda	Minor	10 mtrs	Small Pakti	1	-	-	-	1
Achara	Minor	4 mtrs	-	-	-	-	-	-
Deogad	Minor	4-5 mtrs	T Type jetty	-	1	-	-	1
Malvan	Minor	4 mtrs	L Type jetty	-	1	-		1
Vengurla	Minor	5-6 mtrs	jetty	1	-	-	-	1
Redi	Minor	10-12 mtrs	Wharf	-	-	-	1	1
Kiranpani	Minor	2 mtrs	Jetty	1	-	-	-	1
Nawapur	Minor	4 mtrs	-	-	-	-	-	-
Mandad	Minor	2 mtrs	Pakti	1	-	-	-	1
Elephanta	Minor	12mts	Passenger Jetty	-	-	-	1	1
ORISSA								
Gopalpur	Minor	18 mtrs.	Open Road Stead Port	-	-	-	1 (above 9 mtrs.)	1

Table 1.10 (Contd...) **Berthing Facilities Available at Non-Major Ports - As on 31.3.2000**

Name of the Port	Intermediate/ Minor	Max.Depth available at anchorage	Berth Type	No. of Berths by existing Draft				
				Below 2 meters	2-4 meters	4-6 meters	6 meters above	Total
1	2	3	4	5	6	7	8	9
MAHARASHTRA (Contd...)								
Bankot	Minor	3 mtrs	L Type jetty	1	-	-	-	1
Harnai	Minor	4 mtrs	jetty	1	-	-	-	1
Dabhol	Minor	4-7 mtrs	T Type jetty/ Rock loading jetty	1	-	1	1	3
Palshet	Minor	4-5 mtrs	jetty	1	-	-	-	1
Borya	Minor	4 mtrs	jetty	1	-	-	-	1
Jaigad	Minor	6-12 mtrs	T Type Jetty	-	-	-	2	2
Ratnagiri	Minor	5-7 mtrs	T&I Type jetty	-	-	1	1	2
Jaitapur	Minor	2-4 mtrs	I Type jetty	-	2	-	-	2
Vijaydurg	Minor	5 mtrs	T Type Jetty	-	-	1	-	1
Varoda	Minor	10 mtrs	Small Pakti	1	-	-	-	1
Achara	Minor	4 mtrs	-	-	-	-	-	-
Deogad	Minor	4-5 mtrs	T Type jetty	-	1	-	-	1
Malvan	Minor	4 mtrs	L Type jetty	-	1	-	-	1
Vengurla	Minor	5-6 mtrs	jetty	1	-	-	-	1
Redi	Minor	10-12 mtrs	Wharf	-	-	-	1	1
Kiranpani	Minor	2 mtrs	Jetty	1	-	-	-	1
Nawapur	Minor	4 mtrs	-	-	-	-	-	-
Mandad	Minor	2 mtrs	Pakti	1	-	-	-	1
Elephanta	Minor	12mts	Passenger Jetty	-	-	-	1	1
ORISSA								
Gopalpur	Minor	18 mtrs.	Open Road Stead Port	-	-	-	1 (above 9 mtrs.)	1

Table 1.10 (Contd...)

Berthing Facilities Available at Non-Major Ports - As on 31.3.2000

Name of the Port	Intermediate/ Minor	Max.Depth available at anchorage	Berth Type	No. of Berths by existing Draft				
				Below 2 meters	2-4 meters	4-6 meters	6 meters above	Total
1	2	3	4	5	6	7	8	9
KARNATAKA								
Karwar	Intermediate	13 Mtrs	L Type	-	-	-	2	2
Honavar	Minor	6 Mtrs	Mooring berth jetty	-	-	-	-	-
Bhatkal	Minor	1.25 Mtrs	sailing vessel & fishing vessel	-	-	-	-	-
Tadri	Minor	7 Mtrs	T Shape/RCC Jetty	-	-	-	-	-
Kundapur	Intermediate	Outer Anchorage Over 9 meters	No Berth available	-	-	-	-	-
Belekeri	Minor	7-8 Mtrs	T Type RCC	-	-	-	-	-
Malpe	Minor	6 mtrs. (Approx.)	Along side the wharf near wooden jetty and passenger jetty	-	-	-	-	-
Hangarkatta	Minor	6 mtrs.	jetty/wharf	-	-	3	-	3
Mangalore	Intermediate	3.50 mtrs.	1.Open Road Stead	-	5 (New South Wharf)	-	-	5
			2.Back water for	-	8 (South Wharf)	-	-	8
			sailing vessel of	-	4 (Central Wharf)	-	-	4
			3 mtrs. Draft	-	6 (North Wharf)	-	-	6
			& below					

Table 1.11 Equipment Available at Various Non-Major Ports (As on 31.3.2000)

(Nos.)

State/Port/ Year	Dredgers	Cranes			Barges			Launches	Tugs	Pablos	Fork Lifts
		Upto 5 tons	6-10 tons	Above 10 tons	Dumb	Self-Propelled	Water Barges				
1	2	3	4	5	6	7	8	9	10	11	12
GUJARAT											
Magdalla											
1998-99	-	-	-	2	-	2	-	1	1	-	-
1999-00	-	-	-	2	-	2	-	1	1	-	-
Porbandar											
1998-99	1	1	-	2	2	-	-	1	5	-	-
1999-00	1	-	-	4	-	1	-	2	6	-	-
Okha											
1998-99	1	1	-	3	-	3	-	2	4	-	-
1999-00	1	1	-	3	-	4	-	1	5	-	-
Bedi											
1998-99	-	1	-	10	1	1	-	3	6	-	-
1999-00	-	1	-	5	1	1	-	1	5	-	-
GAPL											
1998-99	-	-	-	-	-	-	-	2	2	-	-
1999-00	-	-	-	-	-	-	-	2	2	-	-
GPPL											
1998-99	-	-	-	-	-	-	-	-	-	-	-
1999-00	-	-	-	7	-	-	-	1	1	-	-
Veraval											
1998-99	-	2	-	5	5	-	-	-	5	-	-
1999-00	-	2	-	6	1	-	-	-	4	-	-
Navalakhi											
1998-99	-	-	-	9	10	-	-	-	4	-	-
1999-00	-	4	1	1	7	-	-	-	4	-	-
Bhavnagar											
1998-99	3	13	-	-	7	6	-	1	3	-	-
1999-00	3	13	-	-	7	6	-	1	4	-	-
Mandvi											
1998-99	-	1	-	-	11	-	-	1	2	-	-
1999-00	1	1	-	-	1	-	-	1	1	-	-
Jafrabad											
1998-99	1	-	-	-	1	-	-	-	-	-	-
1999-00	1	-	-	-	1	-	-	-	-	-	-
TAMIL NADU											
Cuddalore											
1998-99	2	-	2	-	-	1	-	2	-	-	-
1999-00	2	-	1	-	-	1	-	2	-	-	-
Rameshwaram											
1998-99	-	-	-	-	1	-	-	1	-	-	-
1999-00	-	-	-	-	1	-	-	1	-	-	-
Nagapattinam											
1998-99	-	1	-	-	-	-	-	1	-	-	-
1999-00	-	1	-	-	-	-	-	1	-	-	-
KERALA											
Neendakara											
1998-99	-	-	-	-	-	-	-	-	-	-	-
1999-00	1	-	-	-	-	4	-	-	2	-	-
Kozhikode/Beypor											
1998-99	-	-	-	-	-	-	-	-	-	-	-
1999-00	-	5	-	-	-	-	-	-	3	-	-
Azhikkal											
1998-99	-	-	-	-	-	-	-	-	-	-	-
1999-00	-	1	-	-	-	-	-	-	3	-	-
Kovalam-Vizhinjam											
1998-99	-	-	-	-	-	-	-	-	-	-	-
1999-00	-	1	-	-	-	-	-	-	1	-	-

Table 1.11 (Contd...) Equipment Available at Various Non-Major Ports (As on 31.3.2000) (Nos.)

State/Port/ Year	Dredgers	Cranes			Barges			Launches	Tugs	Pablos	Fork Lifts
		Upto 5 tons	6-10 tons	Above 10 tons	Dumb	Self-Propelled	Water Barges				
1	2	3	4	5	6	7	8	9	10	11	12
MAHARASHTRA											
1998-99	3	-	-	-	1	4	-	4	2	-	-
1999-00	3	-	-	-	1	4	-	4	2	-	-
DAMAN											
1998-99	-	-	-	-	-	-	-	2	-	-	-
1999-00	-	-	-	-	-	-	-	1	-	-	-
PONDICHERRY											
1998-99	2	-	1	2	(a)	-	-	2	-	-	-
1999-00	2	-	1	2	(a)	-	-	2	-	-	-
GOA											
1998-99	1	-	-	-	-	1	-	3	1	-	-
1999-00	1	-	-	-	-	1	-	2	1	-	-
KARNATAKA											
Karwar											
1998-99	1	-	-	3	-	-	-	-	1	-	-
1999-00	1	-	-	3	-	-	1	1	1	-	-
Old Mangalore											
1998-99	-	-	-	-	1	-	-	-	2	-	-
1999-00	-	-	-	-	1	-	-	-	1	-	-
ANDHRA PRADESH											
Kakinada Anchorage Port											
1998-99	2	-	-	3	-	2	-	8	9	-	-
1999-00	2	-	-	-	-	2	-	8	8	-	-
Kakinada Deep Water Port											
1998-99	-	-	-	2	-	-	-	-	-	3	12
1999-00	-	-	-	2	-	-	-	1	3	-	-
Machilipatnam											
1998-99	1	1	-	-	-	-	-	1	-	-	-
1999-00	1	1	-	-	-	-	-	1	-	-	-
ANDAMAN & NICOBAR ISLANDS											
Port Blair											
1998-99	-	18	8	5	-	-	-	5	2	-	-
1999-00	-	-	7	2	-	-	-	5	2	-	-
Mayabunder											
1998-99	-	1	2	-	-	-	-	-	-	-	-
1999-00	-	1	1	-	-	-	-	-	-	-	-
Diglipur											
1998-99	-	1	-	-	-	-	-	-	-	-	-
1999-00	-	-	-	1	-	-	-	-	-	-	-
Katchal											
1998-99	-	-	-	-	-	-	-	-	-	-	-
1999-00	-	-	1	-	-	-	-	1	-	-	-
Hut Bay											
1998-99	-	3	1	1	-	-	-	-	-	-	-
1999-00	-	-	2	3	-	-	-	-	-	-	-
Nancowry											
1998-99	-	1	1	-	-	-	-	-	-	-	-
1999-00	-	-	-	1	-	-	-	1	-	-	-
Campbell											
1998-99	-	1	2	1	-	-	-	1	-	-	-
1999-00	-	1	2	1	-	-	-	-	-	-	-
Rangat											
1998-99	-	1	-	1	-	-	-	-	-	-	-
1999-00	-	1	-	1	-	-	-	-	-	-	-

(a) 35 No. of wooden barges owned by private owners are available.

Table 1.12 **State-Wise Navigational Aids Maintained By Department of Light-Houses and Light-Ships (As on 31.3.2000)**

(Number)

Maritime States/U.Ts.	General Light house	Light buoy	VHF/HF RT set.	Decca Navigator Chain	Radio Beacon	Racons	Light Vessel	Launches	Light House Tender	Loran "C" Station	DGPS
1	2	3	4	5	6	7	8	9	10	11	12
Gujarat	55	12	26	4	2	10	1	4	-	3	1
Maharashtra	16	-	4	-	1	1	-	-	1	-	1
Goa, Daman & Diu	2	-	-	-		1	-	-	-	-	1
Karnataka	5	-	2	-		-	-	-	-	-	1
Kerala	17	-	-	-	-	1	-	-	-	-	1
Tamilnadu	11	-	-	-	1	4	-	-	-	-	-
Pondicherry	1	-	-	-		1	-	-	-	-	1
Andhra Pradesh	12	-	-	-	2	-	-	-	-	-	1
Orissa	5	-	5	-	2	1	-	-	-	2	-
West Bengal	1	-	3	-		1	-			1	1
Andaman & Nicobar Islands	28	-	-	-	2	5	-	-	1	-	1
Lakshadweep	14	-	-	-	1	4	-	-	-	-	1
Total	**167**	**12**	**40**	**4**	**11**	**29**	**1**	**4**	**2**	**6**	**10**

Source : Directorate General of Light Houses & Light Ships.

CURRENT PORT STATISTICS

2.1 MAJOR PORTS

2.2 NON-MAJOR PORTS

Table 2.1.1 Traffic Handled At Major Ports in India -2000-01

(In '000 Tonnes)

Port	Overseas				Coastal				Overseas & Coastal			
	Loaded	Un-Loaded	Transh-ipment	Total	Loaded	Un-Loaded	Transh-ipment	Total	Loaded	Un-Loaded	Transh-ipment	Total
1	2	3	4	5	6	7	8	9	10	11	12	13
Kandla	4400	22853	3851	31104	387	5250	-	5637	4787	28103	3851	36741
Mumbai	3593	13592	1207	18392	6511	2160	-	8671	10104	15752	1207	27063
J.L. Nehru	7644	8658	462	16764	320	1291	200	1811	7964	9949	662	18575
Mormugao	15813	2558	-	18371	125	1016	116	1257	15938	3574	116	19628
New Mangalore	5349	8227	-	13576	3352	963	-	4315	8701	9190	-	17891
Cochin	1072	6278	-	7350	1011	4783	-	5794	2083	11061	-	13144
Tuticorin	2395	3698	-	6093	50	6141	-	6191	2445	9839	-	12284
Chennai	11567	13001	186	24754	733	15547	186	16466	12300	28548	372	41220
Visakha-patnam	8170	12289	4132	24591	10016	4716	5362	20094	18186	17005	9494	44685
Paradip	3793	6015	-	9808	9259	833	-	10092	13052	6848	-	19900
Haldia Dock Complex	1454	15559	18	17031	4120	1691	-	5811	5574	17250	18	22842
Kolkata Dock System	893	1949	2786	5628	296	1234	-	1530	1189	3183	2786	7158
All Ports	66143	114677	12642	193462	36130	45625	5864	87669	102323	160302	18506	281131

Table 2.1.2 Traffic Handled At Major Ports – by Selected Commodities - 2000-01(P)

('000 Tonnes)

Port	POL and Crude Prdcts	Iron Ore	Fertil-iser	FRM(a)	Food-grains	Coal	Container Cargo		Others	Total
							000 Tonnes	000 TEUs		
1	2	3	4	5	6	7	8	9	10	11
Kandla	25094	-	471	255	1273(b)	624	1287	92	7737	36741
Mumbai	15641	-	139	561	186	-	4364	321	6172	27063
J.L.Nehru	1811	-	246	148	-	-	14277	1190	2093	18575
Mormugao	1089	15663	124	-	-	1926	44	6	782	19628
New Mangalore	9958	5111	198	8	-	220	21	2	2375	17891
Cochin	9681	-	28	459	2	176	1672	143	1126	13144
Tuticorin	461	-	332	417	133	5594	1570	157	3777	12284
Chennai	8896	7049	460	466	306	12490	5989	352	5564	41220
Visakhapatnam	18336	9268	828	696	258	10494	278	20	4527	44685
Paradip	2219	2992	-	2652	-	9898	7	Neg.	2132	19900
Kolkata Dock System	3666	-	1	-	138	-	2011	138	1342	7158
Haldia Dock Complex	10571	374	202	457	68	7656	806	51	2708	22842
All Ports	107423	40457	3029	6119	2364(b)	49078	32326	2472	40335	281131

(a) Excludes Liquid FRM.

(b) Excludes 166000 Tonnes carried in Containers.

Table 2.1.3

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

('000 Tonnes) **Kolkata Dock System**

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	3079	0	3079	0	0	0	3575	0	3575	0	0	0	2369	0	2369	0	0	0
POL Products	172	0	172	1915	86	2001	139	0	139	1783	125	1908	12	18	30	1108	159	1267
Fertiliser	1	0	1	0	0	0	14	0	14	0	0	0	1	0	1	0	0	0
FRM - Dry	46	0	46	0	0	0	61	0	61	0	0	0	0	0	0	0	0	0
FRM - Liquid	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Food Grains	30	23	53	0	0	0	48	0	48	0	0	0	138	0	138	0	0	0
Iron & Steel	185	98	283	8	0	8	237	104	341	9	0	9	92	87	179	3	0	3
Iron Scrap	31	0	31	0	0	0	30	0	30	0	0	0	0	0	0	0	0	0
Sugar	195	0	195	0	0	0	430	0	430	0	0	0	8	0	8	0	0	0
Veg. Oil	402	0	402	0	0	0	583	0	583	0	0	0	415	0	415	0	0	0
Salt	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	38	0	38	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0
Thermal Coal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron Ore/Pellets	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Ore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tea and Coffee	0	38	38	0	0	0	0	49	49	0	0	0	0	46	46	0	0	0
Chemicals	112	0	112	0	0	0	107	0	107	0	0	0	89	7	96	0	0	0
Others	1535	820	2355	204	135	339	1672	844	2516	363	131	494	1611	735	2346	123	137	260
Total	5826	979	6805	2137	221	2358	6905	997	7902	2155	256	2411	4735	893	5628	1234	296	1530

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes)

Haldia Dock Complex

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	5296	0	5296	0	0	0	6742	0	6742	0	0	0	6376	0	6376	0	0	0
POL Products	2908	0	2908	416	1876	2292	2874	0	2874	418	807	1225	2085	0	2085	1683	427	2110
Fertiliser	118	0	118	0	0	0	122	0	122	0	0	0	202	0	202	0	0	0
FRM - Dry	296	0	296	0	0	0	351	0	351	0	0	0	457	0	457	0	0	0
FRM - Liquid	246	0	246	0	0	0	342	0	342	0	0	0	579	0	579	7	0	7
Food Grains	24	56	80	0	0	0	12	0	12	0	0	0	63	5	68	0	0	0
Iron & Steel	1	292	293	0	0	0	11	455	466	0	0	0	54	414	468	0	0	0
Iron Scrap	1	0	1	0	0	0	2	0	2	0	0	0	22	0	22	0	0	0
Sugar	115	0	115	0	0	0	368	0	368	0	0	0	0	0	0	0	0	0
Veg. Oil	15	0	15	0	0	0	180	0	180	0	0	0	283	0	283	0	0	0
Salt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	3385	8	3393	0	0	0	3657	8	3665	0	0	0	3982	0	3982	0	0	0
Thermal Coal	0	0	0	0	4020	4020	0	0	0	0	3224	3224	0	0	0	0	3674	3674
Cement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron Ore/Pellets	0	0	0	0	0	0	0	0	0	0	0	0	0	355	355	0	19	19
Other Ore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tea and Coffee	0	40	40	0	0	0	0	32	32	0	0	0	0	42	42	0	0	0
Chemicals	58	0	58	11	0	11	3	0	3	0	0	0	504	169	673	0	0	0
Others	698	332	1030	12	0	12	781	311	1092	13	0	13	970	469	1439	1	0	1
Total	13161	728	13889	439	5896	6335	15445	806	16251	431	4031	4462	15577	1454	17031	1691	4120	5811

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes) **Paradip**

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POL Products	680	0	680	568	759	1327	774	0	774	524	921	1445	431	0	431	833	955	1788
Fertiliser	26	0	26	0	0	0	55	0	55	0	0	0	0	0	0	0	0	0
FRM - Dry	395	0	395	0	0	0	588	0	588	0	0	0	2652	0	2652	0	0	0
FRM - Liquid	732	0	732	0	0	0	786	0	786	0	0	0	718	0	718	0	0	0
Food Grains	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron & Steel	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron Scrap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sugar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veg. Oil	8	0	8	0	0	0	11	0	11	1	0	1	20	0	20	0	0	0
Salt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	1643	0	1643	0	0	0	1757	0	1757	0	21	21	1691	0	1691	0	0	0
Thermal Coal	185	0	185	0	6370	6370	24	0	24	0	5953	5953	0	0	0	0	8207	8207
Cement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron Ore/Pellets	0	668	668	0	129	129	0	996	996	0	29	29	0	2904	2904	0	88	88
Other Ore	0	156	156	0	0		0	377	377	0	0	0	0	422	422	0	0	0
Tea and Coffee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chemicals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Others	270	489	759	0	0	0	242	560	802	14	3	17	503	467	970	0	9	9
Total	3939	1343	5282	568	7258	7826	4237	1933	6170	539	6927	7466	6015	3793	9808	833	9259	10092

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes) **Visakhapatnam**

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	3161	0	3161	4393	0	4393	3769	0	3769	5833	0	5833	6405	0	6405	7813	0	7813
POL Products	3355	0	3355	1172	422	1594	2378	0	2378	2618	690	3308	715	346	1061	2110	947	3057
Fertiliser	1634	0	1634	0	0	0	2172	0	2172	0	0	0	828	0	828	0	0	0
FRM - Dry	900	0	900	0	0	0	804	0	804	0	0	0	696	0	696	0	0	0
FRM - Liquid	351	0	351	0	0	0	359	0	359	0	0	0	89	0	89	0	0	0
Food Grains	212	103	315	0	46	46	164	60	224	0	37	37	44	189	233	0	25	25
Iron & Steel	1	543	544	0	0	0	24	638	662	1	0	1	14	615	629	0	9	9
Iron Scrap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sugar	3	20	23	0	0	0	8	0	8	0	3	3	0	0	0	0	3	3
Veg. Oil	102	0	102	0	0	0	51	0	51	0	0	0	10	0	10	0	0	0
Salt		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	5227	120	5347	0	0	0	5404	119	5523	0	0	0	5096	0	5096	0	0	0
Thermal Coal	0	0	0	0	3833	3833	0	0	0	0	4011	4011	0	0	0	0	5398	5398
Cement	0	0	0	0	0	0	0	0	0	0	2	2	0	3	3	0	0	0
Iron Ore/Pellets	0	4157	4157	330	2852	3182	111	4204	4315	194	3316	3510	0	5618	5618	20	3630	3650
Other Ore	6	86	92	0	0	0	18	196	214	0	1	1	10	292	302	17	0	17
Tea and Coffee	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chemicals	149	0	149	37		37	187	0	187	0	0	0	377	0	377	36	0	36
Others	932	1348	2280	138	19	157	930	1082	2012	126	0	126	2137	1107	3244	82	4	86
Total	16033	6379	22412	6070	7172	13242	16379	6299	22678	8772	8060	16832	16421	8170	24591	10078	10016	20094

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes) **Chennai**

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	5823	778	6601	3002	0	3002	3410	0	3410	3324	491	3815	3825	0	3825	2462	0	2462
POL Products	23	155	178	20	764	784	1364	297	1661	732	555	1287	457	223	680	1381	548	1929
Fertiliser	712	0	712	0	0	0	731	0	731	0	0	0	460	0	460	0	0	0
FRM - Dry	441	0	441	0	0	0	479	0	479	0	0	0	466	0	466	0	0	0
FRM - Liquid	0	0	0	0	0	0	0	0	0	0	0	0	248	0	248	0	0	0
Food Grains	118	28	146	0	5	5	270	38	308	0	19	19	212	72	284	0	22	22
Iron & Steel	237	105	342	1	6	7	410	124	534	11	10	21	840	111	951	0	7	7
Iron Scrap	474	8	482	1	0	1	527	22	549	1	0	1	887	0	887	4	0	4
Sugar	2	0	2	0	5	5	9	10	19	0	2	2	0	3	3	0	5	5
Veg. Oil	534	0	534	0	13	13	677	1	678	0	1	1	713	0	713	0	3	3
Salt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	0	0	0	0	0	0	396	0	396	0	0	0	631	0	631	0	0	0
Thermal Coal	2010	0	2010	9594		9594	2787	0	2787	9339	0	9339	0	0	0	11859	0	11859
Cement	0	0	0	0	43	43	0	2	2	0	40	40	0	0	0	0	81	81
Iron Ore/Pellets	0	5445	5445	0	0	0	0	6259	6259	0	0	0	0	7049	7049	0	0	0
Other Ore	0	517	517	0	0		20	359	379	4	0	4	43	618	661	0	0	0
Tea and Coffee	0	22	22	0	0	0		15	15	0	0	0	0	18	18	0	0	0
Chemicals	519	95	614	5	27	32	624	154	778	0	9	9	796	273	1069	0	23	23
Others	1198	2064	3262	37	31	68	1246	2545	3791	77	52	129	3609	3200	6809	27	44	71
Total	12431	9217	21648	12660	894	13554	12950	9826	22776	13488	1179	14667	13187	11567	24754	15733	733	16466

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes)

Tuticorin

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POL Products	57	0	57	384	0	384	71	0	71	461	0	461	88	0	88	373	0	373
Fertiliser	413	0	413	0	0	0	423	0	423	0	0	0	332	0	332	0	0	0
FRM - Dry	334	0	334	0	0	0	446	0	446	0	0	0	417	0	417	0	0	0
FRM - Liquid	515	0	515	0	0	0	345	0	345	0	0	0	467	0	467	0	0	0
Food Grains	192	2	194	0	0	0	195	1	196	0	0	0	0	133	133	0	0	0
Iron & Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron Scrap	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0
Sugar	0	10	10	0	0	0	0	0	0	0	0	0	0	122	122	0	0	0
Veg. Oil	0	0	0	0	0	0	0	0	0	0	0	0	29	0	29	0	0	0
Salt	0	134	134	0	0	0	0	403	403	0	0	0	0	438	438	0	0	0
Coking Coal	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0
Thermal Coal	462	0	462	4742		4742	429	0	429	3728	0	3728	0	0	0	5594	0	5594
Cement	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0
Iron Ore/Pellets	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0
Other Ore	9	27	36	0	0	0	5	37	42	0	0	0	6	41	47	0	0	0
Tea and Coffee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chemicals	0	0	0	0	0	0	157		157	5	23	28	99	0	99	0	45	45
Others	1359	1456	2815	18	36	54	1647	1588	3235	1	7	8	2260	1658	3918	174	5	179
Total	3341	1629	4970	5144	36	5180	3732	2029	5761	4202	30	4232	3698	2395	6093	6141	50	6191

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes) **Cochin**

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	3990	0	3990	3765	0	3765	1503	0	1503	6385	0	6385	4306	0	4306	3217	0	3217
POL Products	189	155	344	98	1468	1566	147	28	175	518	1304	1822	85	26	111	1050	997	2047
Fertiliser	72	0	72	0	0	0	53	0	53	0	0	0	28	0	28	0	0	0
FRM - Dry	379	0	379	0	0	0	349	0	349	0	0	0	459	0	459	0	0	0
FRM - Liquid	304	0	304	0	0	0	267	0	267	0	0	0	135	0	135	0	0	0
Food Grains	289	0	289	0	0	0	98	0	98	0	0	0	2	0	2	0	0	0
Iron & Steel	63	4	67	24	0	24	95	9	104	35	0	35	113	0	113	30	0	30
Iron Scrap	0	0	0	0	0	0	0	0	0	0	0	0	26	0	26	0	0	0
Sugar	68	0	68	0	0	0	78	0	78	0	1	1	0	0	0	0	0	0
Veg. Oil	91	0	91	0	0	0	109	0	109	0	0	0	114	0	114	0	0	0
Salt	0	0	0	0	0	0	17	0	17	18	0	18	0	0	0	24	0	24
Coking Coal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thermal Coal	157	0	157	0	0	0	156	0	156	0	0	0	176	0	176	0	0	0
Cement	12	0	12	185	2	187	21	0	21	181	1	182	0	0	0	245	1	246
Iron Ore/Pellets	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Ore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tea and Coffee	3	228	231	0	0	0	6	233	239	0	0	0	9	264	273	0	0	0
Chemicals	7	22	29	1	0	0	14	13	27	0	0	0	12	15	27	0	0	0
Others	544	543	1087	10	8	18	577	610	1187	9	6	15	813	767	1580	217	11	228
Total	6168	952	7120	4083	1478	5561	3490	893	4383	7146	1312	8458	6278	1072	7350	4783	1011	5794

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes)

New Mangiere

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	'19
POL Crude	4102	0	4102	0	0	0	5304	0	5304	0	0	0	6379	0	6379	0	0	0
POL Products	1115	0	1115	246	1725	1971	1184	0	1184	131	2542	2673	90	544	634	119	2826	2945
Fertiliser	175	0	175	0	0	0	172	0	172	0	0	0	198	0	198	0	0	0
FRM - Dry	11	0	11	0	0	0	18	0	18	0	0	0	8	0	8	0	0	0
FRM - Liquid	204	0	204	0	0	0	199	0	199	0	0	0	244	0	244	0	0	0
Food Grains	368	0	368	0	0	0	315	0	315	0	0	0	0	0	0	0	0	0
Iron & Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron Scrap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sugar	0	0	0	0	0	0	19	0	19	0	0	0	0	4	4	0	0	0
Veg. Oil	89	0	89	0	0	0	162	0	162	0	0	0	141	0	141	0	0	0
Salt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	61	0	61	0	0	0	117	0	117	0	0	0	220	0	220	0	0	0
Thermal Coal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cement	0	0	0	96		96	0	0	0	304		304	0	0	0	375	0	375
Iron Ore/Pellets	0	4902	4902	0	432	432	0	5692	5692	0	695	695	0	4585	4585	0	526	526
Other Ore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tea and Coffee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chemicals	69	0	69	3	0	3	39	0	39	21	0	21	30	0	30	2	0	2
Others	387	218	605	3	0	3	448	219	667	20	0	20	917	216	1133	467	0	467
Total	6581	5120	11701	348	2157	2505	7977	5911	13888	476	3237	3713	8227	5349	13576	963	3352	4315

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes) **Mormugao**

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POL Products	314	0	314	733	0	733	185	0	185	958	0	958	133	0	133	956	0	956
Fertiliser	86	0	86	0	0	0	112	0	112	0	0	0	124	0	124	0	0	0
FRM - Dry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRM - Liquid	155	0	155	0	0	0	154	0	154	0	0	0	138	0	138	0	0	0
Food Grains	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron & Steel	390	0	390	0	0	0	215	60	275	0	0	0	57	0	57	0	0	0
Iron Scrap	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0
Sugar	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veg. Oil	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Salt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	319	47	366	0	1	1	486	44	530	0	6	6	1457	46	1503	1	3	4
Thermal Coal	307	0	307	0	0	0	683	0	683	0	0	0	419	0	419	0	0	0
Cement	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Iron Ore/Pellets	69	14910	14979	0	122	122	304	14330	14634	58	139	197	44	15341	15385	162	116	278
Other Ore	0	188	188	0	0	0	0	137	137	0	0	0	0	125	125	0	0	0
Tea and Coffee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chemicals	28	0	28	0	0	0	21	0	21	0	0	0	2	0	2	0	0	0
Others	111	180	291	44	2	46	118	213	331	3	0	3	174	301	475	13	6	19
Total	1779	15335	17114	781	125	906	2278	14784	17062	1019	145	1164	2558	15813	18371	1132	125	1257

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes)

J.L.Nehru

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POL Products	1139	0	1139	118	14	132	1130	0	1130	228	55	283	911	40	951	581	279	860
Fertiliser	796	0	796	0	0	0	627	0	627	0	0	0	246	0	246	0	0	0
FRM - Dry	93	0	93	0	0	0	164	0	164	0	0	0	148	0	148	0	0	0
FRM - Liquid	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Food Grains	418	0	418	0	0	0	555	0	555	0	0	0	0	0	0	0	0	0
Iron & Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	129	129	0	0	0
Iron Scrap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sugar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veg. Oil	123	0	123	0	0	0	537	0	537	0	0	0	802	0	802	0	0	0
Salt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thermal Coal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cement	0	0	0	210		210	0	0	0	465	0	465	0	0	0	691	0	691
Iron Ore/Pellets	0	0	0	507	24	531	0	0	0	48	0	48	0	0	0	0	0	0
Other Ore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tea and Coffee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chemicals	153	30	183	0	0	0	166	32	198	0	0	0	0	0	0	0	0	0
Others	3831	4227	8058	30	10	40	5014	5799	10813	139	17	156	7013	7475	14488	219	41	260
Total	6553	4257	10810	865	48	913	8193	5831	14024	880	72	952	9120	7644	16764	1491	320	1811

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes) **Mumbai**

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	5014	114	5128	788	5490	6278	6284	102	6386	321	4524	4845	5441	1	5442	528	4947	5475
POL Products	3213	232	3445	576	1244	1820	3649	40	3689	398	1467	1865	1547	225	1772	1401	1551	2952
Fertiliser	96	0	96	0	0	0	140	0	140	0	0	0	139	0	139	0	0	0
FRM - Dry	806	0	806	0	0	0	749	0	749	0	0	0	561	0	561	0	0	0
FRM - Liquid	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Food Grains	30	0	30	0	0	0	139	2	141	0	0	0	9	177	186	0	0	0
Iron & Steel	1215	0	1215	0	0	0	1204	519	1723	0	0	0	1093	652	1745	104	0	104
Iron Scrap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sugar	89	0	89	0	0	0	12	0	12	0	0	0	0	60	60	0	0	0
Veg. Oil	1150	0	1150	0	0	0	1117	56	1173	0	0	0	702	60	762	0	0	0
Salt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coking Coal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thermal Coal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cement	4	0	4	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Iron Ore/Pellets	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Ore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tea and Coffee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chemicals	470	232	702	0	0	0	424	195	619	0	0	0	364	214	578	0	0	0
Others	5461	4492	9953	250	0	250	3794	3008	6802	2160	108	2268	4943	2204	7147	127	13	140
Total	17548	5070	22618	1618	6734	8352	17512	3922	21434	2879	6099	8978	14799	3593	18392	2160	6511	8671

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes)

Kandla

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	13155	0	13155	3080	0	3080	20967	0	20967	2642	0	2642	19645	0	19645	3159	0	3159
POL Products	12519	0	12519	1714	0	1714	5747	0	5747	5256	0	5256	320	2	322	1932	36	1968
Fertiliser	588	0	588	0	0	0	1020	0	1020	0	0	0	471	0	471	0	0	0
FRM - Dry	594	0	594	0	0	0	496	0	496	0	0	0	255	0	255	0	0	0
FRM - Liquid	1035	0	1035	0	0	0	1250	0	1250	0	0	0	1433	0	1433	6	0	6
Food Grains	108	1589	1697	0	0	0	205	845	1050	0	0	0	105	1334	1439	0	0	0
Iron & Steel	165	54	219	0	59	59	218	5	223	0	48	48	201	1	202	0	9	9
Iron Scrap	129	0	129	0	0	0	309	0	309	0	0	0	398	0	398	0	0	0
Sugar	47	0	47	0	0	0	97	0	97	0	0	0	0	0	0	0	0	0
Veg. Oil	322	144	466	0	0	0	813	191	1004	0	0	0	389	179	568	0	0	0
Salt	0	151	151	0	74	74	0	296	296	0	108	108	0	725	725	0	110	110
Coking Coal	736	0	736	0	0	0	829	0	829	0	0	0	624	0	624	0	0	0
Thermal Coal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iron Ore/Pellets	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Ore	152	339	491	0	2	2	65	243	308	0	12	12	56	207	263	0	30	30
Tea and Coffee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chemicals	601	46	647	0	0	0	822	35	857	0	0	0	1220	105	1325	2		2
Others	1475	1700	3175	37	22	59	1862	1787	3649	37	98	135	1587	1847	3434	151	202	353
Total	31626	4023	35649	4831	157	4988	34700	3402	38102	7935	266	8201	26704	4400	31104	5250	387	5637

Table 2.1.3 (Contd...)

Traffic Handled - Port-wise and Principal Commodity-wise - 1998-99, 1999-00 & 2000-01

(In '000 Tonnes)

All Ports

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
POL Crude	43620	892	44512	15028	5490	20518	51554	102	51656	18505	5015	23520	54746	1	54747	17179	4947	22126
POL Products	25684	542	26226	7960	8358	16318	19642	365	20007	14025	8466	22491	6874	1424	8298	13527	8725	22252
Fertiliser	4717	0	4717	0	0	0	5641	0	5641	0	0	0	3029	0	3029	0	0	0
FRM - Dry	4295	0	4295	0	0	0	4505	0	4505	0	0	0	6119	0	6119	0	0	0
FRM - Liquid	3542	0	3542	0	0	0	3702	0	3702	0	0	0	4051	0	4051	13	0	13
Food Grains	1789	1813	3602	0	51	51	2001	946	2947	0	56	56	573	1910	2483	0	47	47
Iron & Steel	2257	1114	3371	33	65	98	2414	1914	4328	56	58	114	2464	2009	4473	137	25	162
Iron Scrap	635	8	643	1	0	1	876	22	898	1	0	1	1343	0	1343	4	0	4
Sugar	519	40	559	0	5	5	1021	10	1031	0	6	6	8	189	197	0	8	8
Veg. Oil	2836	144	2980	0	13	13	4240	248	4488	1	1	2	3618	239	3857	0	3	3
Salt	0	285	285	10	74	84	17	699	716	18	108	126	0	1163	1163	24	110	134
Coking Coal	11749	175	11924	0	1	1	12661	171	12832	0	27	27	13701	46	13747	1	3	4
Thermal Coal	3121	0	3121	14336	14223	28559	4079	0	4079	13067	13188	26255	595	0	595	17453	17279	34732
Cement	16	0	16	499	45	544	21	2	23	950	43	993	0	6	6	1311	82	1393
Iron Ore/Pellets	69	30082	30151	837	3559	4396	415	31481	31896	307	4179	4486	44	35852	35896	182	4379	4561
Other Ore	167	1313	1480	0	2	2	108	1349	1457	4	13	17	115	1705	1820	17	30	47
Tea and Coffee	3	330	333	0	0	0	6	329	335	0	0	0	9	370	379	0	2	2
Chemicals	2166	425	2591	57	27	84	2564	429	2993	26	32	58	3493	783	4276	40	68	108
Others	17801	17869	35670	783	263	1046	18331	18566	36897	2962	422	3384	26537	20446	46983	1601	472	2073
Total	124986	55032	180018	39544	32176	71720	133798	56633	190431	49922	31614	81536	127319	66143	193462	51489	36180	87669

Note 1) 1998-99 & 1999-00 - Due to non availability of commodity-wise container cargo , the entire containerised cargo is included in 'other' category in respect of Kolkata Dock System, Haldia Dock Complex, Vizag, Chennai,Tuticorin, Mormugoa, J.L.Nehru & Mumbai Ports, for the remaining ports the the containerised cargo (commodity-wise) is included under respective commodity/commodity group, to that extent there is limitation to the inter-port commodity wise cargo traffic.

2) 2000-01 - Due to non availability of commodity-wise containerised cargo for the year 2000-01 the total container cargo is included in 'others' in case of Tuticorin & J. L. Nehru Ports and to that extent 2000-01 figures are not strictly comparable with 1998-99 and 1999-00.

Table 2.1.4 Percentage Share Of Indian Flag In The Overseas Cargo Traffic Handled At Indian Ports

Port	1998-1999 (%)			1999-2000 (%)			2000-2001 (%) (P)		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
MAJOR PORTS	43.3	7.1	32.1	44.5	7.9	33.8	36.1	9.3	26.9
Kandla	43.1	12.4	39.6	50.9	8.8	47.2	43.3	7.3	38.3
Mumbai	31.0	21.2	28.4	34.2	28.9	33.1	38.4	37.9	38.3
J.N.P.T.	8.4	7.0	7.9	14.5	9.1	12.6	10.0	10.5	10.2
Mormugao	18.5	1.4	3.2	2.5	2.6	2.6	6.7	5.0	5.2
N.Mangalore	73.8	10.4	45.8	76.5	4.2	45.7	22.6	7.8	16.8
Cochin	70.2	48.3	67.2	45.4	28.4	42.0	72.2	25.6	65.3
Tuticorin	22.8	4.6	16.8	18.1	14.1	16.7	15.2	10.0	13.2
Chennai	39.5	3.9	24.5	35.8	3.2	21.5	26.5	5.4	16.6
Vizag	49.7	2.8	36.4	47.2	5.8	35.8	38.7	5.0	27.5
Paradip	19.6	3.8	15.6	18.5	22.0	19.6	16.5	9.2	13.7
Haldia Dock Complex	57.9	3.6	55.1	58.9	4.3	56.2	53.3	11.4	49.7
Kolkata Dock System	46.2	2.0	39.9	40.6	2.3	35.7	11.4	1.2	9.7
NON-MAJOR PORTS	14.0	25.0	17.9	7.9	22.1	10.9	3.5	21.0	8.5
All Ports	***40.2***	***9.4***	***30.5***	***37.7***	***9.7***	***29.9***	***27.7***	***11.8***	***22.4***

(P): Provisional.

Table 2.1.5 Container Traffic Handled at Major Ports - Type-Wise - 1998-99, 1999-00 & 2000-01

(Nos.)

Type	KANDLA			MUMBAI			JAWAHARLAL NEHRU		
	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10
IMPORT	32682	39424	47260	273094	238063	190899	313075	406293	532692
20'	22280	26514	31580	173470	148301	117627	145705	184643	243202
40'	5201	6455	7840	49812	44881	36636	83685	110825	144745
Stuffed	21738	21658	24792	220916	199552	148489	206788	300281	358202
20'	13572	13768	14956	142242	127886	9633	92320	128383	149884
40'	4083	3945	4918	39337	35833	28428	57234	85949	104159
Empty	10944	17766	22468	52178	38511	42410	106287	106012	174490
20'	8708	12746	16624	31228	20415	25994	53385	56260	93318
40'	1118	2510	2922	10475	9048	8208	26451	24876	40586
EXPORT	30754	39665	44274	234175	189528	129644	349924	462390	601941
20'	22208	27757	30608	152323	122552	77772	166624	219882	292559
40'	4273	5954	6833	40926	33488	25936	91650	121254	154691
Stuffed	25877	35318	41234	203915	172181	118155	323508	425496	576951
20'	21277	26518	29568	133547	114457	6003	159934	214168	288329
40'	2300	4400	5833	35184	28862	21076	81787	105664	144311
Empty	4877	4347	3040	30260	17347	11489	26416	36894	24990
20'	931	1239	1040	18776	8095	1769	6690	5714	4230
40'	1973	1554	1000	5742	4626	4860	9863	15590	10380
TRANSHIP-MENT	-	-	-	2041	1857	876	6109	21295	55147
20'	-	-	-	1647	1397	638	3339	11865	32473
40'	-	-	-	197	230	119	1385	4715	11337
Stuffed	-	-	-	2041	1857	876	5267	19455	52091
20'	-	-	-	1647	1397	638	3189	10617	29969
40'	-	-	-	197	230	119	1039	4419	11061
Empty	-	-	-	-	-	-	842	1840	3056
20'	-	-	-	-	-	-	150	1248	2504
40'	-	-	-	-	-	-	346	296	276
TOTAL	63436	79089	91534	509310	429448	321419	669108	889978	1189780
20'	44488	54271	62188	327440	272250	196037	315668	416390	568234
40'	9474	12409	14673	90935	78599	62691	176720	236794	310773
Stuffed	47615	56976	66026	426872	373590	267520	535563	745232	987244
20'	34849	40286	44524	277436	243740	168274	255443	353168	468182
40'	6383	8345	10751	74718	64925	49623	140060	196032	259531
Empty	15821	22113	25508	82438	55858	53899	133545	144746	202536
20'	9639	13985	17664	50004	28510	27763	60225	63222	100052
40'	3091	4064	3922	16217	13674	13068	36660	40762	51242

Note: Wherever size of the containers is not specified, the no. of containers is in Twenty Equivalent Units. Total of Import, Export, Stuffed and Empty are given in 20' Equivalent Units (TEUs).

Table 2.1.5 (Contd...) **Container Traffic Handled at Major Ports - Type-Wise - 1998-99, 1999-00 & 2000-01**

(Nos.)

Type	MORMUGAO			NEW MANGALORE			COCHIN		
	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10
IMPORT	2051	3321	3087	-	85	966	62358	70460	67845
20'	1149	1707	1183	-	85	744	29568	31676	35055
40'	451	807	952	-	-	111	16395	19392	16395
Stuffed	1647	2845	2136	-	-	282	23254	27955	32768
20'	955	1707	940	-	-	198	15606	19435	23286
40'	346	569	598	-	-	42	3824	4260	4741
Empty	404	476	951	-	85	684	39104	42505	35077
20'	194	-	243	-	85	546	13962	12241	11769
40'	105	238	354	-	-	69	12571	15132	11654
EXPORT	1996	3314	3133	-	13	925	65712	76752	75246
20'	1024	1748	1177	-	13	679	31016	35540	36504
40'	486	783	978	-	-	123	17348	20606	19371
Stuffed	1468	1493	2022	-	13	824	60469	72005	71085
20'	738	667	958	-	13	672	26739	31653	32867
40'	365	413	532	-	-	76	16865	20176	19109
Empty	528	1821	1111	-	-	101	5243	4747	4161
20'	286	1081	219	-	-	7	4277	3887	3637
40'	121	370	446	-	-	47	483	430	262
TRANSHIP-MENT	-	-	-	-	-	-	842	-	-
20'	-	-	-	-	-	-	672	-	-
40'	-	-	-	-	-	-	85	-	-
Stuffed	-	-	-	-	-	-	832	-	-
20'	-	-	-	-	-	-	662	-	-
40'	-	-	-	-	-	-	85	-	-
Empty	-	-	-	-	-	-	10	-	-
20'	-	-	-	-	-	-	10	-	-
40'	-	-	-	-	-	-	-	-	-
TOTAL	4047	6635	5220	-	98	1891	128912	147212	143091
20'	2173	3455	2360	-	98	1423	61256	67216	71559
40'	937	1590	1930	-	-	234	33828	39998	35766
Stuffed	3115	4338	4158	-	13	1106	84555	99960	103853
20'	1693	2374	1898	-	13	870	43007	51088	56153
40'	711	982	1130	-	-	118	20774	24436	23850
Empty	932	2297	2062	-	85	785	44357	47252	39238
20'	480	1081	462	-	85	553	18249	16128	15406
40'	226	608	800	-	-	116	13054	15562	11916

Note: Wherever size of the containers is not specified, the no. of containers is in Twenty Equivalent Units. Total of Import, Export, Stuffed and Empty are given in 20' Equivalent Units(TEUs).

Table 2.1.5 (Contd...) **Container Traffic Handled at Major Ports - Type-Wise - 1998-99, 1999-00 & 2000-01**

(Nos.)

Type	TUTICORIN			CHENNAI			VISAKHAPATNAM		
	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10
IMPORT	47562	68767	78684	145394	163321	182828	7250	10631	9984
20'	22760	27539	31396	86374	90333	98616	3240	4831	5012
40'	12401	20614	23644	29510	36494	42106	2005	2900	2486
Stuffed	21064	43317	45065	122844	141855	154403	4359	7120	7813
20'	10592	17039	14727	75788	80449	82057	2813	4066	4459
40'	5236	13139	15169	23528	30703	36173	773	1527	1677
Empty	26498	25450	33619	22550	21466	28425	2891	3511	2171
20'	12168	10500	16669	10586	9884	16559	427	765	553
40'	7165	7475	8475	5982	5791	5933	1232	1373	809
EXPORT	51950	67845	78294	137991	158533	169350	7057	9796	10248
20'	25270	29105	31916	80615	90649	93758	3025	4294	5056
40'	13340	19370	23189	28688	33942	37796	2016	2751	2596
Stuffed	51169	63898	72782	124915	145141	157218	4613	6937	5534
20'	24715	27414	30396	73975	84761	90996	1715	3405	3326
40'	13227	18242	21193	25470	30190	33111	1449	1766	1104
Empty	781	3947	5512	13076	13392	12132	2444	2859	4714
20'	555	1691	1520	6640	5888	2762	1310	889	1730
40'	113	1128	1996	3218	3752	4685	567	985	1492
TRANSHIP-MENT	-	-	-	-	-	-	-	-	-
20'	-	-	-	-	-	-	-	-	-
40'	-	-	-	-	-	-	-	-	-
Stuffed	-	-	-	-	-	-	-	-	-
20'	-	-	-	-	-	-	-	-	-
40'	-	-	-	-	-	-	-	-	-
Empty	-	-	-	-	-	-	-	-	-
20'	-	-	-	-	-	-	-	-	-
40'	-	-	-	-	-	-	-	-	-
TOTAL	99512	136612	156978	283796 (b)	321960 (b)	352178	14307	20427	20232
20'	48030	56644	63312	166989	180982	192374	6265	9125	10068
40'	25741	39984	46833	58198	70436	79902	4021	5651	5082
Stuffed	72233	107215	117847	247759	286996	311621	8972	14057	13347
20'	35307	44453	45123	149763	165210	173053	4528	7471	7785
40'	18463	31381	36362	43998	60893	69284	2222	3293	2781
Empty	27279	29397	39131	35626	34858	40557	5335	6370	6885
20'	12723	12191	18189	17226	15772	19321	1737	1654	2283
40'	7278	8603	10471	9200	9543	10618	1799	2358	2301

Note: Wherever size of the containers is not specified, the no. of containers is in Twenty Equivalent Units. Total of Import, Export, Stuffed and Empty are given in 20' Equivalent Units (TEUs).

Note:- (a) There were 973, 723 and 282 containers of size 45' in Chennai Port in 1998-99, 199 and 2000-01 respectively which have been converted into 20' containers.

(b) 411 TEUs of shifting in 1998-99 and 106 TEUs of shifting in 1999-00.

Table 2.1.5 (Contd...) Container Traffic Handled at Major Ports - Type-Wise - 1998-99, 1999-00 & 2000-01

(Nos.)

Type	PARADIP			HALDIA			CALCUTTA		
	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10
IMPORT				4349	4927	11808	77054	82322	81700
20'	-	-	-	247	551	4644	48652	53936	53882
40'	-	-	-	2051	2188	3582	14201	14193	13909
Stuffed				3930	4797	3496	65958	72485	68500
20'	-	-	-	242	525	2558	45380	50291	46610
40'	-	-	-	1844	2136	3469	10289	11097	10945
Empty				419	130	2312	11096	9837	13200
20'	-	-	-	5	26	2086	3272	3645	7272
40'	-	-	-	207	52	113	3912	3096	2964
EXPORT	45	-	-	23602	23394	39074	55237	64977	56145
20'	45	-	-	12662	12842	24496	33385	42155	34889
40'	-	-	-	5470	5276	7289	10926	11411	10628
Stuffed	45	-	-	23415	23152	37925	46015	48655	49215
20'	45	-	-	12577	12790	24413	27159	31047	31703
40'	-	-	-	5419	5181	6756	9428	8804	8756
Empty	-	-	-	187	242	1149	9222	16322	6930
20'	-	-	-	85	52	83	6226	11108	3186
40'	-	-	-	51	95	533	1498	2607	1872
40'									
TRANSHIP-MENT	-	-	-	-	4	-	-	-	278
20'	-	-	-	-	2	-	-	-	94
40'	-	-	-	-	1	-	-	-	92
Stuffed	-	-	-	-	3	-	-	-	156
20'	-	-	-	-	1	-	-	-	72
40'	-	-	-	-	1	-	-	-	42
Empty	-	-	-	-	1	-	-	-	122
20'	-	-	-	-	1	-	-	-	22
40'	-	-	-	-	-	-	-	-	50
TOTAL	45	-	-	27951	28325	50882	132291	147299	138123
20'	45	-	-	12909	13395	29140	82037	96091	88865
40'	-	-	-	7521	7465	10871	25127	25604	24629
Stuffed	45	-	-	27345	27952	47421	111973	121140	117871
20'	45	-	-	12819	13316	26971	72539	81338	78385
40'	-	-	-	7263	7318	10225	19717	19901	19743
Empty	-	-	-	606	373	3461	20318	26159	20252
20'	-	-	-	90	79	2169	9498	14753	10480
40'	-	-	-	258	147	646	5410	5703	4886

(a) Includes 411 TEUs of shifting in 1998-99 and 106 TEUS of shifting in 1999-00. in Chennai.

Note: Wherever size of the containers is not specified, the no. of containers is in Twenty Equivalent Units. Total of Import, Export, Stuffed and Empty are given in 20' Equivalent Units (TEUs).

Table 2.1.5 (Contd...) **Container Traffic Handled at Major Ports - Type-Wise - 1998-99, 1999-00 & 2000-01**

(Nos.)

Type	ALL PORTS		
	1998-99	1999-00	2000-01
1	2	3	4
IMPORT	964869	1087614	1207753
20'	533445	570116	622941
40'	215712	258749	292406
Stuffed	692498	821865	851946
20'	399510	443549	431308
40'	146494	189158	210319
Empty	272371	265749	355807
20'	133935	126567	191633
40'	69218	69591	82087
EXPORT	958443	1096207	1208274
20'	528197	586537	629414
40'	215123	254835	289430
Stuffed	865409	994289	1132945
20'	482421	546893	609231
40'	191494	223698	261857
Empty	93034	101918	75329
20'	45776	39644	20183
40'	23629	31137	27573
TRANSHIP-MENT	8992	23156	56301
20'	5658	13264	33205
40'	1667	4946	11548
Stuffed	8140	21315	53123
20'	5498	12015	30679
40'	1321	4650	11222
Empty	852	1841	3178
20'	160	1249	2526
40'	346	296	326
TOTAL	1932715(a)	2207083(a)	2472328
20'	1067300	1169917	1285560
40'	432502	518530	593384
Stuffed	1566047	1837469	2038014
20'	887429	1002457	1071218
40'	339309	417506	483398
Empty	366257	369508	434314
20'	179871	167460	214342
40'	93193	101024	109986

(a) Includes 411 TEUs of shifting in 1998-99 and 106 TEUS of shifting in 1999-00. in Chennai.

Note: Wherever size of the containers is not specified, the no. of containers is in Twenty Equivalent Units. Total of Import, Export, Stuffed and Empty are given in 20' Equivalent Units (TEUs).

Table 2.1.6 Commodity-Wise Break-Up Of Containerised And General Cargo And Level of Containerisation at Major Ports - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
EXPORTS										
1. Textiles,Cotton,Yarn etc.	487	470	489	470	6.1	5.6	3.3	3.3	99.6	100.0
2. Metal & Metal products	415	376	498	472	5.2	4.5	3.4	3.3	83.3	79.7
3. Foodgrains & Other Products	245	193	2005	1038	3.1	2.3	13.8	7.2	12.2	18.6
4. Tea & Coffee	336	341	340	341	4.2	4.1	2.3	2.4	98.8	100.0
5. Granite & its other Material	256	508	689	930	3.2	6.0	4.7	6.5	37.2	54.6
6. Fish and other Marine Products	248	336	248	403	3.1	4.0	1.7	2.8	100.0	83.4
7. Fodder	116	113	852	429	1.5	1.4	5.8	3.0	13.6	26.3
8. Fruits & Vegetables	180	226	248	285	2.3	2.7	1.7	2.0	72.6	79.3
9. Jute and Jute Products	291	251	312	259	3.6	3.0	2.2	1.8	93.3	96.9
10. Spices	117	117	121	123	1.5	1.4	0.8	0.9	96.6	95.1
11.Hosiery,Harberdashry & Millinary	105	109	105	109	1.3	1.3	0.7	0.8	100.0	100.0
12. Machinery/Instruments and Transport equipment	161	200	182	221	2.0	2.4	1.3	1.6	88.5	90.5
13. Drugs and Medicine	73	58	73	58	0.9	0.7	0.5	0.4	100.0	100.0
14.Cashew Kernels	82	89	82	89	1.0	1.0	0.6	0.6	100.0	100.0
15.Dyes and Colours	34	5	34	5	0.4	0.1	0.2	Neg.	100.0	100.0
16.Cast Iron Goods	176	157	176	157	2.2	1.8	1.2	1.1	100.0	100.0
17.Oilfats etc.	106	105	122	131	1.3	1.2	0.8	0.9	86.9	80.2
18.Chemicals	462	479	469	489	5.8	5.7	3.2	3.4	98.5	97.9
19.Others	4104	4263	7572	8296	51.3	50.8	51.8	58.0	54.2	51.4
Total Export(a)	7994	8396	14617	14305	100.0	100.0	100.0	100.0	54.7	58.7
ALL MAJOR PORTS	12252	14094	19249	20596					63.7	68.4

(a) Total export figure includes data for 8 Major Ports of Mumbai, Chennai, Kolkata Dock System, Haldia Dock Complex, Kandla, Cochin, Tuticorin and Visakhapatanam. In JNPT and Mormugao the break up of Container traffic commodity wise is not available.

In Paradip Port & New Mangalore Port container traffic is not significant.

Table 2.1.6 (Contd...)

Commodity-Wise Break-Up Of Containerised And General Cargo And Level of Containerisation at Major Ports - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
IMPORTS										
1. Iron & Steel, Metal and Metal Products	614	833	2184	2653	7.6	9.6	14.5	15.8	28.1	31.4
2. Chemicals	919	937	986	970	11.4	10.7	6.5	5.8	93.2	96.6
3. Paper, Newsprints etc.	581	471	774	551	7.2	5.4	5.1	3.3	75.1	85.5
4. Foodgrains & other Cereals	498	526	1062	1029	6.2	6.0	7.0	6.1	46.9	51.1
5. Plastic and its products	634	442	650	443	7.9	5.1	4.3	2.6	97.5	99.8
6. Machinery/Instruments and Transport equip.	254	226	449	328	3.2	2.6	3.0	2.0	56.6	68.9
7. Textiles, Yarn, Cotton etc.	196	196	196	196	2.4	2.3	1.3	1.2	100.0	100.0
8. Rubber and its products	149	130	151	130	1.8	1.5	1.0	0.8	98.7	100.0
9. Oilfats	-	2	-	2	-	Neg.	-	Neg.	-	100.0
10. Wood	117	108	270	264	1.5	1.2	1.8	1.6	43.3	40.9
11. Others	4084	4855	8369	10216	50.8	55.6	55.4	60.8	48.8	47.5
Total Import(a)	8046	8726	15091	16782	100.0	100.0	100.0	100.0	53.3	52.0
ALL MAJOR PORTS	11864	13773	20407	22448					58.1	61.4

(a) Total Import figure includes data for 8 Major Ports of Mumbai, Chennai, Kolkata Dock System, Haldia Dock Complex, Kandla, Cochin, Tuticorin and Visakhapatanam. In JNPT and Mormugao the break up of Container traffic commodity wise is not available.

In Paradip Port & New Mangalore Port container traffic is not significant.

Table 2.1.7 Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : MUMBAI										
EXPORT										
1. Textiles, Cotton, Yarn etc.	142	129	143	129	4.5	4.9	3.2	3.7	99.3	100.0
2. Metal & Metal products	291	247	359	316	9.3	9.5	8.1	9.0	81.1	78.2
3. Tea & Coffee	12	12	12	12	0.4	0.5	0.3	0.3	100.0	100.0
4. Fish, shrimps and other marine products	196	123	374	190	6.2	4.7	8.4	5.4	52.4	64.7
5. Plastic & its Products	5	2	5	2	0.2	0.1	0.1	0.1	100.0	100.0
6. Fodder	116	113	852	429	3.7	4.3	19.1	12.2	13.6	26.3
7. Fruits & Vegetables.	149	150	207	194	4.7	5.8	4.6	5.5	72.0	77.3
8. Spices	72	64	76	70	2.3	2.4	1.7	2.0	94.7	91.4
9. Hossiery, Harberdasherry and Millinary.	97	97	97	97	3.1	3.7	2.2	2.8	100.0	100.0
10. Machinery, Instruments Transport equipments.	80	55	91	60	2.5	2.1	2.1	1.7	87.9	91.7
11. Drugs and Medicines.	72	54	72	54	2.3	2.1	1.6	1.5	100.0	100.0
12. Dyes and Colours.	32	5	32	5	1.0	0.2	0.7	0.2	100.0	100.0
13. Oil seeds, fats etc.	26	12	27	12	0.8	0.5	0.6	0.3	96.3	100.0
14. Chemicals	348	299	349	300	11.1	11.5	7.8	8.6	99.7	99.7
15. Others	1508	1240	1762	1638	47.9	47.7	39.5	46.7	85.6	75.7
Total Export	**3146**	**2602**	**4458**	**3508**	**100.0**	**100.0**	**100.0**	**100.0**	**70.6**	**74.2**

Table 2.1.7 (Contd...) Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : MUMBAI										
IMPORT										
1. Iron & Steel	106	155	1252	1138	2.7	4.4	18.3	18.9	8.5	13.6
2. Metal & Metal Products.	157	116	218	211	4.0	3.3	3.2	3.5	72.0	55.0
3. Chemicals	612	575	666	602	15.6	16.3	9.8	10.0	91.9	95.5
4. Paper, Newsprints etc.	353	202	528	273	9.0	5.7	7.7	4.6	66.8	74.0
5. Plastic & its products	444	268	457	269	11.3	7.6	6.7	4.5	97.1	99.6
6. Machinery/Instrument and Transport equipments.	118	89	187	135	3.0	2.5	2.7	2.3	63.1	65.9
7. Textiles,cotton,yarn etc.	163	150	163	150	4.2	4.3	2.4	2.5	100.0	100.0
8. Hair and wool	-	2	-	2	-	Neg.	-	Neg.	-	100.0
9. Rubber and its products.	97	80	98	80	2.5	2.3	1.4	1.3	99.0	100.0
10.Oil, fats etc.	-	-	-	-	-	-	-	-	-	-
11.Woodpulp.	80	68	208	213	2.0	1.9	3.1	3.5	38.5	31.9
12.Foodgrains & other cereals.	412	412	973	1027	10.5	11.7	14.3	17.1	42.3	40.1
13.Industrial alcohols & spirits(non-potable)	-	-	-	-	-	-	-	-	-	-
14.Drugs & Medicine.	4	4	7	5	0.1	0.1	0.1	0.1	57.1	80.0
15.Fertilizers	-	-	-	-	-	-	-	-	-	-
16.Fertilizer Raw Materials	-	-	-	-	-	-	-	-	-	-
17.Others	1377	1407	2069	1903	35.1	39.9	30.3	31.7	66.6	73.9
Total Import	**3923**	**3528**	**6826**	**6008**	**100.0**	**100.0**	**100.0**	**100.0**	**57.5**	**58.7**

Table 2.1.7 (Contd...)

Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : COCHIN										
EXPORT										
1. Textiles, Cotton, Yarn etc.	38	37	38	37	4.8	4.3	4.7	4.2	100.0	100.0
2. Tea & Coffee	228	233	228	233	28.5	26.9	28.2	26.7	100.0	100.0
3. Fish, shrimps and other marine products.	74	95	74	95	9.3	11.0	9.2	10.9	100.0	100.0
4. Spices	45	53	45	53	5.6	6.1	5.6	6.1	100.0	100.0
5. Cashew kernels	50	58	50	58	6.2	6.7	6.2	6.6	100.0	100.0
6. Chemicals	22	13	22	13	2.8	1.5	2.7	1.5	100.0	100.0
7. Coir Products	53	56	53	56	6.6	6.5	6.6	6.4	100.0	100.0
8. Others.	289	320	297	328	36.2	37.0	36.8	37.6	97.3	97.6
Total Export	**799**	**865**	**807**	**873**	**100.0**	**100.0**	**100.0**	**100.0**	**99.0**	**99.1**

Table 2.1.7 (Contd...) **Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00**

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : COCHIN										
IMPORT										
1. Iron & Steel Metal & Metal Products.	64	103	96	130	12.1	18.0	12.0	13.0	66.7	79.2
2. Chemicals.	7	14	8	14	1.3	2.5	1.0	1.4	87.5	100.0
3. Paper, Newsprints etc.	17	13	18	13	3.2	2.3	2.2	1.3	94.4	100.0
4. Machinery	4	3	6	3	0.8	0.5	0.8	0.3	66.7	100.0
5. Rubber and its products.	14	14	14	14	2.6	2.5	1.8	1.4	100.0	100.0
6. Cashew nuts	101	99	153	155	19.0	17.3	19.1	15.5	66.0	63.9
7. Other	324	325	505	672	61.0	56.9	63.1	67.1	64.2	48.4
Total Import	531	571	800	1001	100.0	100.0	100.0	100.0	66.4	57.0

Table 2.1.7 (Contd...)

Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : TUTICORIN										
EXPORT										
1. Cotton Yarn, etc.	-	-	-	-	-	-	-	-	-	-
2. Tea & Coffee	-	-	-	-	-	-	-	-	-	-
3. Frozen Cargo	12	25	12	25	1.5	2.7	0.8	1.3	100.0	100.0
4. Garnet Sand	17	19	17	19	2.2	2.1	1.1	1.0	100.0	100.0
5. Cashew Kernels	32	31	32	31	4.1	3.3	2.0	1.6	100.0	100.0
6. Others.	724	850	1505	1879	92.2	91.9	96.1	96.1	48.1	45.2
Total Export	**785**	**925**	**1566**	**1954**	**100.0**	**100.0**	**100.0**	**100.0**	**50.1**	**47.3**
IMPORT										
1. Iron & Steel Metal & Metal Products	-	-	-	-	-	-	-	-	-	-
2. Raw Cashew	45	41	138	195	10.5	5.8	14.7	14.5	32.6	21.0
3. Others	383	667	801	1148	89.5	94.2	85.3	85.5	47.8	58.1
Total Import	**428**	**708**	**939**	**1343**	**100.0**	**100.0**	**100.0**	**100.0**	**45.6**	**52.7**

Table 2.1.7 (Contd...) Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : CHENNAI										
EXPORT										
1. Textiles,Cotton Yarn etc.	306	302	307	302	20.8	15.4	13.6	11.2	99.7	100.0
2. Metal & Metal Products	120	122	135	149	8.2	6.2	6.0	5.5	88.9	81.9
3. Tea & Coffee	21	15	22	15	1.4	0.8	1.0	0.6	95.4	100.0
4. Granite blocks & its other materials	256	508	689	930	17.4	26.0	30.5	34.6	37.2	54.6
5. Fish,shrimps and other marine products	46	41	46	41	3.1	2.1	2.0	1.5	100.0	100.0
6. Fruits & Vegetables	30	71	40	86	2.0	3.6	1.8	3.2	75.0	82.6
7. Machinery, Instruments & Transport equipment	54	94	61	106	3.7	4.8	2.7	4.0	88.5	88.7
8. Oil seeds,Pats etc.	19	76	21	85	1.3	3.9	0.9	3.2	90.5	89.4
9. Chemicals	90	153	96	162	6.1	7.8	4.2	6.0	93.8	94.4
10.Others	529	576	844	813	36.0	29.4	37.3	30.2	62.7	70.8
Total Export	**1471**	**1958**	**2261**	**2689**	**100.0**	**100.0**	**100.0**	**100.0**	**65.1**	**72.8**

Table 2.1.7 (Contd...) Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : CHENNAI										
IMPORT										
1. Iron & Steel Metal & Metal Products	195	228	360	556	13.2	11.3	17.3	21.3	54.2	41.0
2. Chemicals	179	221	191	224	12.2	11.0	9.2	8.6	93.7	98.7
3. Paper, Paper products etc.	209	253	226	262	14.2	12.5	10.8	10.0	92.5	96.6
4. Wheat Flour, other cereals & products	86	114	88	123	5.8	5.6	4.2	4.7	97.7	92.7
5. Plastic & its products	163	136	163	136	11.1	6.7	7.8	5.2	100.0	100.0
6. Machinery/Instruments and Transport equipments	100	121	149	163	6.8	6.0	7.2	6.2	67.1	74.2
7. Textiles, Cotton, Hair and Wool etc.	32	45	32	45	2.2	2.2	1.5	1.7	100.0	100.0
8. Rubber and its products	38	36	39	36	2.6	1.8	1.9	1.4	97.4	100.0
9. Wood Pulp	37	40	62	51	2.5	2.0	3.0	2.0	59.7	78.4
10. Drugs & Medicines	10	10	10	10	0.7	0.5	0.5	0.4	100.0	100.0
11. Plantation commodities	19	32	19	32	1.3	1.6	0.9	1.2	100.0	100.0
12. Others	403	782	743	972	27.4	38.8	35.7	37.3	54.2	80.4
Total Import	**1471**	**2018**	**2082**	**2610**	**100.0**	**100.0**	**100.0**	**100.0**	**70.7**	**77.3**

Table 2.1.7 (Contd...) Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : VISAKHAPATNAM										
EXPORT										
1. Shrimps/Reefer Cargo	35	39	35	39	41.7	29.5	2.8	3.2	100.0	100.0
2. Alumina Ingots	6	53	31	66	7.1	40.2	2.4	5.3	19.4	80.3
3. Others	43	40	1197	1129	51.2	30.3	94.8	91.5	3.6	3.5
Total Export	**84**	**132**	**1263**	**1234**	**100.0**	**100.0**	**100.0**	**100.0**	**6.6**	**10.7**
IMPORT										
Total Import	**88**	**130**	**279**	**379**	**100.0**	**100.0**	**100.0**	**100.0**	**31.5**	**34.3**

Table 2.1.7 (Contd...) Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : KOLKATA DOCK SYSTEM										
EXPORT										
1. Tea & Coffee	35	49	38	49	4.3	5.8	3.4	4.3	92.1	100.0
2. Jute & Jute Products	237	207	258	215	29.2	24.5	23.1	19.1	91.9	96.3
3. Cast Iron goods	86	86	86	86	10.6	10.2	7.7	7.6	100.0	100.0
4. Mica	13	20	13	20	1.6	2.4	1.2	1.8	100.0	100.0
5. Iron & Steel Machinery	104	113	131	141	12.8	13.3	11.8	12.5	79.4	80.1
6. Others	337	370	588	616	41.5	43.8	52.8	54.7	57.3	60.1
Total Export	**812**	**845**	**1114**	**1127**	**100.0**	**100.0**	**100.0**	**100.0**	**72.9**	**75.0**
IMPORT										
1. Iron & Steel Machinery	131	156	239	326	11.3	12.3	10.7	11.2	54.8	47.8
2. Chemicals	112	107	112	107	9.7	8.4	5.0	3.7	100.0	100.0
3. Others	916	1009	1891	2484	79.0	79.3	84.3	85.1	48.4	40.6
Total Import	**1159**	**1272**	**2242**	**2917**	**100.0**	**100.0**	**100.0**	**100.0**	**51.7**	**43.6**

Table 2.1.7 (Contd...) Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : HALDIA DOCK COMPLEX										
EXPORT										
1. Tea & Coffee	40	32	40	32	10.6	8.7	6.0	4.2	100.0	100.0
2. Jute & Jute Products	54	44	54	44	14.4	12.0	8.1	5.7	100.0	100.0
3. Cast Iron goods	90	71	90	71	23.9	19.4	13.4	9.2	100.0	100.0
4. Mica	4	2	4	2	1.1	0.6	0.6	0.3	100.0	100.0
5. Others	188	217	481	619	50.0	59.3	71.9	80.6	39.1	35.1
Total Export	**376**	**366**	**669**	**768**	**100.0**	**100.0**	**100.0**	**100.0**	**56.2**	**47.7**
IMPORT										
1. Iron & Steel, Metal & its Products	-	1	1	12		1.5	0.3	2.0	-	8.3
2. Chemicals	-	-	-	1	-	-	-	0.5	-	-
3. Machinery	-	-	-	-	-	-	-	-	-	-
4. Others	51	67	373	583	100.0	98.5	99.7	97.5	13.7	11.5
Total Imports	**51**	**68**	**374**	**598**	**100.0**	**100.0**	**100.0**	**100.0**	**13.6**	**11.4**

Table 2.1.7 (Contd...) Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : KANDLA										
EXPORT										
1. Textiles, Cotton, Yarn etc.	1	2	1	2	0.2	0.3	Neg.	0.1	100.0	100.0
2. Metal & Metal products	4	7	4	7	0.8	1.0	0.2	0.3	100.0	100.0
3. Tea & Coffee	-	-	-	-	-	-	-	-	-	-
4. Foodgrains and other Cereals.	115	193	1697	1038	22.1	27.4	68.5	48.2	6.8	18.6
5. Fish, shrimps and other marine products	24	38	24	38	4.6	5.4	1.0	1.8	100.0	100.0
6. Fodder	-	-	-	-	-	-	-	-	-	-
7. Fruits & Vegetables.	1	5	1	5	0.2	0.7	Neg.	0.2	100.0	100.0
8. Spices	-	-	-	-	-	-	-	-	100.0	100.0
9. Hossiery, Harberdasherry and Millinary.	8	12	8	12	1.5	1.7	0.3	0.6	100.0	100.0
10. Machinery, Instruments Transport equipments.	27	51	30	55	5.2	7.3	1.2	2.6	90.0	92.7
11. Drugs and Medicines.	1	4	1	4	0.2	0.6	Neg.	0.2	100.0	100.0
12. Dyes and Colours.	2	-	2	-	0.4	-	0.1	-	100.0	-
13. Oil seeds, fats etc.	61	17	74	34	11.7	2.4	3.0	1.6	82.4	50.0
14. Chemicals	2	14	2	14	0.4	2.0	0.1	0.6	100.0	100.0
15. Others	275(a)	360(a)	635(a)	943(a)	52.7	51.2	25.6	43.8	43.3	38.2
Total Export	**521**	**703**	**2479**	**2152**	**100.0**	**100.0**	**100.0**	**100.0**	**21.0**	**32.7**

(a) Includes Tareweight.

Table 2.1.7 (Contd...) Commodity-Wise Break-Up Of Container and General Cargo And Level Of Containerisation At Major Ports - Port-wise - 1998-99 & 1999-00

Commodities	General Cargo (000T)				% Share of commodities in Total Container Cargo		% Share of commodities in Total General Cargo		Level of Containerisation % of container Cargo to General Cargo	
	Container Cargo		Total General Cargo							
	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
PORT : KANDLA										
IMPORT										
1. Iron & Steel	36	11	201	229	9.1	2.6	13.0	11.9	17.9	4.8
2. Metal & Metal Products.	56	63	56	63	14.2	14.6	3.6	3.3	100.0	100.0
3. Chemicals	9	20	9	20	2.3	4.6	0.6	1.0	100.0	100.0
4. Paper, Newsprints etc.	2	3	2	3	0.5	0.7	0.1	0.2	100.0	100.0
5. Plastic & its products	27	38	30	38	6.8	8.8	1.9	2.0	90.0	100.0
6. Machinery/Instrument and Transport equipments.	32	13	107	27	8.1	3.0	6.9	1.4	29.9	48.1
7. Textiles,cotton,yarn etc.	1	1	1	1	0.3	0.2	0.1	Neg.	100.0	100.0
8. Hair and wool	-	-	-	-	-	-	-	-	-	-
9. Rubber and its products.	-	-	-	-	-	-	-	-	-	-
10.Oil, fats etc.	-	2	-	2	-	0.5	-	0.1	-	-
11.Woodpulp.	-	-	-	-	-	-	-	-	-	-
12.Foodgrains & other cereals.	-	-	1	2	-	-	0.1	0.1	-	-
13.Industrial alcohols & Spirits(non-potable)	-	-	-	-	-	-	-	-	-	-
14.Drugs & Medicine.	-	-	-	-	-	-	-	-	-	-
15.Fertilizers	-	-	-	-	-	-	-	-	-	-
16.Fertilizer Raw Materials	-	-	-	-	-	-	-	-	-	-
17.Others	232(a)	280(a)	1142(a)	1541(a)	58.7	65.0	73.7	80.0	20.3	18.2
Total Imports	**395**	**431**	**1549**	**1926**	**100.0**	**100.0**	**100.0**	**100.0**	**25.5**	**22.4**

(a) Includes Tareweight.

Table 2.1.8 Incoming Overseas Traffic By Country Of Origin (Port-wise and Commodity-wise) - 1999-00

(In '000 Tonnes)

Country of Origin/ Commodities	KPT	MbPT	JNPT	MoPT	NMPT	CoPT	TPT	ChPT	VPT	PPT	KDS	HDC
1	2	3	4	5	6	7	8	9	10	11	12	13
ALL COMMODITIES	34700	17512	8193	2278	7977	3490	3732	12950	16379	4237	6905	15445
U.A.E.	2665	997		113	375	-	334	-	1762	227	-	-
Kuwait	5008	238		87	165	-	-	-	1297	49	-	-
S.Arabia	5284	5039		16	666	-	-	-	897	57	-	-
Iran	358	407		160	3176	-	-	-	138	74	-	-
Iraq	-	1		-	-	-	-	-	156	-	-	-
Qatar	122	25		-	18	-	-	-	42	-	-	-
Russia	259	335		96	-	-	25	-	1011	-	-	-
U.S.A	685	377		5	18	99	33	134	1053	90	364	1047
Behrain	608	306		336	45	-	-	-	88	61	-	-
Jordan	172	104		112	-	-	618	-	272	34	-	-
Senegal	457	-		-	-	-	-	-	238	-	-	-
Korea	173	269		3	1	-	2	-	195	110	-	-
Netherland	1070	56		1	1	-	-	-	128	-	-	-
Italy	26	79		-	-	-	-	-	2	-	-	-
Singapore	440	325		42	55	-	68	-	965	420	-	-
Malaysia	1010	759		1	130	-	225	-	725	45	-	-
France	61	92		1	45	-	-	-	-	-	-	-
Canada	11	276		-	14	37	6	83	210	39	-	-
Japan	124	594		68	-	37	6	272	180	67	87	-
Brazil	120	134		-	12	-	-	-	111	-	-	-
Germany	64	206		1	18	15	24	111	43	21	45	-
U.K.	293	574		26	-	6	6	-	142	-	279	-
Australia / N.Zealand	452	241		265	68	159	412	-	4106	1477	89	3277
Other European Countries	151	155		3	16	27	58	576	120	-	116	133
Other Asian Countries	1008	1373		311	569	2092	546	4141	1034	1185	4831	9068
Other African Countries	7084	401		631	2305	929	378	1506	167	51	594	372
Others	6995	4149		-	280	89	991	6127	1297	230	500	1548
POL CRUDE & PRODUCTS	26714	9933	1130	185	6488	1650	71	4774	6147	774	3714	9616
U.A.E.	2064	762		77	269	-	18	-	1357	25	-	-
Kuwait	4995	235		42	165	-	-	-	1025	49	-	-
S.Arabia	5155	4934		16	645	-	-	-	727	57	-	-
Iran	195	90		-	3129	-	-	-	52	21	-	-
Iraq	-	-		-	-	-	-	-	156	-	-	-
Qatar	-	-		-	-	-	-	-	-	-	-	-
Singapore	372	231		18	53	-	-	-	878	420	-	-
Malaysia	23	15		-	2	-	-	-	645	35	-	-
Russia(C.I.S.)	-	-		-	-	-	-	-	-	-	-	1235
Behrain	551	287		32	33	-	-	-	78	45	-	-
Yemen	14	24		-	-	-	-	-	2	-	-	-
U.S.A.	-	130		-	-	-	-	-	-	12	-	899
Panama	-	-		-	-	-	-	-	-	-	-	-
Oman	-	-		-	-	-	-	-	-	-	-	-
Other European Countries	964	638		-	14	-	29	109	227	-	-	-
Other Asian Countries	13	243		-	-	1084	12	2743	153	110	3189	7482
Others	12368	2344		-	2178	566	12	1922	847	-	525	-

Table 2.1.8(Contd...)

Incoming Overseas Traffic By Country Of Origin (Port-wise and Commodity-wise) - 1999-00

(In '000 Tonnes)

Country of Origin/ Commodities	KPT	MbPT	JNPT	MoPT	NMPT	CoPT	TPT	ChPT	VPT	PPT	KDS	HDC
1	2	3	4	5	6	7	8	9	10	11	12	13
FERTILISERS & FRM	2766	889	791	266	389	669	1214	1210	3335	1429	75	815
Jordan	146	104		91	-	-	614	-	272	34	-	-
Canada	-	25		-	-	-	-	-	201	39	-	-
S.Arabia	68	14		-	20	-	-	-	118	-	-	-
Moracco	245	-		149	130	-	-	-	25	656	-	-
Kuwait	11	-		-	-	-	-	-	79	-	-	-
Poland	-	-		-	-	-	-	-	23	-	-	-
U.S.A.	581	4		5	-	30	-	-	873	50	-	-
Russia	255	60		-	-	-	25	-	533	-	-	-
Germany	58	21		-	18	-	24	-	41	-	-	-
U.A.E.	178	183		-	26	-	287	-	21	-	-	-
Bahrain	8	19		-	12	-	-	-	6	16	-	-
Iran	76	124		-	44	-	-	-	45	53	-	-
Iraq	-	-		-	-	-	-	-	-	-	-	-
Belgium	-	-		-	-	-	-	-	29	-	-	-
Japan	-	-		21	-	25	-	-	-	-	2	-
Australia & NewZealand	-	1		-	-	-	27	-	-	-	-	-
Others	1140	334		-	139	614	237	1210	1069	581	73	815
IRON & STEEL	218	1204	-	215	-	95	-	410	24	-	237	11
Germany	-	98	-	-	-	-	-	12	-	-	8	-
France	-	20	-	-	-	-	-	-	-	-	-	-
Russia	-	164	-	-	-	-	-	-	2	-	50	-
U.K.	-	21	-	-	-	-	-	-	-	-	27	-
Japan	95	127	-	-	-	1	-	95	-	-	2	-
U.S.A.	-	31	-	-	-	-	-	1	-	-	-	-
Canada	-	9	-	-	-	-	-	5	-	-	-	-
Belgium	6	1	-	-	-	-	-	-	-	-	-	-
Czechoslavakia	-	-	-	-	-	-	-	-	-	-	-	-
Brazil	-	9	-	-	-	-	-	-	-	-	-	-
Korea	117	59	-	-	-	-	-	-	21	-	-	-
Malaysia	-	1	-	-	-	-	-	-	-	-	-	-
Others	-	664	-	215	-	94	-	295	1	-	150	11
IRON SCRAP	309	-	-	-	-	-	8	527	-	-	30	2
U.S.A.	-	-	-	-	-	-	-	3	-	-	-	-
Russia	-	-	-	-	-	-	-	-	-	-	-	-
France	-	-	-	-	-	-	-	-	-	-	-	-
Singapore	-	-	-	-	-	-	8	-	-	-	-	-
Netherland	-	-	-	-	-	-	-	-	-	-	-	-
Srilanka	-	-	-	-	-	-	-	-	-	-	-	-
Malaysia	-	-	-	-	-	-	-	-	-	-	-	-
U.K.	256	-	-	-	-	-	-	-	-	-	-	-
Others	53	-	-	-	-	-	-	524	-	-	30	2
COAL	829	-	-	1169	117	156	435	3183	5404	1781	9	3657
U.S.A.	-	-	-	-	-	-	-	-	-	-	-	-
U.S.S.R/Russia	-	-	-	96	-	-	-	-	376	-	-	-
Newzealand	-	-	-	-	-	-	-	-	152	118	-	-
Indonesia	-	-	-	36	77	-	257	-	-	24	-	-
Australia	-	-	-	209	-	-	-	-	3952	1359	-	3275
Poland	-	-	-	-	-	-	-	-	-	-	-	-
Others	829	-	-	828	40	156	178	3183	924	280	9	382

Table 2.1.8(Contd...)

Incoming Overseas Traffic By Country Of Origin (Port-wise and Commodity-wise) - 1999-00

(In '000 Tonnes)

Country of Origin/ Commodities	KPT	MbPT	JNPT	MoPT	NMPT	CoPT	TPT	ChPT	VPT	PPT	KDS	HDC
1	2	3	4	5	6	7	8	9	10	11	12	13
FOODGRAINS	205	139	555	-	315	98	195	270	164	-	48	12
NewZealand	-	14		-	54	98	119	-	-	-	-	-
U.S.A.	-	1		-	-	-	33	-	12	-	-	-
Canada	-	25		-	-	-	-	-	-	-	-	-
Vietnam	-	-		-	-	-	-	-	-	-	-	-
Thailand	-	2		-	-	-	-	-	-	-	-	-
Panama	-	-		-	-	-	-	-	-	-	-	-
China	130	16		-	-	-	-	-	-	-	-	-
Hungary	-	-		-	-	-	-	-	-	-	-	-
Turkey	-	-		-	97	-	-	-	25	-	-	-
Others	75	81		-	164	-	43	270	127	-	48	12
VEGETABLE/ EDIBLE OIL	813	1117	537	-	162	109	-	677	51	11	583	180
Malaysia	388	665		-	97	-	-	-	12	-	-	-
Germany	31	5		-	-	-	-	-	-	-	38	-
Taiwan	3	-		-	-	-	-	-	-	-	-	-
Singapore	3	-		-	-	-	-	-	-	-	-	-
Pakistan	-	-		-	-	-	-	-	-	-	-	-
U.S.A.	5	52		-	9	-	-	-	-	-	5	-
Kuwait	-	-		-	-	-	-	-	-	-	-	-
Indonesia	106	255		-	18	-	-	-	10	-	-	-
Other Asian Countries	2	10		-	-	-	-	549	-	-	473	-
Others	275	130		-	38	109	-	128	29	11	67	180
CHEMICALS	822	424	166	21	39	14	157	624	187	-	107	3
U.S.A	-	31		-	9	1	-	23	41	-	-	-
Japan	-	38		-	-	-	-	17	-	-	-	-
France	-	-		-	8	-	-	-	-	-	-	-
Germany	-	24		-	-	1	-	10	-	-	-	-
S.Arabia	-	-		-	-	-	-	-	21	-	-	-
Bangladesh	-	-		-	-	-	-	-	-	-	-	-
Other American Countries	-	-		-	3	-	-	2	-	-	-	-
Other European Countries	-	38		-	-	4	-	59	-	-	-	-
Africa	-	4		-	-	-	56	276	-	-	-	-
Others	822	289		21	19	8	101	237	125	-	107	3
WOOD	1155	235	-	-	357	-	450	101	-	-	283	-
Canada	-	1	-	-	14	-	-	12	-	-	-	-
Malaysia	537	-	-	-	29	-	220	-	-	-	-	-
Burma	45	-	-	-	213	-	55	-	-	-	-	-
Vietnam	-	-	-	-	-	-	-	-	-	-	-	-
Newzealand	357	-	-	-	11	-	-	-	-	-	-	-
Singapore	-	-	-	-	-	-	23	-	-	-	-	-
Countries	12	4	-	-	-	-	10	7	-	-	-	-
Countries	72	73	-	-	66	-	93	14	-	-	283	-
Countries	47	37	-	-	15	-	32	13	-	-	-	-
Others	79	120	-	-	9	-	17	55	-	-	-	-

Table 2.1.8(Contd...)

Incoming Overseas Traffic By Country Of Origin (Port-wise and Commodity-wise) - 1999-00

(In '000 Tonnes)

Country of Origin/ Commodities	KPT	MbPT	JNPT	MoPT	NMPT	CoPT	TPT	ChPT	VPT	PPT	KDS	NDC
1	2	3	4	5	6	7	8	9	10	11	12	13
MACHINERY	14	142	-	-	-	3	-	111	-	-	-	-
U.S.A.	-	18	-	-	-	-	-	6	-	-	-	-
Japan	13	17	-	-	-	-	-	15	-	-	-	-
France	-	3	-	-	-	-	-	-	-	-	-	-
Germany	-	12	-	-	-	-	-	14	-	-	-	-
U.S.S.R.	-	10	-	-	-	-	-	-	-	-	-	-
Canada	-	1	-	-	-	-	-	2	-	-	-	-
U.K.	-	4	-	-	-	-	-	-	-	-	-	-
Taiwan	-	-	-	-	-	-	-	-	-	-	-	-
Italy	-	6	-	-	-	-	-	-	-	-	-	-
Czechoslavakia	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	-	-	-
Switzerland	-	-	-	-	-	-	-	-	-	-	-	-
Other Asian Countries	-	30	-	-	-	1	-	20	-	-	-	-
Other European Countries	-	2	-	-	-	-	-	35	-	-	-	-
Others	1	39	-	-	-	2	-	19	-	-	-	-

Note:- Country-wise break up of overseas traffic of J.L.Nehru is not available.

Table 2.1.9 **Outgoing Overseas Traffic By Country Of Destination (Port-wise and Commodity-wise) -1999-00**

(In'000 Tonnes)

Country of Destination	KPT	MbPT	JNPT	MoPT	NMPT	CoPT	TPT	ChPT	VPT	PPT	KDS	HDC
1	2	3	4	5	6	7	8	9	10	11	12	13
ALL COMMODITIES	**3402**	**3922**	**5831**	**14784**	**5911**	**893**	**2029**	**9826**	**6299**	**1933**	**997**	**806**
U.S.A.	54	166		1	-	164	8	574	204	92	272	203
Russia	92	6		-	-	-	-	-	127	-	17	-
U.K.	18	23		-	-	29	-	-	72	2	174	-
Holland	54	32		566	-	-	-	-	26	3	-	-
France	37	21		513	-	-	-	-	-	-	-	-
Japan	66	113		7892	1172	49	-	1998	3597	473	25	-
Germany	1	14		178	-	51	-	109	1	-	-	-
Australia / N.Zealand	-	50		-	178	12	-	-	15	-	21	33
Italy	60	63		81	126	-	273	-	105	1	-	-
Romania	-	-		741	-	-	-	-	-	-	-	-
Belgium	1	14		198	20	-	26	-	63	-	-	-
Canada	-	28		60	-	23	-	41	4	29	-	-
Iran	50	33		96	1457	-	-	-	159	-	-	-
Iraq	2	21		-	-	-	-	-	-	-	-	-
Singapore	227	78		279	1	-	10	-	37	-	-	-
Indonesia	246	71		8	-	-	191	-	40	4	-	-
Turkey	2	2		165	25	-	1	-	7	-	-	-
Korea (S)	188	59		1071	-	-	1	-	135	50	-	-
Korea (N)	-	9		-	-	-	-	-	-	-	-	-
Taiwan	70	25		4	508	-	46	-	154	-	-	-
S.Arabia	643	123		-	-	-	-	-	2	-	-	-
Pakistan	2	11		439	-	1	-	-	9	-	-	-
Hungry	-	-		-	-	-	-	-	-	-	-	-
Qatar	-	15		-	-	-	-	-	-	-	-	-
Czechoslovakia	-	-		-	-	-	-	-	-	-	-	-
U.A.E.	545	-		29	-	-	45	-	222	-	-	-
Jordan	25	5		10	-	-	-	-	-	-	-	-
Kuwait	34	33		-	-	-	-	-	-	-	-	-
Behrain	-	23		-	-	-	-	-	-	-	-	-
China	55	36		2429	2422	-	6	-	821	1232	-	-
Malaysia	112	84		3	-	-	49	-	167	-	-	-
Bangladesh	5	60		-	-	4	7	-	20	-	7	-
Philipines	175	29		-	-	-	119	-	-	-	-	-
Yugoslavia	-	-		-	-	-	-	-	-	-	-	-
Dubai	-	381		-	-	-	-	-	-	-	-	-
Spain	27	10		-	2	-	10	-	46	-	-	-
Other European Countries	62	22		-	-	249	-	550	-	-	88	138
Other American Countries	18	22		-	-	6	-	4	13	-	8	-
Other African Countries	186	229		17	-	23	12	90	20	48	13	12
Other Asian Countries	255	349		4	-	200	300	1177	189	-	226	372
Others	90	1662		-	-	82	925	5243	44	-	146	48
POL CRUDE & ITS PRODUCTS	-	**142**	-	-	-	**26**	-	**297**	-	-	-	-
S.Arabia	-	65	-	-	-	-	-	-	-	-	-	-
U.S.A.	-	-	-	-	-	-	-	-	-	-	-	-
U.K.	-	-	-	-	-	-	-	-	-	-	-	-
Japan	-	19	-	-	-	-	-	-	-	-	-	-
France	-	-	-	-	-	-	-	-	-	-	-	-
Italy	-	-	-	-	-	-	-	-	-	-	-	-
Holland	-	-	-	-	-	-	-	-	-	-	-	-

Table 2.1.9(Contd...) **Outgoing Overseas Traffic By Country Of Destination (Port-wise and Commodity-wise) -1999-00**

(In'000 Tonnes)

Country of Destination	XPT	MbPT	JNPT	MoPT	NMPT	CoPT	TPT	ChPT	VPT	PPT	KDS	HDC
1	2	3	4	5	6	7	8	9	10	11	12	13
POL CRUDE & ITS PRODUCTS(Contd.)												
Australia / N.Zealand	-	-	-	-	-	-	-	-	-	-	-	-
Belgium	-	-	-	-	-	-	-	-	-	-	-	-
Singapore	-	4	-	-	-	-	-	-	-	-	-	-
Iran	-	4	-	-	-	-	-	-	-	-	-	-
Iraq	-	-	-	-	-	-	-	-	-	-	-	-
Kuwait	-	-	-	-	-	-	-	-	-	-	-	-
S.Korea	-	-	-	-	-	-	-	-	-	-	-	-
Other European Countries	-	-	-	-	-	-	-	-	-	-	-	-
Other African Countries	-	-	-	-	-	-	-	-	-	-	-	-
Other Asian Countries	-	3	-	-	-	-	-	-	-	-	-	-
Other American Countries	-	-	-	-	-	-	-	-	-	-	-	-
Others	-	47	-	-	-	28	-	297	-	-	-	-
FOODGRAINS	**845**	**2**	-	-	-	-	**1**	**38**	**60**	-	-	-
S.Arabia	583	6	-	-	-	-	-	1	-	-	-	-
U.S.A.	-	-	-	-	-	-	-	-	-	-	-	-
U.K.	-	-	-	-	-	-	-	-	-	-	-	-
Russia	70	-	-	-	-	-	-	-	-	-	-	-
Holland	-	-	-	-	-	-	-	-	-	-	-	-
Canada	-	-	-	-	-	-	-	-	-	-	-	-
Singapore	-	-	-	-	-	-	-	-	-	-	-	-
Behrain	-	-	-	-	-	-	-	-	-	-	-	-
Germany	-	-	-	-	-	-	-	-	-	-	-	-
Kuwait	24	-	-	-	-	-	-	-	-	-	-	-
Oman	-	-	-	-	-	-	-	-	-	-	-	-
Dubai	-	-	-	-	-	-	-	-	-	-	-	-
Other European Countries	8	-	-	-	-	-	-	1	-	-	-	-
Other African Countries	109	-	-	-	-	-	-	-	12	-	-	-
Other Asian Countries	31	-	-	-	-	-	1	29	20	-	-	-
Others	20	2	-	-	-	-	-	7	28	-	-	-
IRON & STEEL	**5**	**519**	-	**60**	-	**9**	-	**124**	**638**	-	**104**	**455**
U.S.A.	-	97	-	-	-	2	-	35	28	-	-	129
U.K.	-	6	-	-	-	-	-	-	71	-	-	-
Belgium	-	8	-	-	-	-	-	-	10	-	-	-
Japan	-	-	-	-	-	-	-	2	22	-	-	-
Russia	-	-	-	-	-	-	-	-	-	-	-	-
Germany	-	1	-	-	-	-	-	5	-	-	-	-
Canada	-	19	-	-	-	-	-	-	4	-	-	-
Australia / N.Zealand	-	8	-	-	-	-	-	-	-	-	-	-
Kuwait	-	2	-	-	-	-	-	-	-	-	-	-
Other European Countries	-	74	-	-	-	2	-	16	111	-	-	-
Other African Countries	-	93	-	-	-	-	-	4	-	-	-	-
Other Asian Countries	5	148	-	-	-	2	-	34	328	-	104	273
Others	-	63	-	60	-	3	-	28	64	-	-	53

Table 2.1.9(Contd...) **Outgoing Overseas Traffic By Country Of Destination (Port-wise and Commodity-wise) -1999-00**

(In'000 Tonnes)

Country of Destination	KPT	MbPT	JNPT	MoPT	NMPT	CoPT	TPT	ChPT	VPT	PPT	KDS	HDC
1	2	3	4	5	6	7	8	9	10	11	12	13
MACHINERY	-	42	-	-	-	6	-	48	-	-	-	-
U.S.A.	-	1	-	-	-	-	-	4	-	-	-	-
Russia	-	-	-	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	-	-	-	1	-	-	-	-
Germany	-	1	-	-	-	-	-	3	-	-	-	-
Other African Countries	-	8	-	-	-	-	-	3	-	-	-	-
Other European Countries	-	2	-	-	-	4	-	11	-	-	-	-
Middle East	-	-	-	-	-	-	-	-	-	-	-	-
Other Asian Countries	-	28	-	-	-	1	-	14	-	-	-	-
S. America	-	-	-	-	-	-	-	-	-	-	-	-
Others	-	2	-	-	-	1	-	12	-	-	-	-
CHEMICALS	35	195	32	-	-	13	-	154	-	-	-	-
U.S.A.	-	6		-	-	1	-	9	-	-	-	-
U.S.S.R.	-	-		-	-	-	-	-	-	-	-	-
Japan	-	8		-	-	-	-	22	-	-	-	-
Germany	-	1		-	-	-	-	7	-	-	-	-
Australia / N.zealand	-	5		-	-	-	-	-	-	-	-	-
Africa	-	20		-	-	-	-	6	-	-	-	-
Other Asian Countries	-	138		-	-	10	-	48	-	-	-	-
Other European Countries	-	5		-	-	1	-	26	-	-	-	-
Others	35	12		-	-	1	-	36	-	-	-	-
TEA & COFFEE	-	-	-	-	-	233	-	15	-	-	49	32
U.S.A.	-	-	-	-	-	3	-	-	-	-	-	-
U.S.S.R.	-	-	-	-	-	-	-	-	-	-	-	-
U.K.	-	-	-	-	-	1	-	-	-	-	-	-
Japan	-	-	-	-	-	1	-	-	-	-	-	-
Canada	-	-	-	-	-	-	-	-	-	-	-	-
Germany	-	-	-	-	-	2	-	-	-	-	-	-
Australia/ N.Zealand	-	-	-	-	-	-	-	-	-	-	-	-
Africa	-	-	-	-	-	1	-	-	-	-	-	-
Other Asian Countries	-	-	-	-	-	12	-	-	-	-	-	-
Other European Countries	-	-	-	-	-	28	-	-	-	-	-	31
Others	-	-	-	-	-	193	-	15	-	-	49	1

Table 2.1.9(Contd...) **Outgoing Overseas Traffic By Country Of Destination (Port-wise and Commodity-wise) -1999-00**

(In'000 Tonnes)

Country of Destination	KPT	MbPT	JNPT	MoPT	NMPT	CoPT	TPT	ChPT	VPT	PPT	KDS	KDC
1	2	3	4	5	6	7	8	9	10	11	12	13
IRON ORE & PELLETS	-	-	-	14330	5692	-	-	5259	4204	996	-	-
Japan	-	-	-	7771	1172	-	-	1634	3516	318	-	-
Korea (S)	-	-	-	1065	-	-	-	-	-	-	-	-
West Indies	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	741	-	-	-	-	-	-	-	-
Italy	-	-	-	81	-	-	-	-	-	-	-	-
Pakistan	-	-	-	422	-	-	-	-	-	-	-	-
U.A.E.	-	-	-	25	-	-	-	-	-	-	-	-
Holland	-	-	-	566	-	-	-	-	-	-	-	-
Belgium	-	-	-	197	-	-	-	-	-	-	-	-
Korea (N)	-	-	-	-	-	-	-	-	-	-	-	-
Behrain	-	-	-	-	-	-	-	-	-	-	-	-
Australia	-	-	-	-	178	-	-	-	-	-	-	-
China	-	-	-	2363	2418	-	-	-	297	678	-	-
U.S.A.	-	-	-	-	-	-	-	-	-	-	-	-
Qatar	-	-	-	-	-	-	-	-	-	-	-	-
Singapore	-	-	-	272	-	-	-	-	-	-	-	-
France	-	-	-	469	-	-	-	-	-	-	-	-
Jordan	-	-	-	-	-	-	-	-	-	-	-	-
Iran	-	-	-	-	1457	-	-	-	-	-	-	-
Europe	-	-	-	-	-	-	-	55	-	-	-	-
Others	-	-	-	17	442	-	-	4510	391	-	-	-

Note: Country-wise break-up of overseas traffic of J.L.Nehru is not available

Table 2.1.10 **Tare Weight of Containers handled At Major Ports - 1997-98, 1998-99 & 1999-00**

(000'Tonnes)

Port	Container Cargo			Tare Weight			Container Traffic		
	1997-98	1998-99	1999-00	1997-98	1998-99	1999-00	1997-98	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10
Kandla	1114	778	961	185	138	173	1299	916	1134
Mumbai	6877	6016	5245	1220	1053	885	8097	7069	6130
J.L.Nehru	4980	6621	8810	1070	1438	1870	6050	8029	10680
Mormugao	30	37	50	8	9	15	38	46	65
N.Mangalore	-	-	Neg.	-	-	Neg.	-	-	Neg.
Cochin	815	1068	1156	241	262	280	1056	1330	1436
Tuticorin	913	994	1360	203	219	273	1116	1213	1633
Chennai(a)	2923	2871	3889	79	71	87	3002	2942	3976
Visakhapatnam	116	139	216	30	33	46	146	172	262
Paradip	-	1	-	-	Neg.	-	-	1	-
Haldia Dock Complex	324	371	377	57	56	57	381	427	434
Kolkata Dock System	1811	1678	1787	311	293	330	2122	1971	2117
Total	**19903**	**20574**	**23851**	**3404**	**3542**	**4016**	**23307**	**24116**	**27867**

(a) Chennai : Column 2,3 & 4 includes Tareweight of Stuffed Containers and Column 5,6 & 7 indicate Tareweight of Empty Containers.

Table 2.1.11 Reefer Container Traffic at Major Ports - 1997-98, 1998-99 & 1999-00

Port	Year	Export				Import			
		20 ft Containers		40 ft Containers		20 ft Containers		40 ft Containers	
		TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes
1	2	3	4	5	6	7	8	9	10
Kolkata Dock	1997-98	381	6048	772	12213	6	69	-	-
System	1998-99	524	10332	920	12325	19	293	12	132
	1999-00	656	10853	900	9520	60	1044	92	840
Haldia Dock	1997-98	-	-	146	446	-	-	600	1518
Complex	1998-99	-	-	30	75	-	-	-	-
	1999-00	6	114	2	24	-	-	-	-
Visakhapatnam	1997-98	115	2312	2598	33639	-	-	-	-
	1998-99	100	2178	2474	32925	-	-	-	-
	1999-00	267	4790	2512	34664	-	-	-	-
Chennai	1997-98	759	9078	1974	21516	357	3074	1902	7080
	1998-99	802	5604	2044	22448	313	2356	1988	7066
	1999-00	909	12056	2212	29338	243	3364	500	6923
Tuticorin	1997-98	345	5934	1064	11810	-	-	-	-
	1998-99	328	4991	762	10007	-	-	-	-
	1999-00	512	8806	678	19323	-	-	-	-
Cochin	1997-98	1186	14615	7690	88875	41	512	30	352
	1998-99	982	12714	5902	75928	977	10985(b)	5684	61765(b)
	1999-00	1383	13830	7284	72840	1354	13540	7134	71340
Mormugao	1997-98	72	998	620	7370	86	831	660	4283
	1998-99	60	394	416	5166	92	730	438	3488
	1999-00	69	475	582	6970	69	799	610	3955
J.L.Nehru	1997-98	367	4404	6020	72240	214	2568	716	8592
	1998-99	350	4200	11830	141960	264	3168	864	10368
	1999-00	332	..	5960	..	278	..	1378	..
Mumbai	1997-98	1681	28439	15356	170138	1493	21336	15940	43059
	1998-99(a)	725	12499	11712	131936	462	9407	419	4889
	1999-00(a)	748	12723	11956	130978	416	8507	474	5602
Kandla	1997-98	127	3186	2730	37064	149	596	2540	6685
	1998-99	69	1296	2100	24693	53	201	1844	4177
	1999-00	94	1690	3322	42409	77	312	3416	7589
	1997-98	5033	75014	38970	390295	2346	27154	22388	71569
Total	1998-99	3940	58208	38190	457463	2180	27140	11242	91885
	1999-00	4976	65337	35408	346066	2497	27566	13604	96250

There is negligible Container Traffic at New Mangalore & at Paradip Port.

(a) Exclude Empty Containers (b) Estimated.

Table 2.1.12 Level of Containerisation in General Cargo at various Major Ports 1998-99 and 1999-00

Port/Year	Container Cargo (000 tonnes)			General Cargo (Break Bulk + Container) (000 tonnes)			Percentage of Container Cargo to General Cargo		
	Export	Import	Total	Export	Import	Total	Export	Import	Total
1	2	3	4	5	6	7	8	9	10
KANDLA									
1998-99	521	395	916	2479	1549	4028	21.0	25.5	22.7
1999-00	703	431	1134	2152	1926	4078	32.7	22.4	27.8
MUMBAI									
1998-99	3146	3923	7069	4458	6826	11284	70.6	57.5	62.6
1999-00	2602	3528	6130	3508	6008	9516	74.2	58.7	64.4
J. L. NEHRU									
1998-99	4234	3795	8029	4296	4544	8840	98.6	83.5	90.8
1999-00	5674	5006	10680	5766	5017	10783	98.4	99.8	99.0
MORMUGAO									
1998-99	23	23	46	103	431	534	22.3	5.3	8.6
1999-00	24	41	65	176	262	438	13.6	15.6	14.8
NEW MANGALORE									
1998-99	-	-	-	218	341	559	-	-	-
1999-00	Neg.	-	-	217	387	604	-	-	-
COCHIN									
1998-99	799	531	1330	807	800	1607	99.0	66.4	82.8
1999-00	865	571	1436	873	1001	1874	99.1	57.0	76.6
TUTICORIN									
1998-99	785	428	1213	1566	939	2505	50.1	45.6	48.4
1999-00	925	708	1633	1954	1343	3297	47.3	52.7	49.5
CHENNAI									
1998-99	1471	1471	2942	2261	2082	4343	65.1	70.7	67.7
1999-00	1958	2018	3976	2689	2610	5299	72.8	77.3	75.0
VISAKHAPATNAM									
1998-99	84	88	172	1263	279	1542	6.6	31.5	11.2
1999-00	132	130	262	1234	379	1613	10.7	34.3	16.2
PARADIP									
1998-99	1	-	1	15	-	15	6.7	-	6.7
1999-00	-	-	-	132	-	132	-	-	-
KOLKATA DOCK SYSTEM									
1998-99	812	1159	1971	1114	2242	3356	72.9	51.7	58.7
1999-00	845	1272	2117	1127	2917	4044	75.0	43.6	52.3
HALDIA DOCK COMPLEX									
1998-99	376	51	427	669	374	1043	56.2	13.6	40.9
1999-00	366	68	434	768	598	1366	47.7	11.4	31.8
TOTAL									
1998-99	12252	11864	24116	19249	20407	39656	63.7	58.1	60.8
1999-00	14094	13773	27867	20596	22448	43044	68.4	61.4	64.7

Table 2.1.13 Inland Container Movement (Major Ports) - 1998-99 & 1999-00

Port	Year	Incoming To Port				Outgoing from Port				Total	
		By Rail		By Road		By Rail		By Road			
		TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes
1	2	3	4	5	6	7	8	9	10	11	12
Kolkata	1998-99(e)	-	-	51981	563300	6	72	70279	847644	122266	1411016
Dock System	1999-00	199	2861	62642	900506	214	3076	77091	1108217	140146	2014660
Haldia Dock	1998-99	2428	33700	20460	304763	494	2480	3498	44351	26880	385294
Complex	1999-00	2019	25715	21821	308447	255	3121	4546	61390	28641	398673
Visakhapatnam	1998-99	80	160	322	1868	224	608	323	1404	949	4040
	1999-00	-	-	55	160	438	876	190	818	683	1854
Chennai	1998-99(a)	11831	125056	125823	1345499	9421	87250	135587	1383946	282662	2941751
	1999-00(b)	13049	163967	145202	1794570	12658	141228	150426	1876441	321335	3976206
Tuticorin	1998-99	-	-	51950	784794	-	-	47562	428321	99512	1213115
	1999-00	756	11481	67089	913920	66	1024	68701	706560	136612	1632985
Cochin	1998-99(c)	10093	107370	55619	691630	788	8452	61570	522548	128070	1330000
	1999-00(d)	11212	138867	56873	725733	1278	16182	60694	554780	130057	1435562
Mormugao	1998-99	-	-	1213	5953	-	-	1255	7244	2468	13197
	1999-00	-	-	2904	15716	-	-	3181	35005	6085	50721
J.L.Nehru	1998-99	99049	1188588	231643	2779716	104719	1256628	205021	1180752	640432	6405684
	1999-00	135738	1628856	232359	2788308	133071	1596852	177789	2133468	678957	8147484
Mumbai(f)	1998-99	32142	500175	80738	1162670	37130	480645	94858	1201597	244868	3345087
	1999-00	24431	381127	75984	1131073	21364	282532	96034	1207278	217813	3002010
Kandla	1998-99	2141	18925	1280	7189	3498	15085	1210	10922	8129	52121
	1999-00	1232	6513	1321	5871	766	2818	3183	7442	6502	22644
Total	1998-99	157764	1973974	621029	7647382	156280	1851220	621163	5628729	1556236	17101305
	1999-00	188636	2359387	666250	8584304	170110	2047709	641835	7691399	1666831	20682799

Note: There is negligible container traffic at New Mangalore and no container traffic at Paradip Port.

(a) Includes 6215 TEUs (71884 Tonnes) stuffed and 56487 TEUs (65204 Tonnes) destuffed in port premises.

(b) Includes 5810 TEUs (77074 Tonnes) stuffed and 5208 TEUs (72203 Tonnes) destuffed in port premises.

(c) Includes 828 TEUs (10559 Tonnes) stuffed and 990 TEUs (17820 Tonnes) destuffed in port premises.

(d) Includes 1430 TEUs (17160 Tonnes) stuffed and 1183 TEUs (14196 Tonnes) destuffed in port premises.

(e) Excludes Tare Weight.

(f) Excludes Tare Weight and empty container moved by road.

Table 2.1.14

Inland Container Depot Movement of Containers - (Major Ports) - 1999-00 & 2000-01

(TEUs)

PORT	1999-00				2000-01			
	ICD Movement			Total Container Traffic	ICD Movement			Total Container Traffic
	Moved in	Moved out	Total		Moved in	Moved out	Total	
1	2	3	4	5	6	7	8	9
Kolkata Dock System	3	31	34	147299	4	33	37	138123
Haldia Dock Complex	2019	124	2143	28325	2371	608	2979	50882
Paradip	-	-	-	-	-	-	-	-
Visakhapatnam	64	560	624	20427	44	453	497	20232
Chennai	14822	10269	25091	321960	17809	11195	29004	352178
Tuticorin	5694	33	5727	136612	31780	599	32379	156978
Cochin	15436	1278	16714	147212	17596	645	18241	143091
New Mangalore	-	-	-	98	85	16	101	1891
Mormugao	-	-	-	6635	-	-	-	6220
J.L.Nehru	87666	78758	166424	889978	176172	167391	343563	1189780
Mumbai	25109	27928	53037	429448	11095	15089	26184	321419
Kandla	2333	2041	4374	79089	544	1378	1922	91534
All Ports	**153146**	**121022**	**274168**	**2207083**	**257500**	**197407**	**454907**	**2472328**

Table 2.1.15 Number of Vessels Sailed by Type of Vessels - 1999-00 & 2000-01

Port	Container		Break Bulk		Dry Bulk (Mech.Operation)		Dry Bulk (Conv.Operation)		Liquid Bulk		All Types	
	99-00	2000-01	99-00	2000-01	99-00	2000-0(a)	99-00	2000-01	99-00	2000-01	99-00	2000-01
1	2	3	4	5	6	7	8	9	10	11	12	13
Kolkata Dock System	268	255	255	191	-		7	1	392	251	922	698
Haldia Dock Complex	203	226	107	88	174	Incl.in	153	401	648	728	1258(d)	1443
Paradip	-	3	12	8	88	C	322	632	290	243	712	886
Visakhapatnam	123	104	242	253	115	o	530	674	644	617	1654	1648
Chennai	382	339	358(f)	364(f)	86	n	469	620	502	442	1797	1765
Tuticorin	298	442	393	353	111	v	126	262	143	148	1071	1205
Cochin	359	347	176	196	21	e	19	61	398	365	973	969
New Mangalore	2	30	127	111	167	n	38	161	415	432	749	734
Mormugao	52	50	34	14	170(i)	t	98(i)	315	150	100	505	559
J.L.Nehru	942	1264	76(b)	54(c)	34	I	54	88	232	269	1338	1675
Mumbai	598	472	531	468	-	n	133	134	971	847	2233	1921
Kandla	215	194	321	269	-	al	219	253	1100	736	1855	1452
All Ports	**3442**	**3726**	**2632**	**2369**	**966**		**2168**	**3602**	**5893**	**5258**	**15067**	**14955**

(a) Included in Dry Bulk (Conv. Operation)

(b) 61 Ro-Ro Vessels. (c) Ro-Ro Vessels

(d) 26 Dry bulk vessels worked both in Mechanical and Conventional methods.
1 Vessel carried both Dry Bulk & Break bulk Cargo.

(f) Includes lash vessels also.

(i) 7 vessels are double counted.

Note: The figures here pertain to only Ships which left after Cargo operations.

Table 2.1.16 **Selected Physical Performance Indicators - Major Port-wise - 1999-00 & 2000-01**

Item/Year	Category of Vessels					
	Dry-Bulk (Mech.)	Dry-Bulk (Conv.)	Liquid Bulk	Break-Bulk	Container vessels	All Types
1	2	3	4	5	6	7
1. No. of vessels sailed						
1999-00	966	2168	5893	2632	3442	15067
2000-01	(a)	3602	5258	2369	3726	14955
2. Av. pre-berthing waiting time(days)						
1999-00	1.7	2.6	1.6	2.4	0.9	1.7
2000-01	(a)	1.7	1.3	1.3	0.5	1.2
3. Av. turn round time (days)						
1999-00	5.1	8.8	3.6	8.1	2.9	5.1
2000-01	(a)	6.4	3.0	6.1	2.1	4.1
4. Percentage of idle time at berth to time at working berth						
1999-00	33	27	31	39	25	32
2000-01	(a)	25	30	34	27	29
5. Output per ship berth day (tonnes)						
1999-00	14814	4109	13040	1061	4420	5871
2000-01	(a)	7754	13826	1216	5289	6701

(a) : Included in Dry Bulk Conventional.

Note :- Item 1 (No. of vessels sailed) pertain to ships which left after cargo operation. Total may not tally with breakups since some vessels are double counted. (See table 2.6.3)

Table 2.1.17

Selected Physical Performance Indicators - Major Port-wise - 1999-00 & 2000-01

Item	Kandla	Mumbai	Mormu-gao	New Man-galore	Cochin	Tuti-corin	Chennai	Visakha-patnam	Paradip	Haldia Dock Complex	Kolkata Dock System	J.L. Nehru	All Ports
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. No. of vessels sailed													
1999-00	1855	2233	505	749	973	1071	1797	1654	712	1258	922	1338	15067
2000-01	1452	1921	559	734	969	1205	1765	1648	886	1443	698	1675	14955
2. Av. pre-berthing waiting time(days)													
1999-00	3.0	1.4	1.1	1.1	0.9	3.0	2.8	1.4	1.1	1.6	1.0	0.6	1.7
2000-01	1.5	1.3	1.3	0.8	0.7	1.4	2.4	0.8	1.4	0.9	0.6	0.9	1.2
3. Av. turn round time (days)													
1999-00	6.2	5.6	4.3	3.8	3.2	6.4	6.4	4.8	3.5	5.2	6.6	2.1	5.1
2000-01	4.7	5.2	4.3	2.9	3.1	4.1	5.8	3.7	4.2	4.0	5.5	1.6	4.1
4. % of Idle time at berth to time at working berth													
1999-00	18	31	19	40	37	39	37	30	29	40	44	8	32
2000-01	19	26	18	35	33	35	30	26	23	33	45	29	29
5. Output per ship berth day (tonnes)													
1999-00	8740	3876	11162	9004	6023	2891	5886	7579	7106	5599	2157	7630	5871
2000-01	8230	4213	12438	12192	6076	3983	5977	9799	8503	6384	2305	9107	6701

Table 2.1.18

Average Pre-berthing Detention By Type of Vessels - 1999-00 & 2000-01

(In Days)

Port	Container		Break Bulk		Dry Bulk (Mech.)		Dry Bulk (conv.)		Liquid Bulk		All Types	
	99-00	2000-01	99-00	2000-01	99-00	2000-01(d)	99-00	2000-01	99-00	2000-01	99-00	2000-01
1	2	3	4	5	6	7	8	9	10	11	12	13
Kolkata Dock System	0.6	0.5	0.9	0.6	-	Incl. In	1.8	-	1.4	0.8	1.0	0.6
Haldia Dock Complex	0.1	0.1	5.1	1.2	1.1	C	2.9	0.9	1.3	1.1	1.6	0.9
Paradip	-	0.7	1.5	0.4	0.9	o	0.8	1.3	1.6	1.7	1.1	1.4
Visakhapatnam	0.4	0.3	1.6	0.5	1.6	n	1.8	0.8	1.1	0.9	1.4	0.8
Chennai	3.2	1.3	2.0	1.6	3.7	v	3.2	3.4	2.8	2.6	2.8	2.4
Tuticorin	1.0	0.5	4.5	2.5	1.2	e	7.0	1.7	0.9	0.7	3.0	1.4
Cochin	0.6	0.4	0.5	0.2	0.5	n	0.7	0.8	1.3	1.3	0.9	0.7
New Mangalore	-	0.1	0.3	0.2	2.0	t	0.4	1.7	1.0	0.6	1.1	0.8
Mormugao	0.1	0.1	1.6	1.8	1.3	I	2.2	1.9	0.4	0.8	1.1	1.2
J.L.Nehru	0.4	0.4	0.4(a)	0.5(c)	3.9	o	0.8	2.2	1.0	1.6	0.6	0.9
Mumbai (b)	0.8	0.6	1.5	1.3	-	n	3.1	2.4	1.5	1.5	1.4	1.3
Kandla	1.5	0.6	5.3	2.3	-	al	3.8	2.2	2.6	1.1	3.0	1.5
All Ports	**0.9**	**0.5**	**2.4**	**1.3**	**1.7**		**2.6**	**1.7**	**1.6**	**1.3**	**1.7**	**1.2**

(a) Includes Vehicles Carrier.

(b) Excludes stream vessels in 99-00.

(c) Vehicles Carrier.

(d) Included in Dry Bulk (Conv.)

Table 2.1.19 Average Turn Round Time - By Type Of Vessels - 1999-00 & 2000-01

(In Days)

Port	Container		Break Bulk		Dry Bulk (Mech.)		Dry Bulk (conv.)		Liquid Bulk		All Types	
	99-00	2000-01	99-00	2000-01	99-00	2000-01	99-00	2000-01	99-00	2000-01	99-00	2000-01
1	2	3	4	5	6	7	8	9	10	11	12	13
Kolkata Dock System	4.8	4.6	10.9	7.8	-	Incl.in	15.0	19.4	4.9	4.8	6.6	5.5
Haldia Dock Complex	1.6	2.1	16.7	7.5	4.7	C	11.3	6.7	2.9	2.7	5.2	4.0
Paradip	-	1.9	5.4	3.3	4.1	o	4.6	4.8	3.0	3.3	3.9	4.2
Visakhapatnam	1.9	1.8	5.8	3.7	5.9	n	7.0	4.9	2.9	2.7	4.8	3.7
Chennai	5.6	3.9	7.1	5.7	6.1	v	8.7	7.9	4.7	4.5	6.4	5.8
Tuticorin	2.7	1.0	8.7	6.8	5.2	e	13.4	6.6	2.4	2.4	6.4	4.1
Cochin	2.1	2.0	4.4	3.5	8.4	n	11.3	7.0	3.1	3.2	3.2	3.1
New Mangalore	0.3	0.6	5.2	4.1	3.7	t	14.0	4.6	2.5	2.1	3.8	2.9
Mormugao	0.9	0.9	5.9	6.5	4.5	I	9.0	6.0	1.8	1.9	4.3	4.3
J.L.Nehru	1.4	1.1	1.6(a)	0.9(b)	11.8	o	5.5	4.6	2.6	2.0	2.1	1.6
Mumbai	4.0	3.8	7.7	7.2	-	n	16.6	14.9	3.9	3.3	5.6	5.2
Kandla	3.5	2.5	10.8	7.9	-	al	10.3	8.1	4.5	3.0	6.2	4.7
All Ports	**2.9**	**2.1**	**8.1**	**6.1**	**5.1**		**8.8**	**6.4**	**3.6**	**3.0**	**5.1**	**4.1**

(a) Includes Ro- Ro Vessels.

(b) Ro Ro Vessels.

(c) Includes in Dry Bulk (Conv.)

Table 2.1.20 **Percentage Of Idle Time At Berth To Time At Working Berth - By Type Of Vessels - 1999-00 & 2000-01**

Port	Container		Break Bulk		Dry Bulk (Mech.)		Dry Bulk (conv.)		Liquid Bulk		All Types	
	99-00	2000-01	99-00	2000-01	99-00	2000-01(b)	99-00	2000-01	99-00	2000-01	99-00	2000-01
1	2	3	4	5	6	7	8	9	10	11	12	13
Kolkata Dock System	27	31	52	47	-	Incl. In	34	44	43	60	44	45
Haldia Dock Complex	33	30	41	33	56	C	32	34	39	33	40	33
Paradip	-	-	37	28	52	o	25	23	...	...	29	23
Visakhapatnam	38	31	29	26	41	n	25	23	38	36	30	26
Chennai	40	25	48	43	50	v	32	28	28	21	37	30
Tuticorin	36	2	46	47	20	e	38	24	34	27	39	35
Cochin	30	30	50	42	27	n	39	25	30	27	37	33
New Mangalore	19	44	50	50	33	t	52	38	22	21	40	35
Mormugao	23	9	21	11	21	I	15	15	28	38	19	18
J.L.Nehru	10	36	10	9	5	o	8	39	6	16	8	29
Mumbai (a)	21	24	35	30	-	n	32	28	32	23	31	26
Kandla	16	19	11	12	-	al	10	14	30	32	18	19
All Ports	**25**	**27**	**39**	**34**	**33**	**33**	**27**	**25**	**31**	**30**	**32**	**29**

(a) Excludes stream vessels in 99-00.

(b) Includes in Dry Bulk (Conv.)

Table 2.1.21 Output Per Ship Berthday - By Type Of Vessels - 1999-00 & 2000-01

(Tonnes)

Port	Container		Break Bulk		Dry Bulk (Mech.)		Dry Bulk (conv.)		Liquid Bulk		All Types	
	99-00	2000-01	99-00	2000-01	99-00	2000-01(d)	99-00	2000-01	99-00	2000-01	99-00	2000-01
1	2	3	4	5	6	7	8	9	10	11	12	13
Kolkata Dock System	2533	2602	438	463	-	Incl.	750	336	6196	4700	2157	2305
Haldia Dock Complex	1895	2181	901	1314	8726	C	2777	5058	15795	14271	5599	6384
Paradip	-	2256	2647	2669	10131	o	6467	8589	7492	8450	7106	8503
Visakhapatnam	1579	1938	1583	1853	16503	n	5546	9189	15223	18659	7579	9799
Chennai	4262	6848	770	890	30467	v	5554	8484	12379	12924	5886	6977
Tuticorin	3418	8102	1051	1256	8247	e	2665	8912	4784	4833	2891	3983
Cochin	2865	3294	667	1033	2158	n	1788	2215	16157	15939	6023	6076
New Mangalore	447	1440	984	1344	25278	t	1440	13464	16989	19080	9004	12192
Mormugao	1247	1356	2639	2620	25444	I	3694	14384	6195	6115	11162	12438
J.L.Nehru	10946	13293	1670(a)	1972(c)	4767	o	2722	3168	5784	5441	7630	9107
Mumbai(b)	3435	3148	1154	1339	-	n	959	1037	10819	13240	3876	4213
Kandla(b)	3120	4012	1978	2086	-	al	3827	3468	19512	21349	8740	8230
All Ports	**4420**	**5289**	**1061**	**1216**	**14814**		**4109**	**7754**	**13040**	**13826**	**5871**	**6701**

(a) Includes Ro-Ro Vessels.

(b) Excludes stream vessels in 1999-00.

(c) Ro Ro Vessels.

(d) Includes in Dry Bulk (Conv.)

Table 2.1.22 Commodity-wise Average Pre-Berthing Detention - 1999-00 & 2000-01

(In Days)

Port ---> Commodity	Year	Kolkata Dock System	Haldia Dock Complex	Paradip	Visakh-apatnam	Chennai	Tuticorin	Cochin	New Mangalore	Mormugao	Mumbai	Kandla	J L Nehru
1	2	3	4	5	6	7	8	9	10	11	12	13	14
P.O.L	1999-00	1.14	1.32	1.85	1.09	3.10	0.51	1.40	1.05	0.33	0.36	0.29	. . .
	2000-01	0.60	1.23	1.66	0.98	3.10	0.48	1.33	0.68	0.60	0.38	0.12	. . .
Iron Ore	1999-00	-	-	1.57	1.37	3.70	-	-	2.24	1.23	-	-	. . .
	2000-01	-	1.64	2.28	1.69	6.60	-	-	2.11	1.80	-	-	. . .
Coking Coal	1999-00	-	2.38	0.64	1.49	-	5.50	0.71	0.15	1.04	-	1.05	-
	2000-01	-	0.70	0.52	0.80	-	0.88	0.11	0.07	2.88	-	0.63	-
Thermal Coal	1999-00	-	0.34	0.56	0.27	2.70	1.22	-	-	1.10	-	-	-
	2000-01	-	0.52	0.64	0.15	2.70	1.38	-	-	2.44	-	-	-
Fertilisers	1999-00	2.62	9.27	-	4.36	8.40	9.04	0.27	0.12	1.75	0.48	1.63	. . .
	2000-01	-	2.02	-	0.48	4.20	5.35	0.09	1.24	2.99	0.23	0.10	. . .
Raw Materials	1999-00	1.80	4.60	1.16	2.32	3.90	7.88	0.54	0.92	-	0.37	3.03	. . .
	2000-01	-	2.37	3.44	0.69	3.60	2.25	0.42	0.02	-	0.42	0.50	. . .
Other Dry Bulk	1999-00	-	4.26	1.06	1.79	3.00	6.14	0.74	0.72	0.10	0.40	2.34	2.33(a)
	2000-01	-	1.30	1.78	0.85	4.80	1.99	0.68	1.05	0.83	0.46	2.43	2.24(a)
Other Lqd. Bulk	1999-00	1.83	1.19	0.49	0.94	2.40	1.04	0.53	0.89	0.53	0.42	1.73	2.49(b)
	2000-01	0.92	0.85	0.17	0.56	2.00	0.84	0.42	0.51	0.49	0.31	0.15	1.60(b)
General Cargo	1999-00	0.91	4.43	1.52	1.61	2.00	4.49	0.62	0.28	2.39	0.24	2.16	0.68(c)
	2000-01	0.57	0.98	0.37	0.51	1.60	2.52	0.58	0.23	1.71	0.24	0.63	0.47(c)
Containers	1999-00	0.56	0.05	-	0.41	3.20	0.96	0.55	-	0.10	0.84	1.47	0.40
	2000-01	0.50	0.10	0.68	0.28	1.30	0.53	0.38	0.08	0.12	0.62	0.55	0.40
Total	1999-00	1.03	1.61	1.14	1.37	2.85	2.98	0.87	1.07	1.09	1.37	3.04	0.62
	2000-01	0.61	0.91	1.41	0.75	2.40	1.40	0.74	0.77	1.32	1.26	1.45	0.89

(a) - Dry Bulk

(b) - Liquid Bulk

(c) - Ro-Ro Vessels.

Table 2.1.23 **Commodity-wise Average Turn Round Time 1999-00 & 2000-01**

(In Days)

Port ---> Commodity	Year	Kolkata Dock System	Haldia Dock Complex	Paradip	Visakh-apatnam	Chennai	Tuticorin	Cochin	New Mangalore	Mormugao	Mumbai	Kandla	J.L.Nehru
1	2	3	4	5	6	7	8	9	10	11	12	13	14
P.O.L	1999-00	4.45	2.87	3.32	2.94	5.00	2.46	3.27	2.49	1.80	2.39	3.52	. . .
	2000-01	5.43	2.68	3.06	2.86	5.00	2.12	3.20	2.12	1.96	2.33	2.86	. . .
Iron Ore	1999-00	-	-	4.79	4.07	6.10	-	-	3.73	4.67	-	-	. . .
	2000-01	-	5.14	4.76	4.43	9.10	-	-	3.60	4.75	-	-	. . .
Coking Coal	1999-00	-	8.58	4.33	5.39	-	10.47	7.03	6.41	13.48	-	7.62	-
	2000-01	-	6.39	3.72	4.14	-	5.37	7.34	7.30	9.30	-	5.66	-
Thermal Coal	1999-00	-	2.75	3.44	4.23	7.10	5.16	-	-	5.48	-	-	-
	2000-01	-	3.33	3.29	4.05	6.80	5.61	-	-	7.72	-	-	-
Fertilisers	1999-00	17.60	24.72	-	14.06	24.70	18.82	19.93	16.77	9.72	13.46	14.93	. . .
	2000-01	-	12.18	-	7.13	17.90	13.52	7.97	13.21	9.00	13.21	6.34	. . .
Raw Materials	1999-00	14.96	18.92	4.62	7.76	10.00	15.15	8.41	6.57	-	11.76	8.21	. . .
	2000-01	-	14.87	7.80	5.76	9.70	9.13	6.02	2.35	-	10.75	5.89	. . .
Other Dry Bulk	1999-00	-	16.42	5.00	7.07	9.10	11.22	12.10	9.30	5.14	11.84	10.11	5.96(a)
	2000-01	-	10.29	5.01	5.73	13.40	7.13	11.12	4.58	6.64	11.13	8.67	4.64(a)
Other Lqd. Bulk	1999-00	5.56	3.17	1.20	2.45	4.20	2.37	1.51	2.46	1.82	2.67	6.22	2.13(b)
	2000-01	4.19	2.79	1.05	1.90	3.70	2.44	1.32	2.15	1.83	1.89	3.14	2.03(b)
General Cargo	1999-00	10.81	15.48	5.43	5.74	7.10	8.74	5.36	5.22	8.41	5.58	10.79	1.60(c)
	2000-01	7.81	6.53	3.31	3.73	5.70	6.85	4.83	4.06	7.42	5.50	7.85	0.87(c)
Containers	1999-00	4.77	1.62	-	1.89	5.60	2.67	2.08	0.30	0.94	3.96	3.46	1.40
	2000-01	4.55	2.13	1.86	1.76	3.90	1.01	1.97	0.61	0.87	3.80	2.48	1.09
Total	1999-00	6.59	5.21	3.89	4.75	6.40	6.39	3.23	3.80	4.30	5.60	6.15	2.10
	2000-01	5.50	3.96	4.16	3.71	5.80	4.10	3.11	2.89	4.25	5.20	4.72	1.58

(a) - Dry Bulk
(b) - Liquid Bulk
(c) - Ro-Ro Vessels

Table 2.1.24 Commodity-wise Average Non-Working Time at Berth - 1999-00 & 2000-01

(In Days)

Port ---> Commodity	Year	Kolkata Dock System	Haldia Dock Complex	Paradip	Visakh-apatnam	Chennai	Tuticorin	Cochin	New Mangalore	Mormugao	Mumbai	Kandla	J.L.Nehru
1	2	3	4	5	6	7	8	9	10	11	12	13	14
P.O.L	1999-00	0.93	0.43	...	0.66	0.60	0.69	0.48	0.32	0.41	0.58	0.43	...
	2000-01	2.38	0.41	...	0.56	0.50	0.58	0.32	0.32	0.54	0.52	0.37	...
Iron Ore	1999-00	-	-	1.61	1.26	1.20	-	-	0.51	0.71	-	-	...
	2000-01	-	1.80	1.25	0.98	1.10	-	-	0.55	0.61	-	-	...
Coking Coal	1999-00	-	2.06	0.72	0.96	-	1.79	1.74	2.83	2.75	-	0.44	-
	2000-01	-	1.49	0.66	0.62	-	1.31	1.05	3.06	0.46	-	0.47	-
Thermal Coal	1999-00	-	1.07	0.78	0.83	1.10	0.76	-	-	0.39	-	-	-
	2000-01	-	1.22	0.74	0.59	1.00	0.72	-	-	0.43	-	-	-
Fertilisers	1999-00	7.94	4.66	-	2.70	6.60	2.93	4.21	7.47	1.22	3.69	0.83	...
	2000-01	-	3.35	-	1.55	4.40	2.52	3.82	5.50	1.04	3.13	0.52	...
Raw Materials	1999-00	3.92	6.65	1.40	1.59	2.50	2.96	2.06	3.03	-	3.60	0.42	...
	2000-01	-	5.07	2.00	1.38	2.10	2.16	2.82	1.13	-	3.15	0.67	...
Other Dry Bulk	1999-00	-	4.52	0.78	1.29	2.30	1.78	5.31	4.06	1.19	5.86	0.47	0.39(a)
	2000-01	-	2.08	1.23	0.91	2.50	2.02	4.80	0.97	1.07	5.03	0.53	0.31(a)
Other Lqd. Bulk	1999-00	0.98	0.49	...	0.47	0.40	0.37	0.24	0.27	0.30	0.76	0.51	0.10(b)
	2000-01	0.83	0.49	...	0.33	0.30	0.39	0.28	0.26	0.29	0.41	0.42	0.31(b)
General Cargo	1999-00	4.31	4.22	0.81	1.18	2.40	1.77	3.24	2.44	0.90	1.93	0.57	-
	2000-01	2.54	1.82	1.24	0.71	1.90	1.82	1.76	1.81	0.90	1.88	0.59	-
Containers	1999-00	0.85	0.39	-	0.52	1.00	0.58	0.42	0.04	0.18	0.58	0.28	0.10
	2000-01	0.82	0.51	0.22	0.44	0.80	0.13	0.43	0.18	0.08	0.62	0.36	0.09
Total	1999-00	1.88	1.24	0.99	0.98	1.30	1.23	0.81	1.05	0.61	1.11	0.46	0.12
	2000-01	1.55	0.94	0.79	0.77	1.10	0.91	0.77	0.69	0.59	1.08	0.65	0.18

(a) - Dry Bulk

(b) - Liquid Bulk

Table 2.1.25 Commodity-wise Output per Ship Berth Day - 1999-00 & 2000-01

(In Tonnes)

Port ---> Commodity	Year	Kolkata Dock System	Haldia Dock Complex	Paradip	Visakh-apatnam	Chennai	Tuticorin	Cochin	New Mangalore	Mormugao	Mumbai	Kandla	J.L.Nehru
1	2	3	4	5	6	7	8	9	10	11	12	13	14
P.O.L	1999-00	8548	19067	7272	16420	19157	4906	16511	15362	6376	16786	29339	. . .
	2000-01	6156	18690	8952	20346	19174	5086	16024	29808	6161	18264	43518	. . .
Iron Ore	1999-00	-	-	15444	34325	30467	-	-	32443	23091	-	-	. . .
	2000-01	-	-	18593	40572	32533	-	-	33744	25174	-	-	. . .
Coking Coal	1999-00	-	4644	6883	7736	-	5417	4235	3257	4186	-	10510	-
	2000-01	-	5116	8446	9388	-	8314	5002	3312	8287	-	7971	-
Thermal Coal	1999-00	-	15816	10156	9154	7765	8256	-	-	8657	-	-	-
	2000-01	-	13638	9241	9388	8295	8909	-	-	8995	-	-	-
Fertilisers	1999-00	332	843	-	2979	1585	2439	1346	1505	1825	1172	3202	. . .
	2000-01	-	1164	-	3774	1877	3440	1815	1800	2278	1192	5705	. . .
Raw Materials	1999-00	750	1186	5345	3476	1985	1787	2209	1095	-	986	4255	. . .
	2000-01	-	1238	7854	3513	2423	2782	2901	1752	-	994	4422	. . .
Other Dry Bulk	1999-00		1757	3336	4983	2337	2476	1440	1761	3405	850	2430	3772(a)
	2000-01	-	2679	3591	5775	2284	2670	1356	3744	3614	1050	3192	3168(a)
Other Liquid Bulk	1999-00	1852	4971	1424	5637	3541	4638	5959	5416	5176	2454	5203	5784(b)
	2000-01	1872	5066	1911	4841	4015	4429	3768	5280	5769	2890	4972	5441(b)
General Cargo	1999-00	440	912	2647	1583	770	965	668	984	2207	1154	1978	1670(c)
	2000-01	463	1408	2669	1053	890	1249	886	1344	2565	1339	2086	1972(c)
Containers	1999-00	2533	1895	-	1579	4262	3418	2865	447	1247	3435	3120	10946
	2000-01	2602	2181	2556	1938	6848	8102	3294	1440	1356	3148	4012	13293
Total	1999-00	2157	5599	7106	7579	5886	2891	6023	9004	11162	3876	8740	7630
	2000-01	2305	6384	8503	9799	6977	3983	6076	12192	12438	4213	8230	9107

(a) - Dry Bulk

(b) - Liquid Bulk

(c) - Ro-Ro Vessels.

Table 2.1.26 **Average Pre-berthing Detention on Port & Non Port Account -Major Port-wise - 1999-00 & 2000-01**

(In Days)

Port	1999-2000			2000-2001(P)		
	Total	Port A/c	Non-Port A/c	Total	Port A/c	Non-Port A/c
1	2	3	4	5	6	7
Kolkata Dock System	1.03	0.21	0.82	0.61	0.05	0.56
Haldia Dock Complex	1.61	0.61	1.00	0.91	0.15	0.76
Paradip	1.14	0.29	0.85	1.41	0.37	1.04
Visakhapatnam	1.37	0.69	0.68	0.75	0.28	0.47
Chennai	2.85	2.00	0.85	2.40	1.60	0.80
Tuticorin	2.98	2.55	0.43	1.40	0.66	0.74
Cochin	0.87	0.20	0.67	0.74	0.13	0.61
New Mangalore	1.07	0.21	0.86	0.77	0.18	0.59
Mormugao	1.09	0.36	0.73	1.32	0.50	0.82
J.L.Nehru	0.62	0.57	0.05	0.89	0.42	0.47
Mumbai	1.37	0.29	1.08	1.26	0.28	0.98
Kandla	3.04	1.13	1.91	1.45	0.34	1.11
All Ports	1.73	0.84	0.89	1.17	0.46	0.71

Table 2.1.27 Reason-wise Average Pre-berthing Detention - Major Port-wise - 1999-2000

Sl. No.	Category Of Ships	No. Of Ships	Reason-wise average pre-berthing delay (in days)								
			Non-avail. of Berth	Non-avail. of Tug/Craft	Non-avail. Of Pilot	Night Navigation Restriction	Draft Restric-tion	Shippers/ Ships/ Agents Option	Others	Lack Of Cargo	Total
1	2	3	4	5	6	7	8	9	10	11	12
	Calcutta Dock System										
1.	Container	268	-	Neg	Neg	-	-	0.23	0.33	-	0.56
2.	Break Bulk	255	0.02	0.01	0.07	0.01(c)	-	0.21	0.61	-	0.93
3.	Dry Bulk	7	-	-	-	0.98(c)	-	-	0.82	-	1.80
4.	Liquid Bulk	392	Neg	-	0.02	0.28(c)	-	0.51	0.59	-	1.40
	Total	922	0.01	Neg	0.03	0.13(c)	-	0.34	0.52	-	1.03
	Haldia Dock Complex										
1.	Container	203	0.02	-	-	-	-	0.01	0.02	-	0.05
2.	Break Bulk	107	2.54	-	0.04	-	-	2.12	0.36	-	5.06
3.	Dry Bulk(M)	174	0.69	-	0.03	-	-	0.10	0.24	-	1.06
	(C)	153	2.06	-	-	-	-	0.66	0.18	-	2.90
4.	Liquid Bulk	648	0.07	-	Neg	Neg	-	1.03	0.20	-	1.30
	Total	1258(b)	0.60	0.01	0.02	Neg	-	0.81	0.19	-	1.61
	New Mangalore										
1.	Container	2	-	-	-	-	-	-	-	-	-
2.	Break Bulk	127	0.08	-	-	-	-	0.06	0.15	-	0.29
3.	Dry Bulk	205	0.11	-	-	-	-	1.55	0.07	-	1.73
4.	Liquid Bulk	415	0.31	-	-	-	-	0.64	0.04	-	0.99
	Total	749	0.21	-	-	-	-	0.79	0.07	-	1.07

(b) 26 dry bulk vessels worked both in mechanical and conventional method. 1 vessel carried both Dry Bulk and Break Bulk cargo.

(c) Opertional/Navigational reasons.

(M) Mechanised. (C) Conventional.

Table 2.1.27(Contd...) Reason-wise Average Pre-berthing Detention - Major Port-wise - 1999-2000

Sl. No.	Category Of Ships	No. Of Ships	Reason-wise average pre-berthing delay (in days)								
			Non-avail. of Berth	Non-avail. of Tug/Craft	Non-avail. Of Pilot	Night Navigation Restriction	Draft Restric-tion	Shippers/ Ships/ Agents Option	Others	Lack Of Cargo	Total
1	2	3	4	5	6	7	8	9	10	11	12
	Paradip										
1.	Container	-	-	-	-	-	-	-	-	-	-
2.	Break Bulk	12	0.35	-	-	0.08	-	1.03	0.06	-	1.52
3.	Dry Bulk(M)	88	0.27	-	-	0.10	-	0.36	0.18	-	0.91
	(C)	322	0.33	0.01	-	0.09	-	0.14	0.24	-	0.81
4.	Liquid Bulk	290	0.05	-	-	0.05	-	1.30	0.16	-	1.56
	Total	712	0.21	0.01	-	0.08	-	0.65	0.19	-	1.14
	Mumbai										
1.	Container	598.00	0.19	-	-	-	-	0.60	0.05	-	0.84
2.	Break Bulk	531.00	0.24	-	-	-	-	1.18	0.07	-	1.49
3.	Dry Bulk	133.00	0.39	-	-	-	-	2.65	0.06	-	3.10
4.	Liquid Bulk	971.00	0.38	-	-	-	-	1.03	0.07	-	1.48
	Total	2233.00	0.29	-	-	-	-	1.02	0.06	-	1.37
	Chennai										
1.	Container	382	Neg	-	-	0.03	-	0.22	2.91	-	3.16
2.	Break Bulk	358	Neg	-	-	0.03	-	0.61	1.40	-	2.04
3.	Dry Bulk(M)	86	-	-	-	0.06	-	0.43	3.19	-	3.68
	(C)	469	0.04	-	-	0.07	-	0.49	2.60	-	3.20
4.	Liquid Bulk	502	Neg	-	Neg.	0.04	-	2.05	0.67	-	2.76
	Total	1797	0.01	-	Neg.	0.05	-	0.88	1.91	-	2.85

(M) Mechanised. (C) Conventional.

Neg. : Negligible.

Table 2.1.27(Contd...) Reason-wise Average Pre-berthing Detention - Major Port-wise - 1999-2000

Sl. No.	Category Of Ships	No. Of Ships	Reason-wise average pre-berthing delay (in days)								
			Non-avail. of Berth	Non-avail. of Tug/Craft	Non-avail. Of Pilot	Night Navigation Restriction	Draft Restric-tion	Shippers/ Ships/ Agents Option	Others	Lack Of Cargo	Total
1	2	3	4	5	6	7	8	9	10	11	12
	Cochin										
1.	Container	359	0.01	-	-	-	-	0.47	0.08	-	0.56
2.	Break Bulk	176	0.07	-	-	-	-	0.39	0.07	-	0.53
3	Dry Bulk(M)	21	0.15	-	-	-	-	0.31	0.06	-	0.52
	(C)	19	0.18	-	-	-	-	0.44	0.07	-	0.69
4	Liquid Bulk	398	0.46	-	-	-	-	0.83	0.04	-	1.33
	Total	973	0.21	-	-	-	-	0.60	0.06	-	0.87
	Tuticorin										
1.	Container	298	0.75	-	-	-	0.04	0.14	0.03	-	0.96
2.	Break Bulk	393	3.49	-	-	-	Neg	0.98	0.02	-	4.49
3.	Dry Bulk(M)	111	1.06	-	-	-	0.14	-	0.02	-	1.22
	(C)	126	6.97	-	-	-	-	0.06	Neg	-	7.03
4.	Liquid Bulk	143	0.51	-	-	0.03	0.05	0.09	0.17	-	0.85
	Total	1071	2.49			Neg	0.03	0.42	0.04	-	2.98
	Mormugao										
1.	Container	52	0.08	-	-	0.02	-	-	-	-	0.10
2.	Break Bulk	34	0.61	-	-	0.04	-	0.18	-	0.72	1.55
3.	Dry Bulk(M)	170(c)	0.46	-	-	0.01	-	0.07	-	0.74	1.28
	(C)	98(c)	0.49	-	-	0.04	-	1.68	-	0.01	2.22
4.	Liquid Bulk	158	0.15	-	-	0.04	-	0.11	0.05	0.01	0.36
	Total	505	0.35	-	-	0.03	-	0.40	0.01	0.30	1.09

(c) 7 vessels are double counted i.e.for Dry Bulk conventional / Dry Bulk Mechanical.

(M) Mechanised. (C) Conventional.

Table 2.1.27(Contd...) Reason-wise Average Pre-berthing Detention - Major Port-wise - 1999-2000

Sl. No.	Category Of Ships	No. Of Ships	Reason-wise average pre-berthing delay (in days)								
			Non-avail. of Berth	Non-avail. of Tug/Craft	Non-avail. Of Pilot	Night Navigation Restriction	Draft Restric-tion	Shippers/ Ships/ Agents Option	Others	Lack Of Cargo	Total
1	2	3	4	5	6	7	8	9	10	11	12
	Visakhapatnam										
1.	Container	123	0.29	-	-	-	-	0.04	0.07	0.01	0.41
2.	Break Bulk	242	0.64	-	Neg	0.01	Neg.	0.67	0.28	0.01	1.61
3.	Dry Bulk(M)	115	0.39	Neg	-	Neg	0.04	0.89	0.15	0.14	1.61
	(C)	530	0.86	Neg	Neg	0.05	0.01	0.75	0.13	-	1.80
4.	Liquid Bulk	644	0.28	Neg	Neg	0.05	Neg.	0.64	0.10	-	1.07
	Total	1654	0.53	Neg	Neg	0.03	0.01	0.64	0.15	0.01	1.37
	Kandla										
1.	Container	215	0.22	-	Neg	0.01	0.17	0.92	0.15	-	1.47
2.	Break Bulk	321	2.13	-	0.03	0.07	0.66	2.18	0.19	-	5.26
3.	Dry Bulk(M)	-	-		-	-	-	-	-	-	-
	(C)	219	2.06	-	0.03	0.01	0.44	1.22	-	-	3.76
4.	Liquid Bulk	1100	0.80	-	0.01	0.01	0.08	1.65	-	-	2.55
	Total	1855	1.11	-	0.01	0.01	0.23	1.65	0.03	-	3.04
	J.L.Nehru										
1.	Container	942	0.34	-	0.02	-	0.01	0.02	-	-	0.39
2.	Break Bulk	76(c)	0.40	-	-	-	0.01	0.02	-	-	0.43
3.	Dry Bulk	88	1.92	-	-	-	0.03	0.03	-	-	1.98
4.	Liquid Bulk	232	0.93	-	-	-	0.04	0.07	-	-	1.04
	Total	1338	0.55	-	0.02	-	0.02	0.03	-	-	0.62

(d) 61 Ro-Ro vessels

(M) Mechanised. (C) Conventional.

Table 2.1.28 **Average Berth Occupancy for Major Ports - 1991-92 to 2000-01** (Percentage)

Port	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
KANDLA	89.8	89.1	90.5	93.8	92.8	93.6	97.7	93.1	92.2	66.7
MUMBAI	62.6	71.2	72.4	78.4	81.6	77.7	78.7	68.1	57.7	54.8
J.L. NEHRU	...	65.8	71.7	80.5	78.8	70.0	53.6	59.8	61.0	58.5
MORMUGAO	67.0	83.8	80.7	70.6	55.7	59.6	74.3	78.3	74.0	77.3
NEW MANGALORE	57.3	64.9	49.6	52.9	49.3	45.5	59.4	56.2	50.2	41.3
COCHIN	45.3	53.2	49.7	50.8	51.7	48.0	55.5	58.4	60.0	62.9
TUTICORIN	76.1	84.5	85.1	84.9	86.2	83.0	85.5	85.2	72.8	68.0
CHENNAI	79.0	78.8	80.4	81.0	84.2	83.3	83.8	81.2	81.9	72.0
VISAKHAPATNAM	81.9	91.0	87.5	92.7	81.3	77.5	85.1	79.2	78.0	65.6
PARADIP	60.6	68.6	69.9	78.6	85.0	65.0	65.5	66.8	62.5	68.6
HALDIA DOCK COMPLEX	63.2	73.5	63.7	77.1	77.0	75.8	82.6	81.1	80.8	76.5
KOLKATA DOCK SYSTEM	53.8	52.3	48.5	53.9	52.5	53.8	57.8	48.4	48.8	42.3

Table 2.1.29 Performance Of Cargo Handling Equipments Of Major Ports - 1998-99, 1999-00 & 2000-01

Sl. No.	Name Of The Port	Equipment	1998-99		1999-2000		2000-2001(P)	
			% Availability	% Utilisation	% Availability	% Utilisation	% Availability	% Utilisation
1	2	3	4	5	6	7	8	9
1.	**Kandla**	Wharf Crane	74	41	83	43	84	37
		Mobile Crane	-	-	-	-	-	-
		Forklift Truck	92	29	95	36	96	36
2.	**Mumbai**	Wharf Crane	89	27	92	18	93	16
		Mobile Crane	88	18	89	11	92	8
		Forklift Truck	91	21	89	17	90	18
3.	**Mormugao**	Wharf Crane	97	7	98	5	-	-
		Mobile Crane	97	4	97	2	97	2
		Forklift Truck	94	23	93	18	90	16
4.	**N.Mangalore**	Wharf Crane	59	2	88	8	92	6
		Mobile Crane	100	1	100	2	100	2
		Forklift Truck	88	5	68	9	57	8
5.	**Cochin**	Wharf Crane	66	10	70	10	84	10
		Mobile Crane	65	3	74	2	62	1
		Forklift Truck	82	10	85	9	86	8
6.	**Tuticorin**	Wharf Crane	93	16	89	13	90	10
		Mobile Crane	62	5	72	5	74	3
		Forklift Truck	93	6	-	-	-	-
7.	**Chennai**	Wharf Crane	85	27	87	29	91	25
		Mobile Crane	88	44	91	26	93	27
		Forklift Truck	85	25	83	25	83	23
8.	**Visakhapatanam**	Wharf Crane	94	39	97	32	97	23
		Mobile Crane	90	14	89	12	90	27
		Forklift Truck	68	20	70	21	78	24
9.	**Paradip**	Wharf Crane	82	13	94	18	85	15
		Mobile Crane	78	4	73	7	92	7
		Forklift Truck	99	5	100	4	98	4
10.	**Kolkata Dock System**	Wharf Crane	53	9	48	7	46	6
		Mobile Crane	48	22	70	37	59	25
		Forklift Truck	47	24	76	42	60	31
11.	**Haldia Dock Complex**	Wharf Crane	-	-	-	-	-	-
		Mobile Crane	45	4	64	19	31	4
		Forklift Truck	74	15	59	9	71	12

(P): Provisional

Average Norms for :

1. Wharf Crane : Availability 85 % to 90 %
   Utilisation 35 % and above
2. Mobile Crane : Availability 82 % to 85 %
   Utilisation 30 % and above
3. Forklift Truck : Availability 75 % to 80 %

Table 2.1.30 **Availability And Utilisation Of Container Handling Equipments - Major Ports - 1998-99 & 1999-00**

PORT	Year	Quay Side Gantry Crane				R.T. Gantry Crane			
		No.	% availa-bility	% Utilisation of		No.	% availa-bility	% Utilisation of	
				Available Hrs.	Possible Hrs.			Available Hrs.	Possible Hrs.
1	2	3	4	5	6	7	8	9	10
Kolkata	1998-99	-	-	-	-	3	50.4	36.2	18.2
Dock System	1999-00	-	-	-	-	3	47.1	42.6	20.1
Haldia	1998-99	-	-	-	-	-	-	-	-
Dock Complex	1999-00	-	-	-	-	-	-	-	-
Visakhapatnam	1998-99	-	-	-	-	-	-	-	-
	1999-00	-	-	-	-	-	-	-	-
Chennai	1998-99	4	90.4	65.3	59.0	10	87.3	55.1	48.1
	1999-00	4	91.8	69.2	63.5	10	90.0	60.7	54.7
Tuticorin	1997-98	-	-	-	-	-	-	-	-
	1999-00	-	-	-	-	-	-	-	-
Cochin	1998-99	2	93.6	36.8	34.4	4	59.3	30.0	17.8
	1999-00	2	88.0	39.8	35.1	4	67.9	31.9	21.7
J.L.Nehru	1998-99	3+3	78.8	61.4	48.4	8+6	70.1	70.9	49.7
	1999-00	3+4	97.6	91.1	88.9	8+12	92.9	94.2	87.6
Mumbai	1998-99	2	85.9	26.8	23.0	3	81.0	22.8	18.5
	1999-00	2	87.0	33.0	28.7	3	62.6	29.4	18.4

Note : (1) Possible hours are the maximum hours for which the equipment is available.
(No. of equipments x no of days x 24)
Available hours excludes hours lost due to maintenance, breakdown and recess etc.
(2) % Availability = (Total Available Hours/Total Possible Hours) x 100
(3) %Utilisation = No. of Hours equipment utilised/No. of available hours/possible hours.
(4) Leased Euipment.

Table 2.1.30(Contd...) **Availability And Utilisation Of Container Handling Equipments - Major Ports - 1998-99 & 1999-00**

PORT	Year	Tractor				Top Lift Trucks			
		No.	% availa-bility	% Utilisation of		No.	% availa-bility	% Utilisation of	
				Available Hrs.	Possible Hrs.			Available Hrs.	Possible Hrs.
1	2	15	16	17	18	19	20	21	22
Kolkata Dock System	1998-99	21	90.5	44.7	40.4	1	37.8	9.6	3.6
	1999-00	22	86.8	62.1	53.8	1	93.5	17.5	16.4
Haldia Dock Complex	1998-99	5	74.5	35.8	26.7	1	81.6	55.0	44.9
	1999-00	6	72.6	33.9	24.6	1	82.7	65.1	53.8
Visakhapatnam	1998-99	3(a)	65.3	1.6	1.0	1	95.6	7.8	7.5
	1999-00	3(a)	63.2	1.0	0.6	1	84.8	22.9	19.4
Chennai	1998-99	40	94.9	39.0	37.0	9(c)	88.2	32.6	28.8
	1999-00	47	90.6	42.6	38.6	9(c)	80.1	39.4	31.5
Tuticorin	1998-99	-	-	-	-	5	82.4	29.3	24.1
	1999-00(b)	-	-	-	-	6	77.5	36.3	28.1
Cochin	1998-99	33	96.9	39.0	37.8	3	70.2	42.3	29.7
	1999-00	29	86.5	26.0	22.5	3	62.3	39.3	24.5
J.L.Nehru	1998-99	19+19	53.2	81.1	43.1	-	-	-	-
	1999-00	19+19	84.6	86.3	73.0	-	-	-	-
Mumbai	1998-99	-	-	-	-	4(d)	76.0	44.2	33.6
	1999-00	-	-	-	-	4(d)	75.1	32.4	24.3

(a) Figures relates to Fork Lift Trucks. (b) Upto January 2000

(c) Includes 3 Nos. Reach Trucks

(d) Reach stackers

(+) Leased Euipment.

Note: There is negligible Container Traffic at New Mangalore and no traffic at Paradip.

Mormugao and Kandla do not own any Container handling equipment.

Table 2.1.31 **Container Handling Rate - Major Ports - 1998-99 & 1999-00**

Port	Year	Quay Side Gantry Crane			Rail Mounted Gantry Crane			Output Per
		%age of Idle Time	No of container handled per		%age of Idle Time	No of container handled per		hookshift Tonnes
			Worked Hr.	Actual Worked Hr.		Worked Hr.	Actual Worked Hr.	
1	2	3	4	5	6	7	8	9
Kolkata Dock	1998-99	-	-	-	-	-	-	646
System	1999-00	-	-	-	-	-	-	665
Haldia Dock	1998-99(a)	-	-	-	...	3.1	...	381
Complex	1999-00	-	-	-	35.0	3.2	5.0	414
Vishakhapatnam	1998-99	-	-	-	97.4	0.3	9.8	256
	1999-00	-	-	-	97.4	0.1	2.2	239
Chennai	1998-99	35.5	11.0	17.0	-	-	-	851
	1999-00	35.2	12.1	18.6	-	-	-	1003
Cochin	1998-99	63.2	5.8	15.8	-	-	-	665
	1999-00	60.2	8.4	21.1	-	-	-	956
J.L.Nehru	1998-99	24.9	14.5	19.4	31.8	7.1	10.4	-
	1999-00	...	...	..	...	...	...	-
Mumbai	1998-99	45.5	6.0	11.0	-	-	-	532
	1999-00	32.7	6.6	9.8	-	-	-	49.8(b)

Note 1) :Number of Container per worked hour = Total Containers Handled/Total no. of equipment hours worked

2)No. of container per actual worked hour = Total container Handled/

Total No. of equipment hours actually worked(Total No. of equipment hrs. worked-idle time)

3)In case of Haldia(1998-99), Visakhapatnam and Cochin(1999-00) handling rate/Hour is given in TEUs.

4)In case of Paradip no traffic and New Mangalore Port negligible Container traffic .

In case of Kandla, Mormugao, Tuticorin (Upto January 2000)and Calcutta the Port does not own Quayside Gantry Crane or Rail Mounted Gantry Crane.

(a) Ships Crane

(b) In nos. by Gantry Crane.

Table 2.1.32 Major Ports-Capacity and Utilisation - 2000-2001(P)

Port	Cap./ Util.	POL (Crude & Prodts.)	Iron Ore	Thermal Coal	Fertiliser & FRM (a)	Other Cargo (b)	Contai-ner	Total
1	2	3	4	5	6	7	8	9
KDS	Cap.	3.40	-	-	-	1.90	3.00	8.30
	Util.	107.94	-	-	-	77.89	67.00	86.24
HDC	Cap.	17.00	-	6.80	-	6.10	0.30	30.20
	Util.	62.18	-	53.97	-	127.70	270.00	75.64
PPT	Cap.	1.50	3.00	4.80	2.10	2.15	-	13.55
	Util.	148.00	99.67	171.04	126.19	178.14	-	146.86
VPT	Cap.	11.80	8.00	-	0.50	12.00	-	32.30
	Util.	155.42	115.75	-	304.00	129.75	-	138.34
ChPT	Cap.	8.50	8.00	-	-	8.62	2.50	27.62
	Util.	104.71	88.13	-	-	223.66	239.60	149.24
TPT	Cap.	2.30	-	5.20	-	3.20	1.80	12.50
	Util.	20.00	-	107.50	-	145.63	87.22	98.27
CoPT	Cap.	10.50	-	-	0.60	1.35	1.00	13.45
	Util.	92.19	-	-	81.67	96.30	167.20	97.57
NMPT	Cap.	11.00	7.50	-	-	1.75	-	20.25
	Util.	90.45	68.13	-	-	161.71	-	88.35
MoPT	Cap.	1.50	17.00	-	-	1.48	-	19.98
	Util.	72.67	92.12	-	-	205.71	-	98.24
JNPT	Cap.	-	-	-	1.50	2.50	14.80	18.80
	Util.	-	-	-	26.00	161.60	96.49	98.80
MbPT	Cap.	28.00	-	-	-	4.00	5.50	37.50
	Util.	55.79	-	-	-	176.50	79.27	72.17
KPT	Cap.	33.00	-	-	-	8.00	-	41.00
	Util.	76.03	-	-	-	153.38	-	89.61
All Ports	**Cap.**	**128.50**	**43.50**	**16.80**	**4.70**	**53.05**	**28.90**	**291.45(c)**
	Util.	**82.19**	**91.82**	**100.30**	**107.45**	**156.44**	**106.19**	**96.46**

(a) Excludes Liquid FRM (4.06 MMT)

(b) Includes Coking Coal (13.75 MMT) also in traffic.

(c) Includes 16.00 MMT capacity for Thermal Coal of Ennore which was accrued at the end of the year.

Note: Where there is no specific capacity for a particular commodity at a particular port the traffic of that commodity has been added to 'Other Cargo'

Cap.: Capacity in Million Metric Tonnes. Util.: Utilisation (%)

Table 2.1.33

Employment At Major Ports As on 31st December, 2000

(In Numbers)

Port	Number of Officers		Number of non-cargo handling workers			Number of cargo handling workers other than Shore workers		Number of cargo handling shore workers	Number of casual workers	Total
	Class I	Class II	Class III	Class IV	Others	Class III	Class IV			
1	2	3	4	5	6	7	8	9	10	11
KPT	102	84	1487	1639	123	272	8	553	111	4379
MbPT	523	39	8865	13204	-	1548	-	5356	-	29635 (b)
JNPT	204	48	556	128	116	476	-	307	-	1835
MoPT	164	89	2121	1559	-	149	397	-	-	4479 (b)
NMPT	81	122	962	345	-	309	364	253	-	2436 (c)
CoPT	167	142	3421	1530	-	417	43	608	-	63289 (b)
TPT	113	80	987	736	-	-	-	-	-	1916
ChPT	392	229	1989	2331	3422	1285	110	916	22	10696
VPT	211	146	1367	1949	831	2067	886	47	355 (a)	7859
PPT	86	213	1366	1063	-	-	248	1174	-	4150
KDS	603	195	4566	4532	-	127	121	438	12	10594
HDC	235	137	320	1513	896	879	1035	-	-	5015
Total	2881	1524	28007	30529	5388	7629	3212	9652	500	89322

(a) Pooled category workers.

(b) Includes DLB employment

(c) Includes 52 employees under a scheme known as "New Mangalore Port Cargo handling workers(Regulation of Employment) Scheme,1990".

Table 2.1.34

Employment At DLBS of Major Ports As on 31st December, 2000

(In Numbers)

Port	Number of DLB Employees					Number of Dock Workers				Grand Total
	Class I	Class II	Class III	Class IV	Total	Regis-tered	Listed	Others	Total	
1	2	3	4	5	6	7	8	9	10	11
KPT	2	4	66	29	101	918	-	-	918	1019
ChPT	29	15	338	100	482	965(a)	119	575	1659	2141
VPT	16	4	239	106	365	840	604	-	1444	1809
KDS	23	16	303	231	573	1746	-	-	1746	2319
All DLBs	70	39	946	466	1521	4469	723	575	5767	7288

(a) : Includes 182 Casual Workers.

Table 2.1.35 Mandays Employed and Mandays Lost - Major Ports - 1997-2000

Port	1997		1998		1999		2000	
	Mandays		Mandays		Mandays		Mandays	
	Employed (b)	Lost (c)	Employed (b)	Lost (c)	Employed (b)	Lost (c)	Employed (b)	Lost (c)
1	2	3	4	5	6	7	8	9
KPT	1613	-	1438	0.9	1522	0.3	1564	11.6
MbPT	9638	0.01	9425	4.1	9310	2.7	8722	14.9
MoPT	1240	-	1287	2.6	1284	0.3	1268	17.0
NMPT	677	7.3	688	23.8	687	-	670	20.6
CoPT	1634	0.1	1600	2.4	1564	2.3	1806	12.5
TPT	569	12.3	563	11.4	550	1.2	517	30.6
ChPT	3387	0.3	3337	4.2	3399	0.5	3665	12.5
VPT	3007	0.6	3032	11.1	2910	0.3	2793	16.3
PPT	1232	-	1168	-	1163	0.3	1155	13.7
KoPT (a)	5768	0.6	5539	0.1	5242	0.4	5027	14.3
JNPT	465	3.3	462	3.0	467	0.4	475	18.5
TOTAL	29230	0.7	28539	4.2	28098	1.3	27662	14.8

(a): Kolkata Port Trust includes Kolkata Dock System and Haldia Dock Complex

(b): Mandays Employed in 000

(c): Mandays lost per 1000 Mandays employed

Note : 1.Mandays calculation includes Port Workers as well as Dock Workers.

2.During the year 2000 Mandays lost is higher due to general strike on the Ports from 18.1.2000 to 22.1.2000

Source: Ports Wing,Ministry of Shipping.

Table 2.1.36 **Net Capital Employed - Major Ports - 1996-97 to 1999-00**

(Rs. in Crore)

Port	Year			
	1996-97	1997-98	1998-99	1999-00
1	2	3	4	5
KPT	717.53	766.93	914.05	1014.42
MbPT	396.11	497.09	521.32	627.18
JNPT	886.51	992.93	997.51	970.17
MoPT	230.71	256.79	269.25	171.99
NMPT	350.84	380.31	409.89	499.63
CoPT	135.76	192.19	246.42	243.87
TPT	156.59	154.48	166.93	434.75
ChPT	400.28	391.46	409.85	382.06
VPT	476.57	460.12	494.51	410.39
PPT	158.76	344.73	479.67	556.77
KoPT(a)	826.02	1095.02	1094.82	1034.04
All Ports	4735.68	5532.05	6004.22	6345.27

(a) Includes Haldia. Source: I.P.A.

Table 2.1.37 Operating Expenditure Under Various Heads - Major Ports - 1998-99 & 1999-00

(Rs. In Crore)

Port	Salaries & Wages		Stores		Office & Administrative Security & Medical		Depreciation		Operation & Maintenance		Other Exp (a)		Total	
	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Kolkata	186.22	235.00	12.08	11.37	55.14	60.11	22.77	25.74	87.66	95.80	254.77	261.56	618.64	689.58
	(30.1)	(34.1)	(2.0)	(1.6)	(8.9)	(8.7)	(3.7)	*(3.7)	(14.2)	(13.9)	(41.2)	(37.9)	(100)	(100)
Paradip	45.52	50.64	13.59	13.69	15.2	19.57	10.49	12.54	22.61	28.17	15.43	26.33	122.84	150.94
	(37.1)	(33.5)	(11.1)	(9.1)	(12.3)	(13.0)	(8.5)	(8.3)	(18.4)	(18.7)	(12.6)	(17.4)	(100)	(100)
Visakhapatnam	90.82	108.51	37.82	37.18	13.24	15.18	21.50	22.87	8.22	10.23	29.93	43.54	201.53	237.51
	(45.1)	(45.7)	(18.8)	(15.7)	(6.6)	(6.4)	(10.7)	(9.6)	(4.1)	(4.3)	(14.9)	(18.3)	(100)	(100)
Chennai	129.79	175.01	4.48	5.19	15.53	17.54	22.47	21.74	52.00	54.01	43.01	51.36	267.28	324.85
	(48.6)	(53.9)	(1.7)	(1.6)	(5.8)	(5.4)	(8.4)	(6.7)	(19.5)	(16.6)	(16.1)	(15.8)	(100)	(100)
Tuticorin	25.23	27.57	4.18	3.97	10.11	11.56	6.45	7.38	7.49	9.21	-	1.64	53.46	61.33
	(47.2)	(45.0)	(7.8)	(6.5)	(18.9)	(18.4)	(12.1)	(12.0)	(14.0)	(15.0)	-	(2.7)	(100)	(100)
Cochin	56.98	75.85	12.06	9.74	22.64	19.85	12.37	13.30	3.82	5.51	39.39	29.21	147.26	153.46
	(38.7)	(49.4)	(8.2)	(6.3)	(15.4)	(12.9)	(8.4)	(8.7)	(2.6)	(3.6)	(26.7)	(19.0)	(100)	(100)
New Mangalore	26.56	32.38	2.79	2.3	9.78	11.34	9.47	10.11	15.08	18.01	30.92	35.66	94.60	109.8
	(28.1)	(29.5)	(2.9)	(2.1)	(10.3)	(10.3)	(10.0)	(9.2)	(15.9)	(16.4)	(32.7)	(32.5)	(100)	(100)
Mormugoa	46.09	60.73	9.03	17.85	7.02	11.88	7.99	8.25	23.83	31.17	10.20	11.75	104.16	141.53
	(44.2)	(42.9)	(8.7)	(12.6)	(6.7)	(8.4)	(7.7)	(5.8)	(22.9)	(22.0)	(9.8)	(8.3)	(100)	(100)
Mumbai (b)	331.96	398.79	13.75	12.51	52.94	58.1	30.17	49.67	59.25	51.72	15.78	34.59	503.85	605.45
	(65.9)	(65.9)	(2.7)	(2.1)	(10.6)	(9.5)	(6.0)	(8.2)	(11.8)	(8.5)	(3.1)	(5.7)	(100)	(100)
J. L. Nehru	25.17	28.45	9.00	6.72	10.55	12.00	43.00	39.46	101.15	104.47	38.48	20.02	227.35	211.12
	(11.1)	(13.5)	(4.0)	(3.2)	(4.6)	(5.7)	(18.9)	(18.7)	(44.5)	(49.5)	(16.9)	(9.5)	(100)	(100)
Kandla	42.63	54.52	4.97	4.97	9.26	10.64	5.86	7.55	16.86	15.24	49.25	42.97	128.83	135.89
	(33.1)	(40.1)	(3.9)	(3.7)	(7.1)	(7.8)	(4.5)	(5.6)	(13.1)	(11.2)	(38.2)	(31.6)	(100)	(100)
Total	1006.97	1247.45	123.75	125.49	221.41	247.84	192.54	218.61	397.97	423.54	527.16	558.63	2469.80	2821.56
	(40.8)	(44.2)	(5.0)	(4.4)	(8.9)	(8.8)	(7.8)	(7.7)	(16.1)	(15.0)	(21.3)	(19.8)	(100)	(100)

Note :- Figures in paranthesis are the percentage of respective heads of Account to the total

(a) : Expenditure on dredging is also included.

(b) : Including MDLB. The figures are: 86.23 Salary &Wages, 0.02 Stores , 1.70 Office & Admn, 0.27 Medical, 0.09 Depreciation and 0.32 Others for 2000-01 and 62.66 Salary &Wages, 0.09 Stores, 1.75Office & Admn, 0.31 Medical, 0.09 Depreciation and 0.17 Others for 1999-2000.

Table 2.1.38

Operating Parameters Per Tonne Of Cargo Handled - Major Ports - 1997-98, 1998-99 & 1999-00

(In Rs.)

Port	Operating Income per ton			Operating Expenditure per ton			Surplus/Deficit per ton		
	1997-98	1998-99	1999-00	1997-98	1998-99	1999-00	1997-98	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10
KPT	49.01	57.16	48.64	23.06	21.23	27.30	25.95	35.93	21.34
MbPT	188.92	196.10	175.15	123.14	140.27	139.02	65.78	55.83	36.13
JNPT	359.79	326.78	245.41	190.78	159.40	151.81	169.01	167.38	93.60
MoPT	52.21	67.10	73.78	39.39	55.75	57.15	12.82	11.35	16.63
NMPT	101.40	109.05	97.21	47.07	58.03	53.75	54.32	50.97	43.46
CoPT	126.15	128.46	140.50	90.29	102.11	114.68	35.86	26.35	25.82
TPT	75.39	84.17	90.20	37.21	43.98	52.29	38.18	40.19	37.91
ChPT	84.81	89.24	90.55	56.14	62.31	71.38	28.67	26.93	19.17
VPT	75.68	76.78	77.72	49.07	50.84	51.01	26.61	25.94	26.71
PPT	132.86	131.82	135.24	77.67	86.52	90.45	55.19	45.30	44.79
KoPT(a)	244.16	307.90	265.80	146.29	225.34	199.35	97.87	82.56	66.45

(a) Includes Haldia.

Table 2.2.1 Traffic Handled at Non-Major Ports (Port-wise) - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Port	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
GUJARAT																		
Bedi	403	1092	1495	-	-	-	843	699	1542	-	-	-	572	2600	3172	-	118	118
Bhavnagar	933	165	1098	-	-	-	1228	51	1279	2	-	2	320	98	418	-	-	-
Dahej	532	49	581	58	-	58	1167	-	1167	208	4	212	1610	5	1615	323	6	329
GAPL	122	114	236	-	-	-	774	394	1168	-	1	1	1600	605	2205	-	20	20
GPPL	155	315	470	95	80	175	469	71	540	4	150	154	882	398	1280	337	303	640
Jafrabad	524	1746	2270	-	602	602	488	1240	1728	-	1568	1568	121	2041	2162	19	1618	1637
Magdalla	4629	571	5200	3077	702	3779	3446	782	4228	5169	650	5819	3695	908	4603	4569	711	5280
Mul-Dwarka	414	416	830	-	1138	1138	522	479	1001	-	1229	1229	524	977	1501	-	1520	1520
Navalakhi	1065	36	1101	-	-	-	1700	-	1700	-	-	-	1601	-	1601	21	-	21
Okha	689	493	1182	180	93	273	832	540	1372	79	61	139	80	810	890	545	17	562
Porbandar	196	115	311	27	7	34	137	37	174	10	187	197	132	256	388	6	179	185
Sikka	1431	28	1459	58	77	135	14299	509	14808	148	6253	6401	27391	5625	33016	421	7452	7873
Veraval	196	23	219	-	115	115	70	-	70	-	87	87	28	-	28	-	10	10
Mundra (Old)	4	80	84	-	31	31	-	52	52	-	42	42	-	-	-	-	23	23
Mandvi	-	25	25	-	16	16	-	11	11	-	-	-	-	-	-	-	-	-
Others	-	-	-	-	5	5	1	-	1	3	2	5	-	-	-	-	-	-
TOTAL	11293	5268	16561	3495	2866	6361	25976	4865	30841	5622	10234	15856	38556	14323	52879	6241	11977	18218

Table 2.2.1(Contd...) **Traffic Handled at Non-Major Ports (Port-wise) - 1998-99, 1999-00 & 2000-01**

('000 Tonnes)

Port	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
MAHARASHTRA																		
Dabhol	71	-	71	44	-	44	698	-	698	27	-	27	386	1	387	88	-	88
Dahanu	452	-	452	-	-	-	445	-	445	-	-	-	203	-	203	-	-	-
Dharamtar	1614	-	1614	-	50	50	553	-	553	1577	55	1632	300	-	300	2223	178	2401
Ratnagiri	212	-	212	784	-	784	198	-	198	398	-	398	142	-	142	417	-	417
Revdanda	774	129	903	232	66	298	819	92	911	227	245	472	610	-	610	451	157	608
Ulwa-Belapur	-	-	-	680	-	680	-	-	-	712	-	712	-	-	-	679	-	679
Jaigad	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mandwa	77	-	77	6	-	6	-	-	-	-	-	-	-	-	-	-	-	-
Redi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Others	-	-	-	2	2	4	-	-	-	-	-	-	-	45	45	-	16	16
TOTAL	3200	129	3329	1748	118	1866	2713	92	2805	2941	300	3241	1641	46	1687	3858	351	4209
GOA																		
Panaji	104	1685	1789	102	283	385	92	2242	2334	36	116	152	403	2315	2718	145	236	381
TOTAL	104	1685	1789	102	283	385	92	2242	2334	36	116	152	403	2315	2718	145	236	381

Table 2.2.1(Contd...) Traffic Handled at Non-Major Ports (Port-wise) - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Port	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
ANDHRA PRADESH																		
Anchorage Port	489	1007	1496	34	24	58	754	439	1193	61	16	77	319	100	419	81	7	88
Deep Water Port	649	72	721	380	-	380	1333	93	1426	352	-	352	1635	121	1756	-	-	-
Rawa	-	-	-	-	1523	1523	-	-	-	-	2533	2533	-	-	-	-	2562	2562
Machilipatnam	-	-	-	-	-	-	-	-	-	339	-	339	-	-	-	-		0
TOTAL	1138	1079	2217	414	1547	1961	2087	532	2619	752	2549	3301	1954	221	2175	81	2569	2650
TAMIL NADU																		
Ennore	51	-	51	-	-	-	49	8	57	-	-	-	55	-	55	-	-	-
PY-3	-	-	-	-	394	394	-	-	-	-	304	304	-	-	-	-	204	204
Nagapattinam	-	-	-	-	-	-	34	-	34	-	-	-	68	-	68	-	-	-
Thrukkadaiyur	-	-	-	-	-	-	19	-	19	-	-	-	-	-	-	31	13	44
Cuddalore	25		25	-	-	-	-	-	-		-	-	3	-	3	-	-	-
TOTAL	76	-	76	-	394	394	102	8	110	-	304	304	126	-	126	31	217	248
KERALA																		
Kozikode/Beypore	-	-	-	20	29	49	1	-	1	27	30	57	1	-	1	27	30	57
Neendakara	-	52	52	-	-	-	-	52	52	-	-	-	-	52	52	-	-	-
Others	-	2	2	-	1	1	2	-	2	8	-	8	2	-	2	8	-	8
TOTAL	-	54	54	20	30	50	3	52	55	35	30	65	3	52	55	35	30	65

Table 2.2.1(Contd...) Traffic Handled at Non-Major Ports (Port-wise) - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Port	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
KARNATAKA																		
Karwar	68	86	154	73	-	73	139	237	376	83	-	83	233	243	476	69	2	71
Old Mangalore	-	2	2	45	110	155	-	2	2	38	106	144	-	1	1	32	77	109
Malpe	-	-	-	1	18	19	-	-	-	1	17	18	-	-	-	-	-	-
Tadri	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	68	88	156	119	129	248	139	239	378	122	123	245	233	244	477	101	79	180
PONDICHERRY																		
Pondicherry	23	-	23	-	-	-	-	-	-	-	-	-	76	-	76	-	-	-
TOTAL	23	-	23	-	-	-	-	-	-	-	-	-	76	-	76	-	-	-
ORISSA																		
Gopalpur	-	120	120	-	-	-	-	154	154	-	-	-	-	140	140	-	-	-
TOTAL	-	120	120	-	-	-	-	154	154	-	-	-	-	140	140	-	-	-
SEA ISLANDS																		
Andaman Nicobar	22	-	22	422	249	671	14	-	14	513	214	727	14	-	14	513	214	727
Lakshadweep	-	-	-	23	-	23	-	-	-	182	-	182	-	-	-	182	-	182
TOTAL	22	-	22	445	249	694	14	-	14	695	214	909	14	-	14	695	214	909

Table 2.2.2 Traffic Handled at Non-Major Ports (State-wise & Principal Commodity-wise) - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
GUJARAT																		
POL & other Pdcts	2870	77	2947	183	3	186	14589	376	14965	1704	6011	7715	27918	5220	33138	1269	6578	7847
Coal	4267	-	4267	90	-	90	6021	-	6021	13	-	13	6478	1642	8120	557	113	670
Cement & Clinker (Bldg. Material)	-	2418	2418	713	1946	2659	-	1734	1734	886	3188	4074	-	3162	3162	999	3769	4768
Fertiliser & FRM	1846	-	1846	-	-	-	2383	33	2416	-	4	4	1901	-	1901	224	8	232
Chemicals	200	1	201	119	60	179	305	9	314	81	52	133	137	88	225	101	28	129
Iron Ore	317	-	317	2166	345	2511	623	-	623	2482	258	2740	203	-	203	2064	43	2107
Iron & Steel	307	406	713	136	303	439	512	492	1004	90	152	242	501	618	1119	332	414	746
Other Ore	-	414	414			-	-	528	528	-	10	10	-	1161	1161	0	4	4
Foodgrains	33	233	266	-	-	-	41	128	169	-	5	5	-	358	358	0	0	0
Salt	-	-	-	-	97	97	-	33	33	-	107	107	-	74	74	0	69	69
Paraxylene	583	-	583	20	3	23	292	154	446	321	296	617	14	418	432	619	711	1330
Machinery	240	3	243	56	32	88	8	11	19	22	6	28	23	7	30	1	9	10
Oil Cake	-	1324	1324	-	-	-	-	1005	1005	-	3	3	-	777	777	0	0	0
Edible Oil	55	-	55	-	-	-	316	6	322	-	-	-	586	1	587	48	138	186
Others	575	392	967	12	77	89	886	356	1242	23	142	165	795	797	1592	27	93	120
Total	11293	5268	16561	3495	2866	6361	25976	4865	30841	5622	10234	15856	38556	14323	52879	6241	11977	18218

Table 2.2.2 (Contd...) Traffic Handled at Non-Major Ports (State-wise & Principal Commodity-wise) - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
MAHARASHTRA																		
Iron Ore	2358	23	2381	232	40	272	1286	39	1325	1637	60	1697	696	-	696	2395	232	2627
Iron & Steel	-	106	106	-	76	76	14	53	67	-	240	240	-	-	-	-	101	101
POL & Other Prdct	148	-	148	61	-	61	733	-	733	18	-	18	371	-	371	65	2	67
Cement & Clinker	-	-	-	1446	-	1446	-	-	-	1284	-	1284	-	-	-	1274	-	1274
Coal	529	-	529	-	-	-	475	-	475	-	-	-	357	-	357	37	-	37
Chemicals	132	-	132	-	-	-	123	-	123	2	-	2	136	-	136	6	-	6
Others	33	-	33	9	2	11	82	-	82	-	-	-	81	46	127	81	16	97
Total	3200	129	3329	1748	118	1866	2713	92	2805	2941	300	3241	1641	46	1687	3858	351	4209
GOA																		
Iron Ore	-	1685	1685	98	282	380	-	2242	2242	26	98	124	-	2315	2315	129	200	329
Coal	104	-	104	-	1	1	92	-	92	-	6	6	403		403	-	8	8
Iron & Steel	-	-	-	-	-	-	-	-	-	5	11	16	-	-	-	2	10	12
Others	-	-	-	4	-	4	-	-	-	5	1	6	-	-	-	14	18	32
Total	104	1685	1789	102	283	385	92	2242	2334	36	116	152	403	2315	2718	145	236	381
TAMIL NADU																		
POL & Other Prdct	-	-	-	-	394	394	-	-	-	-	304	304	-	-	-	28	217	245
Edible Oil	-	-	-	-	-	-	34	-	34	-	-	-	68	-	68	-	-	-
Fertiliser & FRM	51	-	51	-	-	-	44	-	44	-	-	-	58	-	58	-	-	-
Chemicals	19	-	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Others	6	-	6	-	-	-	24	8	32	-	-	-	-	-	-	3	-	3
Total	76	-	76	-	394	394	102	8	110	-	304	304	126	0	126	31	217	248

Table 2.2.2 (Contd...)

Traffic Handled at Non-Major Ports (State-wise & Principal Commodity-wise) - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
KERALA																		
Ilmenite	-	52	52	-	-	-	-	52	52	-	-	-	-	52	52	-	-	-
Bldg. Material	-	-	-	-	-	-	2	-	2	14	8	22	2	-	2	14	8	22
Others	-	2	2	20	30	50	1	-	1	21	22	43	1	-	1	21	22	43
Total	-	54	54	20	30	50	3	52	55	35	30	65	3	52	55	35	30	65
PONDICHERRY																		
Wheat	23	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Others	-	-	-	-	-	-	-	-	-	-	-	-	76	-	76	-	-	-
Total	23	-	23	-	-	-	-	-	-	-	-	-	76	-	76	-	-	-
A & N ISLANDS																		
POL & other prdct	-	-	-	94	-	94	-	-	-	94	-	94	-	-	-	94	-	94
Bldg. Material	8	-	8	70	40	110	-	-	-	66	40	106	-	-	-	66	40	106
Foodgrains	-	-	-	77	-	77	-	-	-	73	-	73	-	-	-	73	-	73
Others	14	-	14	181	209	390	14	-	14	280	174	454	14	-	14	280	174	454
Total	22	-	22	422	249	671	14	-	14	513	214	727	14	-	14	513	214	727
LAKSHADWEEP																		
Others	-	-	-	23	-	23	-	-	-	182	-	182	-	-	-	182	-	182
Total	-	-	-	23	-	23	-	-	-	182	-	182	-	-	-	182	-	182

Table 2.2.2 (Contd...)

Traffic Handled at Non-Major Ports (State-wise & Principal Commodity-wise) - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
ANDHRA PRADESH																		
POL & Other Prdct	-	-	-	338	1523	1861	14	-	14	352	2534	2886	470	7	477	0	1708	1708
Fertilisre & FRM	768	-	768	-	-	-	1206	-	1206	0	0	0	821	0	821	0	2	2
Edible Oil	167	-	167	-	-	-	796	-	796	0	0	0	522	0	522	0	0	0
Chemicals	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Others	203	1079	1282	76	24	100	71	532	603	400	15	415	141	214	355	81	859	940
Total	1138	1079	2217	414	1547	1961	2087	532	2619	752	2549	3301	1954	221	2175	81	2569	2650
ORISSA																		
Fertiliser	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Illumenite	-	-	-	-	-	-	-	-	-	-	-	-	-	130	130	-	-	-
Others	-	120	120	-	-	-	-	154	154	-		-	6	4	10	-	-	-
Total	-	120	120	-	-	-	-	154	154	-	-	-	6	134	140	-	-	-
KARNATAKA																		
Granite	-	74	74	-	81	81	-	107	107	-	61	61	12	127	139	-	-	-
Fertiliser & FRM	36	11	47	-	-	-	63	11	74	-	-	-	62	5	67	-	2	2
Salt	-	-	-	77	-	77	-	-	-	87	-	87	-	-	-	69	-	69
Edible Oil	7	-	7	-	-	-	64	-	64	-	-	-	81	-	81	-	-	-
POL & Other Prdct	-	-	-	-	-	-	11	-	11	-	-	-	49	-	49	-	-	-
Other Ores	-	-	-	-	18	18	-	6	6	29	-	29	-	24	24	-	-	-
Foodgrains	23	-	23	-	-	-	-	-	-	-	5	5	-	-	-	-	-	-
Coal	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	5	18	23
Others	2	3	5	42	30	72	1	115	116	6	57	63	29	87	116	27	59	86
Total	68	88	156	119	129	248	139	239	378	122	123	245	233	244	477	101	79	180

Table 2.2.2 (Contd...) Traffic Handled at Non-Major Ports (State-wise & Principal Commodity-wise) - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Commodity	1998-99						1999-00						2000-01					
	Overseas			Coastal			Overseas			Coastal			Overseas			Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
ALL STATES																		
POL & other Pdcts	3018	77	3095	676	1920	2596	15347	376	15723	2168	8849	11017	28808	5227	34035	1456	8505	9961
Coal	4900	-	4900	90	1	91	6588	-	6588	13	6	19	7238	1643	8881	599	139	738
Building Material	8	2418	2426	2229	1986	4215	2	1734	1736	2250	3236	5486	2	3162	3164	2353	3817	6170
Fertiliser & FRM	2701	11	2712	-	-	-	3696	44	3740	-	4	4	2842	5	2847	224	12	236
Chemicals	351	1	352	119	60	179	428	9	437	83	52	135	273	88	361	107	28	135
Iron Ore	2675	1708	4383	2496	667	3163	1909	2281	4190	4145	416	4561	899	2315	3214	4588	475	5063
Iron & Steel	307	512	819	136	379	515	526	545	1071	95	403	498	501	618	1119	334	525	859
Other Ore	-	414	414	-	18	18	-	534	534	29	10	39	-	1185	1185	-	4	4
Salt	-	-	-	77	97	174	-	33	33	87	107	194	-	74	74	69	69	138
Paraxylene	583	-	583	20	3	23	292	154	446	321	296	617	14	418	432	619	711	1330
Oil Cake	-	1324	1324	-	-	-	-	1005	1005	-	3	3	-	777	777	-	-	-
Edible Oil	229	-	229	-	-	-	1210	6	1216	-	-	-	1257	1	1258	48	138	186
Machinery	240	3	243	56	32	88	8	11	19	22	6	28	23	7	30	1	9	10
Foodgrains	79	233	312	77	-	77	41	128	169	73	10	83	-	358	358	73	-	73
Ilmenite	-	52	52	-	-	-	-	52	52	-	-	-	-	182	182	-	-	-
Granite	-	74	74	-	81	81	-	107	107	-	61	61	12	127	139	-	-	-
Others	833	1596	2429	367	372	739	1079	1165	2244	917	411	1328	1143	1148	2291	716	1241	1957
Total	15924	8423	24347	6343	5616	11959	31126	8184	39310	10203	13870	24073	43012	17335	60347	11187	15673	26860

Table 2.2.3 **Commodity-wise Overseas Cargo Traffic Handled At Select Non-Major Ports - 1998-99, 1999-00 & 2000-01**

('000 Tonnes)

Port/Commodity	1998-99			1999-00			2000-01		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
GUJARAT									
1. Bedi	403	1092	1495	843	699	1542	572	2600	3172
a) Foodgrains	27	69	96	-	-	0	-	229	229
b) Fertilizers & FRM	354	-	354	717	33	750	318	-	318
c) Oil Cakes	-	1018	1018	-	646	646	-	583	583
d) Edible Oil	1	-	1	108	6	114	226	-	226
e) Coal	-	-	-	-	-	-	-	1642	1642
f) Others	21	5	26	18	14	32	28	145	173
2. Okha	689	493	1182	832	540	1372	80	810	890
a) Foodgrains	-	6	6	-	3	3	-	-	-
b) Building Material	-	34	34	-	-	-	-	12	12
c) Chemicals	-	16	16	-	9	9	-	47	47
d) Coke & Coal	679	-	679	832	-	832	80	-	80
e) Ore	-	413	413	-	528	528	-	750	750
f) Others	10	24	34	-	-	-	-	1	1
3. GAPL	122	114	236	774	394	1168	1600	605	2205
a) Edible Oil	54	-	54	208	-	208	274	-	274
b) Food grains	28	14	42	41	-	41	-	61	61
c) Oil cake	-	98	98	-	147	147	-	119	119
d) POL&Other Products	39	-	39	51	-	51	180	207	387
e) Fertiliser&FRM	-	-	-	197	-	197	206	-	206
f) Coal	-	-	-	205	-	205	642	-	642
g) Others	1	2	3	72	247	319	298	218	516
4. Navalakhi	1065	36	1101	1700	-	1700	1601	-	1601
a) Coal	1006	-	1006	1642	-	1642	1556	-	1556
b) Others	59	36	95	58	-	58	45	-	45
5. Mul-Dwarka	414	416	830	522	479	1001	524	977	1501
a) Cement	-	416	416	-	479	479		977	977
b) Coal	414		414	462		462	464		464
c) Pol	-			60		60	60		60
6. Sikka	1431	28	1459	14299	509	14808	27391	5625	33016
a) POL&Other Products	370	-	370	12950	338	13288	25907	5012	30919
b) Fertiliser & FRM	578	-	578	700	-	700	520	-	520
c) Building Material	-	26	26	-	3	3	-	34	34
d) Coal	244	-	244	573	-	573	895	-	895
e) Others	239	2	241	76	168	244	69	579	648
7. Magdalla	4629	571	5200	3446	782	4228	3695	908	4603
a) Fertiliser & FRM	202	-	202	250	-	250	261	-	261
b) POL&Other Products	2263	77	2340	1348	52	1400	1459	336	1795
c) Iron Ore	-	-	-	143	-	143	203	-	203
d) Iron & Steel	266	312	578	225	491	716	408	323	731
e) Coal	944	-	944	1010	-	1010	1085	-	1085
f) Others	844	182	1026	470	239	709	279	249	528

Table 2.2.3(Contd...) **Commodity-wise Overseas Cargo Traffic Handled At Select Non-Major Ports - 1998-99, 1999-00 & 2000-01**

('000 Tonnes)

Port/Commodity	1998-99			1999-00			2000-01		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
8. Jafarabad	524	1746	2270	488	1240	1728	121	2041	2162
a)Coal	524	-	524	488	-	488	121	-	121
b)Building Material	-	1746	1746	-	1240	1240	-	2041	2041
9. Dahej	532	49	581	1167	-	1167	1610	5	1615
a)POL&Other Products	227	-	227	258	-	258	268	-	268
b)Chemicals	28	-	28	94	-	94	52	5	57
c)Fertiliser&FRM	216	-	216	288	-	288	239	-	239
d)Coal	-	-	-	154	-	154	649	-	649
e)Other ores	32	-	32	351	-	351	345	-	345
f)Others	29	49	78	22	-	22	57	-	57
10. GPPL	155	315	470	469	71	540	882	398	1280
a)Cement&Clinker	-	144	144	-	-	-	-	66	66
b)Coal	68	-	68	452	-	452	836	-	836
c)Fertiliser&FRM	58	-	58	-	-	-	-	-	-
d)Foodgrains	-	77	77	-	56	56	-	36	36
e)Iron&Steel	25	94	119	-	2	2	-	261	261
f)Others	4	-	4	17	13	30	46	35	81
MAHARASHTRA									
1. Revdanda	774	129	903	819	92	911	610	-	610
a)Iron Ore	744	23	767	819	38	857	610	-	610
b)Iron & Steel	30	106	136	-	54	54	-	-	-
2. Ratnagiri	212	-	212	198	-	198	142	-	142
a) Ethylene	132	-	132	124	-	124	136	-	136
b) POL&Other Products	80	-	80	74	-	74	6	-	6
3) Dharamtar	1614	-	1614	553	-	553	300	-	300
a) Iron ore	1614	-	1614	467	-	467	85	-	85
b) Coal	-	-	-	30	-	30	154	-	154
c)Others	-	-	-	56	-	56	61	-	61
4) Dahanu	452	-	452	445	-	445	203	-	203
a) Coal	452	-	452	445	-	445	203	-	203
5)Dabhol	71	-	71	698	-	698	386	1	387
a)POL&Other Products	66	-	66	659	-	659	365	-	365
b)Others	5	-	5	39	-	39	21	1	22
6)Ulwa-Belapur	-	-	-	-	-	-	-	-	-

Table 2.2.3(Contd...) Commodity-wise Overseas Cargo Traffic Handled At Select Non-Major Ports - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Port/Commodity	1998-99			1999-00			2000-01		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
KARNATAKA									
1. Karwar	68	86	154	139	237	376	233	243	476
a)Fertilizer &FRM	36	12	48	63	10	73	62	5	67
b)Foodgrains	23		23	-	-	-	-	-	-
c)Granite	-	74	74	-	107	107	12	127	139
d)Edible Oil	7	-	7	54	-	64	81	-	81
e)Mollases	-	-	-	-	113	113	28	85	113
f)Others	2	-	2	12	7	19	50	26	76
2. Mangalore	-	2	2	-	2	2	-	1	1
a)Fertilizer finished	-	-	-	-	-	-	-	-	-
b)Others	-	2	2	-	2	2	-	1	1
KERALA									
1.Neendakara	-	52	52	-	52	52	-	52	52
a)Illmenite	-	52	52	-	52	52	-	52	52
2.Kozikode/Beypore	-	-	-	1	-	1	1	-	1
a)Others	-	-	-	1	-	1	1	-	1
TAMILNADU									
1. Ennore	51	-	51	49	8	57	55	-	55
a)Fertiliser&FRM	43	-	43	44	-	44	55	-	55
b)Others	8	-	8	5	8	13	-	-	-
2. Nagapattinam	-	-	-	34	-	34	68	-	68
a)Edible Oil	-	-	-	34	-	34	68	-	68
3.PY-03	-	-	-	-	-	-	-	-	-
GOA									
Panaji	104	1685	1789	92	2242	2334	403	2315	2718
a) Iron ore	-	1685	1685	-	2242	2242	-	2315	2315
b) Coal	104	-	104	92	-	92	403	-	403
ANDHRA PRADESH									
1. Kakinada Anchorage Port	489	1007	1496	754	439	1193	319	100	419
a)Foodgrain	118	1001	1119	-	439	439	-	-	-
b)Fertiliser &FRM	322	-	322	671	-	671	182	-	182
d)Others	49	6	55	83	-	83	137	100	237
2. Kakinada Deep Water Port	649	72	721	1333	93	1426	1635	121	1756
a)Foodgrain	64	-	64	-	-	-	-	-	-
b)Fertiliser &FRM	446	-	446	534	-	534	745	-	745
c)Iron & steel	-	51	51	-	-	-	-	-	-
d)Edible Oil	139	-	139	726	-	726	643	-	643
d)Others	-	21	21	73	93	166	247	121	368
3.Rawa	-	-	-	-	-	-	-	-	-
ORISSA									
1.Gopalpur	-	120	120	-	154	154	6	134	140
a)Illmenite	-	-	-	-	-	-	-	130	130
b)Others(Misc)	-	120	120	-	154	154	6	4	10

Table 2.2.4

Commodity-wise Coastal Cargo Traffic Handled At Select Non-Major Ports - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Port/Commodity	1998-99			1999-00			2000-01		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
GUJARAT									
1.Bedi	-	-	-	-	-	-	-	118	118
a) Coal	-	-	-	-	-	-	-	113	113
b) Cement	-	-	-	-	-	-	-	3	3
c) Fertiliser&FRM	-	-	-	-	-	-	-	2	2
2.Okha	180	93	273	78	61	139	545	17	562
a) POL&Other Products	120	-	120	76	-	76	31	-	31
b) Coal	60	-	60	-	-	-	514	-	514
c) Building Material	-	82	82	-	51	51	-	-	-
d) Others	-	11	11	2	10	12	-	-	-
3.GAPL	-	-	-	-	-	-	-	20	20
a) POL&Other Products	-	-	-	-	-	-	-	17	17
b) Foodgrains	-	-	-	-	-	-	-	3	3
c) Others	-	-	-	-	-	-	-	-	-
4.Navlakhi	-	-	-	-	-	-	21	-	21
a) Coal	-	-	-	-	-	-	11	-	11
b) Iron & Steel	-	-	-	-	-	-	10	-	10
5.Mul-Dwarka	-	1138	1138	-	1229	1229	-	1520	1520
a) Cement	-	1138	1138	-	1229	1229	-	1520	1520
6.Sikka	58	77	135	148	6253	6401	420	7453	7873
a) Salt	-	73	73	-	83	83	-	-	-
b) POL&Other Products	-	-	-	126	5862	5988	255	6657	6912
c) Machinery	57	-	57	22	-	22	-	-	-
d) Others	1	4	5	-	308	308	165	796	961
7.Magdalla	3077	702	3779	5169	650	5819	4569	711	5280
a) POL&Other Products	38	3	41	1338	128	1466	761	56	817
b) Cement Clinkers	713	-	713	886	-	886	996	152	1148
c) Iron Ore	2166	345	2511	2472	258	2730	1843	37	1880
d) Iron & Steel	-	24	24	87	152	239	54	396	450
e) Others	160	330	490	386	112	498	915	70	985
8.Jafarabad	-	602	602	-	1568	1568	19	1618	1637
a) Cement Clinkers	-	602	602	-	1568	1568	19	1618	1637
9.Dahej	-	-	-	208	4	212	323	6	329
a) POL&Other Products	-	-	-	168	-	168	270	-	270
b) Fertiliser&FRM	-	-	-	-	4	4	23	6	29
c) Chemicals	-	-	-	39	-	39	22	-	22
d) Others	-	-	-	1	-	1	8	-	8
10.GPPL	95	80	175	4	150	154	337	303	640
a) Cement Clinkers	7	19	26	-	67	67	3	279	282
b) Iron & Steel	88	49	137	-	1	1	265	18	283
c) Iron Ore	-	12	12	4	-	4	69	6	75
d) Others	-	-	-	-	82	82	-	-	-
KARNATAKA									
1.Karwar	73	-	73	83	-	83	69	2	71
a) Salt	73	-	73	83	-	83	-	-	-
b) Others	-	-	-	-	-	-	69	2	71
2.Mangalore	45	110	155	38	106	144	32	77	109
a) Coal	-	-	-	-	-	-	4	18	22
b) Granite	-	81	81	-	61	61	-	-	-
c) Bentonite	35	-	35	29	-	29	-	-	-
Others	10	29	39	9	45	54	28	59	87

Table 2.2.4(Contd...) Commodity-wise Coastal Cargo Traffic Handled At Select Non-Major Ports - 1998-99, 1999-00 & 2000-01

('000 Tonnes)

Port/Commodity	1998-99			1999-00			2000-01		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
MAHARASHTRA									
1.Ratnagiri	784	-	784	398	-	398	417	-	417
a) Cement Clinkers	766	-	766	396	-	395	358	-	358
b) POL&Other Products	18	-	18	2	-	2	53	-	53
c) Others	-	-	-	-	-	-	6	-	6
2.Dharamtar	-	50	50	1577	55	1632	2223	178	2401
a) Iron Ore	-	32	32	1409	55	1464	1944	157	2101
b) Cement Clinkers	-	-	-	168	-	168	200	-	200
c) Others	-	18	18	-	-	-	79	21	100
3. Revianda	232	66	298	227	245	472	451	157	608
a) Iron Ore	232	8	240	227	5	232	451	114	565
b) Iron & Steel	-	58	58	-	240	240	-	43	43
4. Ulwa-Belapur	680	-	680	712	-	712	679	-	679
a) Cement	680	-	680	712	-	712	679	-	679
5.Dabhol	44	-	44	27	-	27	88	-	88
a) POL&other Products	44	-	44	15	-	19	51	-	51
b) Cement	-	-	-	8	-	8	37	-	37
6.Dahanu	-	-	-	-	-	-	-	-	-
GOA									
1. Panaji	102	283	385	36	116	152	145	236	381
a) Iron ore	99	282	381	26	98	124	129	200	329
b) Others	3	1	4	10	18	28	16	36	52
KERALA									
1.Kozikoda/Beypore	20	30	50	27	30	57	27	30	57
a) Building material	-	-	-	11	18	29	11	18	29
b) Rice/Wheat	-	-	-	2	-	2	2	-	2
c) Others	20	30	50	14	12	26	14	12	26
2) Neendakara	-	-	-	-	-	-	-	-	-
ANDHRA PRADESH									
1.Rawa Port	-	1523	1523	-	2533	2533	-	2562	2562
a) Crude Oil	-	1523	1523	-	2533	2533	-	2562	2562
2.Kakinada Anchorage Port	34	24	58	61	16	77	81	7	88
a) Salt	34	-	34	61	-	61	-	-	-
b) Cement	-	24	24	-	13	13	-	-	-
c) Others	-	-	-	-	3	3	81	7	88
3.Kakinada Deep Water	380	-	380	352	-	352	-	-	-
a) POL&other Products	338	-	338	352	-	352	-	-	-
b) Salt	42	-	42	-	-	-	-	-	-
Tamil Nadu									
1.py-33	-	394	394	-	304	304	-	204	204
a) Crude Oil	-	394	394	-	304	304	-	204	204
2.Nagapattinam	-	-	-	-	-	-	-	-	-
3.Ennore	-	-	-	-	-	-	-	-	-
ANDAMAN & NICOBAR	422	249	671	513	214	727	513	214	727
a) Building Material	71	38	109	66	40	106	66	40	106
b) POL&Other Products	94	-	94	94		94	94	-	94
c) Foodgrains	77	-	77	73		73	73	-	73
c) Others	180	211	391	280	174	454	280	174	454

Table 2.2.5

Percentage Share of Cargo Traffic Handled by Steamers at Non-Major Ports - Port-wise-1999-00

State / Selected Port	Steamers (% share)			
	Overseas		Coastal	
	Unloaded	Loaded	Unloaded	Loaded
1	2	3	4	5
GUJARAT				
Magdalla	34.3	7.8	51.4	6.5
Bedi	53.5	45.3	0.0	0.0
Jafarabad	14.8	37.6	0.0	47.6
Veraval	44.6	0.0	0.0	43.3
Okha	55.1	35.3	5.2	3.9
Porbandar	35.8	9.7	2.7	49.9
Sikka	67.4	2.4	0.7	29.5
Navlakhi	100.0	0.0	0.0	0.0
Bhavnagar	95.9	4.0	0.2	0.0
Mundra (Old)	0.0	4.2	0.0	44.2
Mandvi	0.0	100.0	0.0	0.0
Dahej	84.6	0.0	15.1	0.3
GPPL(Pipavav)	67.6	10.2	0.6	18.2
GAPL	66.2	33.7	0.0	0.1
Mul Dwarka	23.4	21.5	0.0	65.1
Others	0.0	0.0	50.0	33.3
TOTAL	55.4	10.3	12.0	21.8
MAHARASHTRA				
Ratnagiri	33.2	0.0	66.8	0.0
Ulwa Belapur	0.0	0.0	100.0	0.0
Revdanda	59.2	6.7	16.4	17.7
Dharmtar	25.3	0.0	72.2	2.5
Dahanu	100.0	0.0	0.0	0.0
Dabhol	96.3	0.0	3.7	0.0
TOTAL	44.9	1.5	48.6	5.0
KERALA				
Neendakara	0.0	100.0	0.0	0.0
Kozhikode\Beypore	0.0	0.0	20.7	13.8
Others	0.0	0.0	10.0	0.0
TOTAL	0.0	43.3	10.8	6.7
GOA(Panaji)	3.7	90.2	1.4	4.7
KARNATAKA				
Malpe	0.0	0.0	0.0	0.0
Karwar	30.3	51.6	18.1	0.0
Mangalore	0.0	0.0	19.9	0.0
TOTAL	22.3	38.0	18.0	0.0
TAMILNADU				
Ennore	86.0	14.0	0.0	0.0
PY-03	0.0	0.0	0.0	100.0
Nagapattinam	100.0	0.0	0.0	0.0
Others	100.0	0.0	0.0	0.0
TOTAL	24.6	1.9	0.0	73.4
PONDICHERRY				
ANDHRA PRADESH				
Kakinada Anchorage Pc	59.4	34.6	4.8	1.3
Kakinada Deep Water P	75.0	5.2	19.8	0.0
Rawa	0.0	0.0	0.0	100.0
Others	0.0	0.0	100.0	0.0
TOTAL	35.3	9.0	12.7	43.1
ORISSA				
Gopalpur	0.0	100.0	0.0	0.0
TOTAL	0.0	100.0	0.0	0.0
LAKSHADWEEP	0.0	0.0	100.0	0.0
ANDAMAN & NICOBAR ISLANDS	1.9	0.0	69.2	28.9

Note : UL - Unloaded; L - Loaded.

Table 2.2.6 **Percentage Share of Cargo Handled at Non-Major Ports by Steamers - State-wise - 1998-99 & 1999-00**

State/Port	1998-99					1999-00				
	Overseas		Coastal		Total	Overseas		Coastal		Total
	Unloaded	Loaded	Unloaded	Loaded	Overseas & Coastal	Unloaded	Loaded	Unloaded	Loaded	Overseas & Coastal
1	2	3	4	5	6	7	8	9	10	11
Gujarat	99.8	99.1	100.0	98.5	99.5	99.9	98.9	100.0	99.5	99.7
Maharastra	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Goa	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Daman & Diu	-	-	-	-	-	-	-	-	-	-
Karnataka	100.0	98.9	90.8	0.0(a)	65.1	100.0	100.0	91.8	0.0(a)	78.7
Kerala	-	100.0	100.0	100.0	100.0	0.0(a)	100.0	37.1	26.7	60.8
Tamilnadu	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Pondicherry	100.0	-	-	-	100.0	-	-	-	-	-
Andhra Pradesh	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Orissa	-	100.0	-	-	100.0	-	100.0	-	-	100.0
Sea Routes	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0
All States	**99.9**	**99.4**	**99.8**	**96.9**	**99.3**	**99.9**	**99.3**	**99.7**	**98.6**	**99.5**

Note: "-" (dash) indicates no cargo movement by steamers

(a) Indicates cargo movement by sailing vessels only.

Table 2.2.7 Manpower Employment At Non-Major Ports - 1999-2000

(In No.)

States/UTs	Officers		Regular Workers		Casual Workers
	Sanctioned	Actual	Sanctioned	Actual	
1	2	3	4	5	6
Gujarat	113	131	2063	1964	337
Maharashtra	70	44	158	129	-
Goa	10	8	168	139	-
Daman & Diu	2	2	21	20	6
Karnataka	136	61	41	19	2(b)
Kerala	17	12	320	259	1233
Tamil Nadu	68	51	108	126	-
Pondicherry	8	5	96	87	72
Andhra Pradesh	8	5	129	99	1
Orissa (a)	237	144	50	50	-
Andaman & Nicobar Islands	20	13	504	455	20
Lakshadweep	256	217	-	-	4
Total	945	693	3658	3347	1675

(a) Data relates to 1994-95.

(b) In Karwar Port (Karnataka) cargo handling operation is done by stevedors and Private Operators.

Table 2.2.8 Physical Performance of Non-Major Ports (1998-99 & 1999-00)

Maritime State/U.Ts./Port	No.of Vessels Left		Average Waiting Time (in Days)	
	1998-99	1999-00	1998-99	1999-00
1	2	3	4	5
1.GUJARAT				
Porbandar	62	113	2.0	1.0
Okha	72	96	1.0	1.9
Veraval	8	11	1.0	1.4
Bedi	131	98	Neg	Neg
Sikka	179	475	Neg	Neg
Mahuva	-	1	-	Neg
Navalakhi	34	45	Neg	Neg
Jafarabad	441	565	Neg	Neg
Bhavnagar	49	33	Neg	Neg
Pipavav	221	260	Neg	Neg
Mul-Dwarka	60	68	1.0	1.0
GAPL	24	109	2.1	1.0
GPPL	-	115	-	Neg
2.KARNATAKA				
Karwar	51	90	2.0	2.0
Tadri	10	5	Neg	Neg
Kundapura	14	10	Neg	Neg
Malpe	86	81	Neg	Neg
Old Mangalore	959	1002	Neg	Neg
3.TAMIL NADU				
Cuddalore	17	5	0.8	-
PY-3	10	8	0.8	Neg
Ennore	Neg	9	Neg	Neg
Nagapattinam	-	20	Neg	Neg
4.MAHARASHTRA				
Ratnagiri	144	...	0.4	...
Ranpar(Sub-port)	37	...	0.6	...
Dabhol	9	...	5.3	...
5.ANDHRA PRADESH				
Rawa port	29	29	Neg	Neg
Kakinada, Deep Water Port	131	...	Neg	...
Machilipatinam	-	3	Neg	2.7
6.GOA				
Panaji	175	175	4.5	4.5
7.KERALA				
Kozhikode/Beypore	...	310	...	2.7
Neendakara	...	2	...	1
Azhikkal	...	35	...	...
Koavalam/ Vizhinjam	...	45	...	3.6
8.A&N ISLANDS				
	Berthing space is provided without waiting.			

TIME SERIES STATISTICS

3.1 ALL PORTS

3.2 MAJOR PORTS

3.3 NON-MAJOR PORTS

Table 3.1.1 Trend in Cargo Traffic Handled At Indian Ports

(In Million Tonnes)

Ports/ Years	Overseas			Coastal			Overseas & Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
MAJOR PORTS									
1991-92	59.91	44.89	104.80	26.66	25.18	51.84	86.57	70.07	156.64
1992-93	74.09	43.28	117.37	24.35	24.78	49.13	98.44	68.06	166.50
1993-94	76.02	53.48	129.50	24.81	24.71	49.52	100.83	78.19	179.02
1994-95	83.60	52.18	135.78	29.60	30.51	60.11	113.20	82.69	195.89
1995-96	94.86	57.24	152.10	31.79	31.32	63.11	126.65	88.56	215.21
1996-97	102.84	57.77	160.61	36.37	30.28	66.65	139.21	88.05	227.26
1997-98	117.43	62.25	179.68	38.55	33.43	71.98	155.98	95.68	251.66
1998-99	124.99	55.03	180.02	39.54	32.18	71.72	164.53	87.21	251.74
1999-00	133.80	56.63	190.43	49.92	31.62	81.54	183.72	88.25	271.97
2000-01	127.32	66.14	193.46	51.49	36.18	87.67	178.81	102.32	281.13
NON-MAJOR PORTS									
1991-92	4.76	4.11	8.87	3.02	1.37	4.39	7.78	5.48	13.26
1992-93	6.23	4.74	10.97	3.09	1.34	4.43	9.32	6.08	15.40
1993-94	7.58	6.63	14.21	3.84	1.42	5.26	11.42	8.05	19.47
1994-95	8.61	6.42	15.03	5.37	1.88	7.25	13.98	8.30	22.28
1995-96	9.95	8.17	18.12	5.12	2.47	7.59	15.07	10.64	25.71
1996-97	10.77	7.67	18.44	6.11	3.28	9.39	16.88	10.95	27.83
1997-98	18.75	10.42	29.17	5.22	4.22	9.44	23.97	14.64	38.61
1998-99	15.93	8.42	24.35	6.34	5.62	11.96	22.27	14.04	36.31
1999-00	31.13	8.18	39.31	10.20	13.87	24.07	41.33	22.05	63.38
2000-01	43.01	17.34	60.35	11.19	15.67	26.86	54.20	33.01	87.21
ALL PORTS									
1991-92	64.67	49.00	113.67	29.68	26.55	56.23	94.35	75.55	169.90
1992-93	80.32	48.02	128.34	27.44	26.12	53.56	107.76	74.14	181.90
1993-94	83.60	60.11	143.71	28.65	26.13	54.78	112.25	86.24	198.49
1994-95	92.21	58.60	150.81	34.97	32.39	67.36	127.18	90.99	218.17
1995-96	104.81	65.41	170.22	36.91	33.79	70.70	141.72	99.20	240.92
1996-97	113.61	65.44	179.05	42.48	33.56	76.04	156.09	99.00	255.09
1997-98	136.18	72.67	208.85	4.77	37.65	81.42	179.95	110.32	290.27
1998-99	140.92	63.45	204.37	45.88	37.80	83.68	186.80	101.25	288.05
1999-00	164.93	64.81	229.74	60.12	45.49	105.61	225.05	110.30	335.35
2000-01	170.33	83.48	253.81	62.68	51.85	114.53	233.01	135.33	368.34

Table 3.1.2 **Cargo Traffic Handled At Indian Ports - By State** (In '000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
GUJARAT	31298	34794	40245	43445	48820	53588	66616	63559	93000	107838
Kandla	21002	22910	24500	26502	30339	33730	38901	40637	46303	36741
Other Ports	10296	11884	15745	16943	18481	19858	27715	22922	46697	71097
Overseas	21480	26975	33083	34650	40653	43794	55710	52210	68943	83983
Coastal	9818	7819	7162	8795	8167	9794	10906	11349	24057	23855
Loaded	6905	6957	9760	10475	12795	12804	14185	12314	18767	31087
Unloaded	24393	27837	30485	32970	36025	40784	52431	51245	74233	76751
MAHARASHTRA	29587	32256	34539	38127	44260	46040	45677	47888	51434	51534
Mumbai	26261	28946	30506	30673	33916	33727	32097	30970	30412	27063
J.L.Nehru	2794	3007	3387	5008	6873	8069	8895	11723	14976	18575
Other Ports	532	303	646	2446	3471	4244	4685	5195	6046	5896
Overseas	17328	21386	25432	25565	29944	33132	35688	36757	38263	36843
Coastal	12259	10870	9107	12562	14316	12908	9989	11131	13171	14691
Loaded	15715	14621	14391	16374	19250	18883	16683	16356	16186	18465
Unloaded	13872	17635	20148	21753	25010	27157	28994	31532	35248	33069
GOA	15111	16526	18929	19093	18202	17707	22167	20194	20712	22727
Mormugao	15099	16314	18717	18881	18095	17312	21182	18020	18226	19628
Other Ports	12	212	212	212	107	395	985	2174	2486	3099
Overseas	14175	15251	17567	17445	17482	16668	21094	18903	19396	21089
Coastal	936	1275	1362	1648	720	1039	1073	1291	1316	1638
Loaded	12709	14044	16306	16273	15376	15537	19900	17428	17287	18489
Unloaded	2402	2482	2623	2820	2826	2170	2267	2766	3425	4238

Table 3.1.2(Contd...) **Cargo Traffic Handled At Indian Ports - By State** (In '000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
DAMAN & DIU	neg.	-	-	-	-	-	-	-	-	-
Other Ports	neg.	-	-	-	-	-	-	-	-	-
Overseas	-	-	-	-	-	-	-	-	-	-
Coastal	neg.	-	-	-	-	-	-	-	-	-
Loaded	-	-	-	-	-	-	-	-	-	-
Unloaded	neg.	-	-	-	-	-	-	-	-	-
KARNATAKA	8657	7558	8940	8460	9407	12977	15786	14610	18224	18548
New Mangalore	8274	7088	8630	8005	8884	12453	15282	14206	17601	17891
Other Ports	383	470	310	455	523	524	504	404	623	657
Overseas	7335	6785	7955	7218	7947	10381	12567	11857	14266	14053
Coastal	1322	773	985	1242	1460	2596	3219	2753	3958	4495
Loaded	7136	5744	7531	6533	7191	8284	9468	7494	9510	9024
Unloaded	1521	1814	1409	1927	2216	4693	6318	7116	8714	9524
KERALA	7611	8103	7719	8828	11637	11813	12439	12785	12961	13264
Cochin	7481	7978	7620	8631	11503	11742	12323	12681	12841	13144
Other Ports	130	125	99	197	184	71	116	104	120	120
Overseas	3106	3284	3107	4023	4842	5739	6567	7174	4438	7405
Coastal	4505	4819	4612	4805	6845	6074	5872	5611	8523	5859
Loaded	1169	1233	1367	1630	2547	2321	2644	2514	2287	2165
Unloaded	6442	6870	6352	7198	9140	9492	9795	10271	10674	11099
TAMIL NADU	31099	31806	33321	37629	40123	41056	45773	45822	47850	53878
Tuticorin	5868	6215	6700	8041	9286	9174	9974	10150	9993	12284
Chennai	25046	25331	26541	29464	30721	31848	35531	35202	37443	41220
Other Ports	185	260	80	124	116	34	268	470	414	374
Overseas	17849	18645	19428	21210	25168	23644	27580	26694	28647	30973
Coastal	13250	13161	13893	16419	14955	17412	18193	19128	19203	22905
Loaded	10754	9864	10774	11413	11621	11481	13268	12170	13376	14962
Unloaded	20345	21942	22547	26216	28502	29575	32505	33652	34474	38916

Table 3.1.2(Contd...)

Cargo Traffic Handled At Indian Ports - By State

(In '000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
PONDICHERRY	53	47	22	26	56	45	N	23	-	76
Other Ports	53	47	22	26	56	45	N	23	-	76
Overseas	53	47	22	26	56	45	N	23	-	76
Coastal	-	-	-	-	-	-	-	-	-	-
Loaded	-	-	-	-	-	-	-	-	-	-
Unloaded	53	47	22	26	56	45	N	23	-	76
ANDHRA PRADESH	22702	24325	27402	31416	35120	36725	39552	39832	45430	49510
Visakhapatnam	21522	22765	25595	30029	32817	34498	36014	35654	39510	44685
Other Ports	1180	1560	1807	1387	2303	2227	3538	4178	5920	4825
Overseas	16014	19157	20327	21538	23518	24545	24359	24629	25297	26766
Coastal	6688	5168	7075	9878	11602	12180	15193	15203	20133	22744
Loaded	11869	10919	13927	15118	16838	14922	16534	16177	17440	20976
Unloaded	10833	13406	13475	16298	18282	21803	23018	23655	27990	28534
ORISSA	7447	7811	8539	10321	11433	11719	13503	13228	13790	20040
Paradip	7297	7606	8327	10121	11259	11580	13302	13108	13636	19900
Other Ports	150	205	212	200	174	139	201	120	154	140
Overseas	5078	4425	4853	5978	6509	5690	6256	5402	6324	9948
Coastal	2369	3386	3686	4343	4924	6029	7247	7326	7466	10092
Loaded	4449	5231	5808	6669	7129	7809	8959	8721	9014	13186
Unloaded	2998	2580	2731	3652	4304	3910	4544	4507	4776	6854
WEST BENGAL	16000	18337	18496	20535	21515	23124	28157	29387	31026	30000
KDS	4157	5157	5169	5804	6124	6023	7952	9163	10313	7158
HDC	11843	13180	13327	14731	15391	17101	20205	20224	20713	22842
Other Ports (No Minor Port)	-	-	-	-	-	-	-	-	-	-
Overseas	11248	12383	11937	13155	14105	15411	19004	20694	24153	22659
Coastal	4752	5954	6559	7380	7410	7713	9153	8693	6873	7341
Loaded	4747	5422	6279	6453	6400	6896	8498	7824	6090	6763
Unloaded	11253	12915	12217	14082	15115	16228	19659	21563	24936	23237

Table 3.1.2(Contd...)

Cargo Traffic Handled At Indian Ports - By State

(In '000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
SEA-ISLANDS	337	337	337	292	295	295	595	716	923	923
Other Ports	337	337	337	292	295	295	595	716	923	923
Overseas	-	-	-	-	-	-	17	22	14	14
Coastal	337	337	337	292	295	295	578	694	909	909
Loaded	99	99	99	60	56	61	187	249	214	214
Unloaded	238	238	238	232	239	234	408	467	709	709
ALL INDIA	169902	181900	198489	218172	240918	255089	290265	288044	335330	368338
Major Ports	156644	166497	179019	195890	215208	227257	251658	251738	271957	281131
Other Ports	13258	15403	19470	22282	25710	27832	38607	36306	63383	87207
Overseas	113666	128338	143711	150808	17C224	179049	208842	204365	229741	253809
Coastal	56236	53562	54778	67364	7C694	76040	81423	83679	105609	114529
Loaded	75552	74134	86242	90998	95203	98998	110326	101247	110301	135331
Unloaded	94350	107766	112247	127174	141715	156091	179939	186797	225049	233007

Note:1 'Other Ports' means Non-Major Ports.

2 Sea Islands comprises of Lakshadweep and A&N Islands.

Table 3.1.3 **Cargo Unloaded (Overseas & Coastal) At Indian Ports - By State** ('000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
GUJARAT										
Kandla	18148	20503	20953	22651	25873	29267	35021	36457	42635	31954
Other Ports	6245	7334	9532	10319	10152	11517	17410	14788	31598	44797
Total	24393	27837	30485	32970	36025	40784	52431	51245	74233	76751
Overseas	15941	21197	24495	26450	30092	33272	43342	42919	60676	65260
Coastal	8452	6640	5990	6520	5933	7512	9089	8326	13557	11491
MAHARASHTRA										
Mumbai	11506	15232	17438	16162	17320	18370	19307	19166	20391	16959
Jawaharlal Nehru	2061	2105	2088	3290	4314	4808	5373	7418	9073	10611
Other Ports	305	298	622	2301	3376	3979	4314	4948	5654	5499
Total	13872	17635	20148	21753	25010	27157	28994	31532	35118	33069
Overseas	13143	17221	19321	19245	21636	23138	26255	27301	28418	25560
Coastal	729	414	827	2508	3374	4019	2739	4231	6700	7509
GOA										
Mormugao	2396	2394	2535	2732	2819	1951	1978	2560	3297	3690
Other Ports	6	88	88	88	7	219	289	206	128	548
Total	2402	2482	2623	2820	2826	2170	2267	2766	3425	4238
Overseas	1660	1720	1910	2024	2336	1323	1358	1883	2370	2961
Coastal	742	762	713	796	490	847	909	883	1055	1277
DAMAN & DIU										
Other Ports	neg	neg	neg	neg	-	-	-	-	-	-
Total	neg	neg	neg	neg	-	-	-	-	-	-
Overseas	-	-	-	-	-	-	-	-	-	-
Coastal	neg	neg	neg	neg	-	-	-	-	-	-
KARNATAKA										
New Mangalore	1298	1530	1245	1640	1883	4479	6098	6929	8453	9190
Other Ports	223	284	164	287	333	214	220	187	261	334
Total	1521	1814	1409	1927	2216	4693	6318	7116	8714	9524
Overseas	776	1127	718	1144	1319	4287	5957	6649	8116	8460
Coastal	745	687	691	783	897	406	361	467	598	1064

Table 3.1.3 (Contd...) **Cargo Unloaded (Overseas & Coastal) At Indian Ports - By State** ('000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
KERALA										
Cochin	6433	6864	6351	7193	9125	9487	9781	10251	10636	11061
Other Ports	9	6	1	5	15	5	14	20	38	38
Total	6442	6870	6352	7198	9140	9492	9795	10271	10674	11099
Overseas	2566	2601	2323	2952	3522	4497	5447	6168	3493	6281
Coastal	3876	4269	4029	4246	5618	4995	4348	4103	7181	4818
TAMIL NADU										
Tuticorin	5099	5408	5606	6876	7955	7611	8414	8485	7934	9839
Chennai	15064	16286	16879	19247	23433	21933	24029	25091	26438	28920
Other Port	182	248	62	93	114	31	62	76	102	157
Total	20345	21942	22547	26216	23502	29575	32505	33652	34474	38916
Overseas	8413	10187	9807	11591	14595	13368	15583	15848	16784	17011
Coastal	11932	11755	12740	14625	13907	16207	16922	17804	17690	21905
PONDICHERRY										
Other Ports	53	47	22	26	56	45	N	23	-	76
Total	53	47	22	26	56	45	N	23	-	76
Overseas	53	47	22	26	56	45	N	23	-	76
Coastal	-	-	-	-	-	-	-	-	-	-
ANDHRA PRADESH										
Visakhapatnam	10431	12774	12930	15837	17611	21214	21826	22103	25151	26499
Other Ports	402	632	545	461	671	589	1192	1552	2839	2035
Total	10833	13406	13475	16298	18282	21803	23018	23655	27990	28534
Overseas	8999	12622	12018	13676	14731	16386	17018	17171	18466	18375
Coastal	1834	784	1457	2622	3551	5417	6000	6484	9524	10159
ORISSA										
Paradip	2880	2428	2581	3491	4200	3859	4488	4507	4776	6848
Other Ports	118	152	150	161	104	51	56	-	-	6
Total	2998	2580	2731	3652	4304	3910	4544	4507	4776	6854
Overseas	2998	2580	2727	3499	4239	3784	4435	3939	4237	6021
Coastal	-	-	4	153	65	126	109	568	539	833

Table 3.1.3 (Contd...) **Cargo Unloaded (Overseas & Coastal) At Indian Ports - By State** ('000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
WEST BENGAL										
KDS	2932	3677	3374	4106	4250	4235	6284	7963	9060	5969
HDC	8321	9238	8843	9976	10865	11993	13375	13600	15876	17268
Other Ports										
(No Minor Port)	-	-	-	-	-	-	-	-	-	-
Total	11253	12915	12217	14082	15115	16228	19659	21563	24936	23237
Overseas	10125	11017	10261	11600	12283	13505	16757	18987	22350	20312
Coastal	1128	1898	1956	2482	2832	2723	2902	2576	2586	2925
SEA-ISLAND										
Other Ports	238	238	238	232	239	234	408	467	709	709
Total	238	238	238	232	239	234	408	467	709	709
Overseas	-	-	-	-	-	-	17	22	14	14
Coastal	238	238	238	232	239	234	391	445	695	695
ALL INDIA										
MAJOR PORTS	86569	98439	100823	113201	126648	139207	155974	164530	183720	178808
Other Ports	7781	9327	11424	13973	15067	16884	23965	22267	41329	54199
Total	94350	107766	112247	127174	141715	156091	179939	186797	225049	233007
Overseas	64674	80319	83602	92207	104809	113605	136169	140910	164924	170331
Coastal	29676	27447	28645	34967	36906	42486	43770	45887	60125	62676

Note: 1 'Other Ports' means Non-Major Ports

2 Sea Islands comprises of Lakshadweep & A & N Islands.

Table 3.1.4 **Cargo Loaded (Overseas And Coastal) At Indian Ports - By State** ('000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
GUJARAT										
Kandla	2854	2407	3547	3851	4465	4463	3880	4180	3668	4787
Other Ports	4051	4550	6213	6624	8329	8341	10305	8134	15099	26300
Total	6905	6957	9760	10475	12795	12804	14185	12314	18767	31087
Overseas	5539	5778	8588	8200	10561	10522	12368	9291	8267	18723
Coastal	1366	1179	1172	2275	2234	2282	1817	3023	10500	12364
MAHARASHTRA										
Mumbai	14755	13714	13068	14511	16595	15357	12790	11804	10021	10104
Jawaharlal Nehru	733	902	1299	1718	2559	3261	3522	4305	5903	7964
Other Ports	227	5	24	145	95	265	371	247	392	397
Total	15715	14621	14391	16374	19253	18883	16683	16356	16316	18465
Overseas	4185	4165	6111	6320	8308	9994	9433	9456	9845	11283
Coastal	11530	10456	8280	10054	10942	8889	7250	6900	6471	7182
GOA										
Mormugao	12703	13920	16182	16149	15275	15361	19204	15460	14929	15938
Other Ports	6	124	124	124	100	176	696	1968	2358	2551
Total	12709	14044	16306	16273	15375	15537	19900	17428	17287	18489
Overseas	12515	13531	15657	15421	15145	15345	19736	17020	17026	18128
Coastal	194	513	649	852	230	192	164	408	261	361
DAMAN & DIU										
Other Ports	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Overseas	-	-	-	-	-	-	-	-	-	-
Coastal	-	-	-	-	-	-	-	-	-	-
KARNATAKA										
New Mangalore	6976	5558	7385	6365	7001	7974	9184	7277	9148	8701
Other Ports	160	186	146	168	190	310	284	217	362	323
Total	7136	5744	7531	6533	7191	8284	9468	7494	9510	9024
Overseas	6559	5658	7237	6074	6628	6094	6610	5208	6150	5593
Coastal	577	86	294	459	563	2190	2858	2286	3360	3431

Table 3.1.4 (Contd...) **Cargo Loaded (Overseas And Coastal) At Indian Ports - By State** ('000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
KERALA										
Cochin	1048	1114	1269	1438	2378	2255	2542	2433	2205	2083
Other Ports	121	119	98	192	169	66	102	84	82	82
Total	1169	1233	1367	1630	2547	2321	2644	2514	2287	2165
Overseas	540	683	784	1071	1320	1242	1120	1006	945	1124
Coastal	629	550	583	559	1227	1079	1524	1508	1342	1041
TAMIL NADU										
Tuticorin	769	807	1094	1165	1331	1563	1560	1665	2059	2445
Chennai	9982	9045	9662	10217	10288	9915	11502	10111	11005	12300
Other Ports	3	12	18	31	2	3	206	394	312	217
Total	10754	9864	10774	11413	11621	11481	13268	12170	13376	14962
Overseas	9436	8458	9621	9619	10573	10276	11997	10846	11863	13962
Coastal	1318	1406	1153	1794	1048	1205	1271	1324	1513	1000
PONDICHERRY										
Other Ports	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Overseas	-	-	-	-	-	-	-	-	-	-
Coastal	-	-	-	-	-	-	-	-	-	-
ANDHRA PRADESH										
Visakhapatnam	11091	9991	12665	14192	15206	13284	14188	13551	14359	18186
Other Ports	778	928	1262	926	1632	1638	2346	2626	3081	2790
Total	11869	10919	13927	15118	16838	14922	16534	16177	17440	20976
Overseas	7015	6535	8309	7862	8787	8159	7341	7458	6831	8391
Coastal	4854	4384	5618	7256	8051	6763	9193	8719	10609	12585
ORISSA										
Paradip	4417	5178	5746	6630	7059	7721	8814	8601	8860	13052
Other Ports	32	53	62	39	70	88	145	120	154	134
Total	4449	5231	5808	6669	7129	7809	8959	8721	9014	13186
Overseas	2080	1845	2126	2479	2270	1906	1821	1463	2087	3927
Coastal	2369	3386	3682	4190	4859	5903	7138	7258	6927	9259

Table 3.1.4 (Contd...) **Cargo Loaded (Overseas And Coastal) At Indian Ports - By State** ('000 Tonnes)

Port/State/Type of Traffic	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11
WEST BENGAL										
KDS	1225	1480	1795	1698	1874	1788	1668	1200	1253	1189
HDC	3522	3942	4484	4755	4526	5108	6830	6624	4837	5574
Other Ports (No Minor Port)	-	-	-	-	-	-	-	-	-	-
Total	4747	5422	6279	6453	6400	6896	8498	7824	6090	6763
Overseas	1123	1366	1676	1555	1822	1906	2247	1707	1803	2347
Coastal	3624	4056	4603	4898	4578	4990	6251	6117	4287	4416
SEA-ISLANDS										
Other Ports	99	99	99	60	56	61	187	249	214	214
Total	99	99	99	60	56	61	187	249	214	214
Overseas	-	-	-	-	-	-	-	-	-	-
Coastal	99	99	99	60	56	61	187	249	214	214
ALL INDIA										
Major Ports	70075	68058	78196	82689	88560	88050	95684	87208	88247	102323
Other Ports	5477	6076	8046	8309	10643	10948	14642	14039	22054	33008
Total	75552	74134	86242	90998	99203	98998	110326	101247	110301	135331
Overseas	48992	48019	60109	58601	65415	65444	72673	63455	64817	83478
Coastal	26560	26115	26133	32397	33788	33554	37653	37792	45484	51853

Note 1) 'Other Ports' means Non-Major Ports

2) Sea Islands comprises of Lakshadweep & A & N Islands.

Table 3.2.1 **Trend in Total Traffic Handled At Major Ports**

(Million Tonnes)

Year	Overseas			Coastal			Overseas & Coastal		
	Unload-ed	Loaded	Total	Unload-ed	Loaded	Total	Unload-ed	Loaded	Total
1	2	3	4	5	6	7	8	9	10
1965-66	22.41	16.62	39.03	5.94	5.25	11.19	28.35	21.87	50.22
1970-71	21.50	26.58	48.08	4.06	3.44	7.50	25.56	30.02	55.58
1975-76	29.13	29.04	58.17	4.20	3.63	7.83	33.33	32.67	66.00
1980-81	39.09	28.50	67.59	7.73	4.95	12.68	46.82	33.45	80.27
1981-82	39.78	32.23	72.01	8.61	7.36	15.97	48.39	39.59	87.98
1982-83	41.08	29.16	70.24	10.57	12.89	23.46	51.65	42.05	93.70
1983-84	38.80	29.07	67.87	13.41	15.10	28.51	52.21	44.17	96.38
1984-85	39.62	33.97	73.59	15.71	16.52	32.23	55.33	50.49	105.82
1985-86	45.82	36.73	82.55	22.16	14.91	37.07	67.98	51.64	119.62
1986-87	43.58	39.79	83.37	23.36	17.64	41.00	66.94	57.43	124.37
1987-88	49.95	40.15	90.10	23.39	21.11	44.50	73.34	61.26	134.60
1988-89	55.40	43.79	99.19	25.91	21.96	47.87	81.31	65.75	147.06
1989-90	54.13	45.26	99.39	26.72	21.46	48.18	80.85	66.72	147.57
1990-91	59.02	43.63	102.65	26.07	22.95	49.02	85.09	66.58	151.67
1991-92	59.91	44.89	104.80	26.66	25.18	51.84	86.57	70.07	156.64
1992-93	74.09	43.28	117.37	24.35	24.78	49.13	98.44	68.06	166.50
1993-94	76.02	53.48	129.50	24.81	24.71	49.52	100.83	78.19	179.02
1994-95	83.60	52.18	135.78	29.60	30.51	60.11	113.20	82.69	195.89
1995-96	94.86	57.24	152.10	31.79	31.32	63.11	126.65	88.56	215.21
1996-97	102.84	57.77	160.61	36.37	30.28	66.65	139.21	88.05	227.26
1997-98	117.43	622.25	179.68	38.55	33.43	71.98	155.98	95.68	251.66
1998-99	124.99	55.03	180.02	39.54	32.18	71.72	164.53	87.21	251.74
1999-00	133.80	56.63	190.43	49.92	31.62	81.54	183.72	88.25	271.97
2000-01	127.32	66.14	193.46	51.49	36.18	87.67	178.81	102.32	281.13

Table 3.2.2 Trend in Port-wise Cargo Traffic Handled At Major Ports

(In Million Tonnes)

Year	P O R T S											
	Kandla	Mumbai	J.L. Nehru	Mormu-gao	N.Mang-alore	Cochin	Tuti-corin	Chennai	Visakha-patnam	Para-dip	Kolkata /Haldia	Total
1	2	3	4	5	6	7	8	9	10	11	12	13
1955-56	0.15	9.68	-	-	-	1.84	-	2.34	1.29	-	8.01	23.11
1960-61	1.57	14.35	-	-	-	2.01	-	3.06	2.76	-	9.39	33.12
1965-66	2.51	17.91	-	7.87	-	2.87	-	4.87	4.46	-	9.73	50.22
1970-71	1.61	14.37	-	11.01	-	4.81	-	6.92	8.73	2.16	5.97	55.58
1975-76	3.20	16.65	-	12.77	0.34	4.26	1.36	7.88	8.55	3.33	7.66	66.00
1980-81	8.76	16.98	-	13.77	0.96	5.23	2.56	10.38	10.12	2.24	9.27	80.27
1981-82	9.69	19.40	-	14.98	1.64	5.50	2.67	11.41	10.99	2.23	9.47	87.98
1982-83	12.36	23.21	-	12.81	2.27	5.71	3.23	12.07	10.22	1.57	10.25	93.70
1983-84	14.16	23.89	-	12.84	2.84	5.00	3.55	12.84	9.68	1.37	10.01	96.38
1984-85	15.74	26.94	-	14.30	3.38	4.07	3.77	14.13	11.08	2.14	10.27	105.82
1985-86	16.49	24.31	-	16.12	3.69	5.28	4.22	18.15	15.91	3.33	12.13	119.63
1986-87	16.19	25.08	-	14.92	5.43	6.88	4.13	19.78	15.04	4.85	12.07	124.37
1987-88	18.08	29.57	-	13.33	6.11	6.80	4.26	22.82	15.37	5.19	13.07	134.60
1988-89	17.81	29.34	-	15.39	7.09	7.82	5.13	23.86	20.37	6.03	14.22	147.06
1989-90	18.92	27.75	0.70	14.17	7.66	7.12	5.32	23.94	21.12	6.18	14.69	147.57
1990-91	19.69	28.90	2.02	14.91	8.02	7.28	5.08	24.52	19.42	6.88	14.95	151.67
1991-92	21.00	26.26	2.79	15.10	8.27	7.48	5.87	25.05	21.52	7.30	16.00	156.64
1992-93	22.91	28.95	3.01	16.31	7.09	7.98	6.22	25.33	22.76	7.60	18.34	166.50
1993-94	24.50	30.51	3.38	18.72	8.63	7.62	6.70	26.54	25.59	8.33	18.50	179.02
1994-95	26.50	30.67	5.01	18.88	9.01	8.63	8.04	29.46	30.03	10.12	20.54	195.89
1995-96	30.34	33.92	6.87	18.09	9.88	11.50	9.29	30.72	32.82	11.26	21.52	215.21
1996-97	33.73	33.73	8.07	17.31	12.45	11.74	9.18	31.85	34.50	11.58	23.12	227.26
1997-98	38.90	32.10	8.90	21.18	15.28	12.32	9.98	35.53	36.01	13.30	28.16	251.66
1998-99	40.64	30.97	11.72	18.02	14.21	12.68	10.15	35.20	35.65	13.11	29.39	251.74
1999-00	46.30	30.41	14.98	18.23	17.60	12.84	9.99	37.44	39.51	13.64	31.03	271.97
2000-01	36.74	27.06	18.58	19.63	17.89	13.14	12.28	41.22	44.69	19.90	30.08	281.13

Table 3.2.3 Cargo Traffic (Commodity-Wise) Handled At Major Ports

('000 Tonnes)

Year	POL (Crude & Products)	Ferti-liser	Fertili-ser Raw Material	Iron Ore	Coal	Food-grains	Others	Total
1	2	3	4	5	6	7	8	9
ALL PORTS								
1960-61	12265	683	208	1333	2131	5157	11348	33125
1970-71	18893	1227	1040	19203	675	3193	11348	55579
1980-81	33578	4278	1933	22836	2110	975	14560	80270
1981-82	34154	2951	2142	25114	3148	2376	18095	87980
1982-83	45340	4023	(a)	22218	4875	2347	14894	93697
1983-84	49743	1893	2342	21952	4164	3417	12866	96377
1984-85	49004	4226	2915	26041	4422	1313	17902	105823
1985-86	54890	4106	2700	28841	7538	1133	20405	119613
1986-87	53070	2387	4075	30609	8551	1402	24272	124366
1987-88	58917	1417	4165	28748	12788	1672	26895	134602
1988-89	63166	1648	4738	32738	15468	3388	25915	147061
1989-90	61968	2921	5193	33186	17616	1493	25908	148285
1990-91	64004	2875	6064	31904	19659	1528	25627	151665
1991-92	67625	3153	6767	32101	22403	1539	23056	156644
1992-93	73959	3595	6318	29827	24488	2795	25515	166497
1993-94	77265	4183	5291	34096	26806	1964	29414	179019
1994-95	80753	4334	6667	34354	30798	1343	37641	195890
1995-96	90923	5727	6628	34562	33790	3852	39726	215208
1996-97	97854	3298	6633	33260	37530	3269	45413	227257
1997-98	104393	4797	7614	39611	42295	2904	50044	251658
1998-99	107574	4717	7837	34547	43605	3653	49805	251738
1999-00	117674	5641	8207	36382	43193	3003	57867	271967
2000-01	107423	3029	10183	40457	49078	2530	68431	281131
KANDLA								
1960-61	708	52	41	...	–	413	359	1573
1970-71	878	145	58	...	–	326	205	1612
1980-81	7208	404	262	...	–	374	513	8761
1981-82	7629	207	393	...	–	601	860	9690
1982-83	10151	338	-	...	–	475	1394	12358
1983-84	11361	93	136	...	–	514	2054	14158
1984-85	11938	484	304	...	–	282	2737	15745
1985-86	12340	423	208	...	–	302	3213	16486
1986-87	11928	270	127	...	–	454	3415	16194
1987-88	13395	207	191	...	–	812	3478	18083
1988-89	13238	235	204	...	–	580	3550	17807
1989-90	14354	302	730	...	–	436	3103	18925
1990-91	15062	308	737	...	–	585	2993	19685
1991-92	16503	365	936	...	–	940	2258	21002
1992-93	17951	448	945	...	–	600	2966	22910
1993-94	18157	824	1043	...	–	629	3847	24500
1994-95	18898	705	1174	...	–	689	5036	26502
1995-96	21126	676	1102	...	–	2038	5397	30339
1996-97	25061	366	1335	...	–	1951	5017	33730
1997-98	29036	732	1550	...	–	1386	6197	38901
1998-99	30468	588	1629	...	–	1697	6255	40637
1999-00	34612	1020	1746	...	–	1050	7875	46303
2000-01	25094	471	1694	...	–	1439	8043	36741

(a) Included in Fertilizer.

Table 3.2.3 (Contd...) **Cargo Traffic (Commodity-Wise) Handled At Major Ports** ('000 Tonnes)

Year	POL (Crude & Products)	Ferti-liser	Fertili-ser Raw Material	Iron Ore	Coal	Food-grains	Others	Total
1	2	3	4	5	6	7	8	9
MUMBAI (a)								
1960-61	7311	208	67	...	20	2113	4630	14349
1970-71	8445	220	288	...	-	948	4469	14370
1980-81	8998	733	543	...	-	87	6617	16978
1981-82	9449	548	630	...	-	226	8543	19396
1982-83	17101	936	...	...	-	362	4810	23209
1983-84	16650	216	720	...	-	376	5927	23889
1984-85	16929	339	702	...	-	117	8849	26936
1985-86	15470	331	721	...	-	608	7180	24310
1986-87	16313	236	985	...	-	497	7043	25074
1987-88	19384	174	992	...	-	572	8446	29568
1988-89	19063	162	1266	...	-	860	7991	29342
1989-90	18210	141	1082	...	-	432	7781	27746
1990-91	19670	46	621	...	-	625	7937	28899
1991-92	19512	37	457	...	-	340	5915	26261
1992-93	20303	39	928	...	-	544	7232	28946
1993-94	20820	57	845	...	-	763	8021	30506
1994-95	18833	70	892	...	-	616	10262	30673
1995-96	21138	105	735	...	-	1209	10729	33916
1996-97	18712	50	673	...	-	114	14178	33727
1997-98	16732	60	818	...	-	24	14463	32097
1998-99	16671	96	806	...	-	30	13367	30970
1999-00	16785	140	749	...	-	141	12597	30412
2000-01	15641	139	561	...	-	186	10536	27063
J.L.NEHRU								
1989-90	-	102	132	-	...	-	406	697
1990-91	-	516	850	-	...	-	656	2022
1991-92	-	623	820	-	...	-	1351	2794
1992-93	-	588	114	-	...	577	1728	3007
1993-94	-	855	23	-	...	275	2234	3387
1994-95	-	1187	125	-	...	-	3696	5008
1995-96	139	1716	179	648	...	68	4123	6873
1996-97	252	984	363	686	...	380	5404	8069
1997-98	681	881	75	657	...	355	6246	8895
1998-99	1271	796	93	531	...	418	8614	11723
1999-00	1413	627	164	48	...	555	12169	14976
2000-01	1811	246	148	-		-	16370	18575

(a) : Figures from 1996-97 onwards are based on actual physical traffic handled.

Table 3.2.3 (Contd...) Cargo Traffic (Commodity-Wise) Handled At Major Ports ('000 Tonnes)

Year	POL (Crude & Products)	Ferti-liser	Fertili-ser Raw Material	Iron Ore	Coal	Food-grains	Others	Total
1	2	3	4	5	6	7	8	9
MORMUGAO								
1960-61	39	4	-	6035	10	54	259	6401
1970-71	234	97	-	9555	-	19	1100	11005
1980-81	589	178	19	12598	-	-	380	13764
1981-82	657	138	64	13352	-	115	650	14976
1982-83	736	119	-	11407	-	43	509	12814
1983-84	1020	142	61	11528	-	39	51	12841
1984-85	904	290	79	12642	-	33	351	14299
1985-86	945	308	-	14188	-	-	674	16115
1986-87	784	229	226	13472	-	-	208	14919
1987-88	1132	54	178	11697	-	-	271	13332
1988-89	1321	127	221	13373	-	70	277	15389
1989-90	1043	245	146	12413	15	12	294	14168
1990-91	1369	166	148	12986	34	-	208	14911
1991-92	1865	127	251	12517	31	-	308	15099
1992-93	1784	244	204	13601	107	4	370	16314
1993-94	2098	141	135	15748	109	11	475	18717
1994-95	1938	70	191	15693	413	-	576	18881
1995-96	1911	56	174	14923	565	-	466	18095
1996-97	1218	39	214	14635	386	-	820	17312
1997-98	1134	43	225	18701	487	-	592	21182
1998-99	1047	86	155	15101	674	-	957	18020
1999-00	1143	112	154	14831	1219	-	767	18226
2000-01	1089	124	138	15663	1926	-	688	19628
NEW MANGALORE								
1980-81	310	207	-	3	-	4	439	963
1981-82	364	180	-	547	-	152	399	1642
1982-83	351	153	-	1122	-	22	624	2272
1983-84	348	211	-	1231	-	141	906	2837
1984-85	437	247	-	1727	-	83	888	3382
1985-86	412	219	-	2260	-	-	795	3686
1986-87	533	165	-	3873	-	-	860	5431
1987-88	461	93	-	4357	-	-	1197	6108
1988-89	571	46	-	5011	-	62	1394	7084
1989-90	577	115	77	5877	-	-	1015	7661
1990-91	612	83	99	6125	-	-	1103	8022
1991-92	622	141	175	6493	-	-	843	8274
1992-93	630	241	115	5082	-	258	762	7088
1993-94	646	106	130	7060	-	19	669	8630
1994-95	742	87	162	6080	-	-	934	8005
1995-96	957	205	115	6639	41	-	927	8884
1996-97	5069	222	163	5945	19	106	929	12453
1997-98	6963	242	203	6536	99	325	914	15282
1998-99	7188	175	215	5334	61	368	865	14206
1999-00	9161	172	217	6387	117	315	1232	17601
2000-01	9958	198	252	5111	220	-	2152	17891

Table 3.2.3 (Contd...) Cargo Traffic (Commodity-Wisel Handled At Major Ports ('000 Tonnes)

Year	POL (Crude & Products)	Ferti-liser	Fertili-ser Raw Material	Iron Ore	Coal	Food-grains	Others	Total
1	2	3	4	5	6	7	8	9
COCHIN								
1960-61	670	156	-	...	345	76	763	2010
1970-71	3568	258	-	...	-	104	882	4812
1980-81	3964	662	-	...	-	15	592	5233
1981-82	4177	531	-	...	-	105	688	5501
1982-83	4299	544	-	...	-	91	776	5710
1983-84	3675	503	-	...	-	106	720	5004
1984-85	2611	784	-	...	-	49	631	4075
1985-86	3863	769	-	...	-	5	640	5277
1986-87	5432	139	734	...	-	15	563	6883
1987-88	5366	110	757	...	-	23	546	6802
1988-89	6268	139	549	...	-	175	693	7824
1989-90	5589	209	680	...	-	45	601	7124
1990-91	5804	181	684	...	-	40	566	7275
1991-92	5881	148	821	...	-	19	612	7481
1992-93	6222	136	800	...	-	90	730	7978
1993-94	6101	39	704	...	-	-	776	7620
1994-95	6635	95	816	...	-	-	1085	8631
1995-96	9416	194	803	...	-	9	1081	11503
1996-97	9218	194	786	...	119	32	1393	11742
1997-98	9613	160	688	...	141	164	1557	12323
1998-99	9665	72	683	...	157	289	1815	12681
1999-00	9885	53	616	...	156	98	2033	12841
2000-01	9681	28	594	...	176	2	2663	13144
TUTICORIN				...				
1980-81	444	438	147	...	737	80	714	2560
1981-82	471	235	191	...	1045	198	527	2667
1982-83	520	137	243	...	1594	-	734	3228
1983-84	425	154	365	...	1659	50	895	3548
1984-85	509	509	511	...	1759	114	365	3767
1985-86	336	451	473	...	2409	-	552	4221
1986-87	327	132	478	...	2802	-	391	4130
1987-88	364	106	320	...	2904	70	497	4261
1988-89	468	145	532	...	2981	408	591	5125
1989-90	476	434	231	...	2926	159	1098	5324
1990-91	470	288	327	...	2635	110	1245	5075
1991-92	496	302	442	...	3116	75	1437	5868
1992-93	510	378	431	...	3162	189	1545	6215
1993-94	463	205	209	...	3937	29	1857	6700
1994-95	417	221	463	...	4495	-	2445	8041
1995-96	434	412	376	...	5620	16	2428	9286
1996-97	466	259	364	...	5493	131	2461	9174
1997-98	459	512	711	...	5578	146	2568	9974
1998-99	441	413	849	...	5204	194	3049	10150
1999-00	532	423	791	...	4157	196	3894	9993
2000-01	461	332	884	...	5594	133	4880	12284

Table 3.2.3 (Contd...) Cargo Traffic (Commodity-Wise) Handled At Major Ports ('000 Tonnes)

Year	POL (Crude & Products)	Ferti-liser	Fertili-ser Raw Material	Iron Ore	Coal	Food-grains	Others	Total
1	2	3	4	5	6	7	8	9
CHENNAI								
1960-61	601	210	25	484	363	444	912	3039
1970-71	2697	300	165	2149	15	721	878	6925
1980-81	4525	612	422	2748	62	220	1786	10375
1981-82	4789	581	176	3371	76	341	2075	11409
1982-83	5479	669	...	3169	16	535	2206	12074
1983-84	6584	239	421	3216	168	667	1541	12836
1984-85	7114	590	563	4283	106	312	1164	14132
1985-86	9191	700	277	4768	204	136	2872	18148
1986-87	6724	620	259	5304	781	98	5989	19775
1987-88	7337	373	317	5400	1866	45	7481	22819
1988-89	8769	410	326	5746	2616	471	5225	23863
1989-90	8455	422	311	6046	3643	137	4893	23907
1990-91	8162	501	343	5549	4353	65	5545	24518
1991-92	8649	544	288	5406	5051	77	5031	25046
1992-93	8632	582	271	4838	5588	242	5178	25331
1993-94	9143	858	288	4540	5857	89	5766	26541
1994-95	11942	834	403	5149	5448	10	4678	29464
1995-96	11419	963	374	4951	7530	32	5452	30721
1996-97	11762	520	343	4665	3796	107	5655	31848
1997-98	11585	946	428	6232	10463	162	5715	35531
1998-99	10565	712	441	5445	11944	151	5944	35202
1999-00	10173	731	479	6259	12522	327	6952	37443
2000-01	8896	460	714	7049	12490	306	11305	41220
VISAKHAPATNAM								
1960-61	1566	5	1	118	18	311	744	2763
1970-71	1666	204	418	4935	-	223	1287	8733
1980-81	2386	397	424	5657	353	127	779	10123
1981-82	2113	98	497	6194	433	466	1194	10995
1982-83	2108	512	...	5526	805	349	916	10216
1983-84	3126	81	445	4967	365	438	460	9882
1984-85	3470	386	518	5776	701	107	124	11082
1985-86	6274	299	671	5727	1737	82	1121	15911
1986-87	5307	164	540	5881	976	263	1904	15035
1987-88	5566	108	642	5585	2516	34	920	15371
1988-89	6999	145	701	6930	3810	265	1522	20372
1989-90	6828	410	1115	6791	4221	113	1639	21117
1990-91	5598	459	1290	5496	4889	-	1689	19421
1991-92	6384	504	1325	6161	5648	27	1473	21522
1992-93	7592	484	1336	4960	6021	171	2201	22765
1993-94	7498	682	1092	5230	6624	46	4423	25595
1994-95	11237	790	1337	5551	7771	3	3340	30029
1995-96	12575	1104	1235	5710	8203	353	3637	32817
1996-97	13422	489	1134	5948	9057	405	4043	34498
1997-98	12116	1039	1214	6050	9934	300	5361	36014
1998-99	12503	1634	1251	7339	9180	361	3386	35654
1999-00	15288	2172	1163	7825	9534	261	3267	39510
2000-01	18336	828	785	9268	10494	258	4716	44685

Table 3.2.3 (Contd...) Cargo Traffic (Commodity-Wise) Handled At Major Ports ('000 Tonnes)

Year	POL (Crude & Products)	Ferti-liser	Fertili-ser Raw Material	Iron Ore	Coal	Food-grains	Others	Total
1	2	3	4	5	6	7	8	9
PARADIP								
1970-71	-	-	-	2134	-	-	23	2157
1980-81	-	88	-	1317	73	-	263	2241
1981-82	-	84	-	1537	173	-	336	2230
1982-83	-	26	-	984	331	47	184	1572
1983-84	-	47	-	390	25	148	158	1368
1984-85	-	37	-	1507	148	12	333	2137
1985-86	-	135	50	1368	869	-	409	3331
1986-87	-	61	494	2379	1511	-	708	4853
1987-88	-	9	470	1709	2305	-	694	5187
1988-89	-	-	648	1578	2394	50	1262	6032
1989-90	-	157	301	2359	2709	6	952	6184
1990-91	-	100	508	1748	3614	11	903	6884
1991-92	23	87	773	1524	3954	1	935	7297
1992-93	195	142	647	1346	4542	3	731	7606
1993-94	345	192	534	1518	4845	Neg.	893	8327
1994-95	380	125	691	1381	5830	-	1214	10121
1995-96	1066	134	956	1591	5909	20	1483	11259
1996-97	1693	102	699	1381	6513	26	1166	11580
1997-98	1737	116	1066	1435	7852	-	1096	13302
1998-99	2007	26	1127	797	8198	12	941	13108
1999-00	2219	55	1374	1325	7755	-	1208	13636
2000-01	2219	-	3370	2392	9898	-	1421	19900
KOLKATA/HALDIA								
1960-61	1409	51	74	731	1385	1800	3941	9391
1970-71	1405	3	111	430	660	852	2504	5965
1980-81	5154	559	116	13	885	68	2477	9272
1981-82	4505	349	191	13	1421	172	2823	9474
1982-83	4595	346	-	10	2129	423	2741	10244
1983-84	4754	207	194	20	1947	938	1954	10014
1984-85	5092	560	238	6	1708	204	2460	10268
1985-86	6059	471	300	-	2319	-	2979	12128
1986-87	5722	371	232	-	2481	75	3191	12072
1987-88	5912	183	298	-	3132	116	3430	13071
1988-89	6469	239	291	-	3605	447	3172	14223
1989-90	6436	384	388	-	4178	193	3110	14689
1990-91	7257	231	457	-	4134	92	2782	14953
1991-92	7690	275	479	-	4603	60	2893	16000
1992-93	8940	313	527	-	5068	117	3372	18337
1993-94	8696	224	288	-	5434	103	3751	18496
1994-95	9731	150	413	-	5841	25	4375	20535
1995-96	10742	162	579	-	5922	107	4003	21515
1996-97	10981	73	559	-	7147	17	4347	23124
1997-98	14337	66	636	-	7741	42	5335	28157
1998-99	15748	119	588	-	7451	133	5348	29387
1999-00	16463	136	412	-	6898	60	7057	31026
2000-01	14237	203	1043	374	7656	206	6231	30000

Table 3.2.4 **Trend in Type-wise Cargo Traffic Handled At Major Ports** ('000 tonnes)

PORT/YEAR	Overseas			Coastal			Overseas & Coastal		
	Un-Loaded	Loaded	Total	Un-Loaded	Loaded	Total	Un-Loaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
KANDLA									
1980-81	6871	488	7359	1319	83	1402	8190	571	8761
1985-86	8445	930	9375	6730	381	7111	15175	1311	16486
1988-89	9837	1241	11078	6602	127	6729	16439	1368	17807
1989-90	9834	1870	11704	6921	300	7221	16755	2170	18925
1990-91	11367	2267	13634	5904	147	6051	17271	2414	19685
1991-92	12047	2636	14683	6101	218	6319	18148	2854	21002
1992-93	16235	2252	18487	4268	155	4423	20503	2407	22910
1993-94	17736	3446	21182	3217	101	3318	20953	3547	24500
1994-95	18771	3051	21822	3880	800	4680	22651	3851	26502
1995-96	21626	4356	25982	4247	110	4357	25873	4466	30339
1996-97	24360	4331	28691	4907	132	5039	29267	4463	33730
1997-98	29755	3702	33457	5266	178	5444	35021	3880	38901
1998-99	31626	4023	35649	4831	157	4988	36457	4180	40637
1999-00	34700	3402	38102	7935	266	8201	42635	3668	46303
2000-01	26704	4400	31104	5250	387	5637	31954	4787	36741
MUMBAI									
1980-81	10725	1907	12632	2484	1862	4346	13209	3769	16978
1985-86	11168	3002	14170	779	9361	10140	11947	12363	24310
1988-89	13106	3121	16227	461	12654	13115	13567	15775	29342
1989-90	12846	3609	16455	295	10996	11291	13141	14605	27746
1990-91	13125	3238	16363	594	11942	12536	13719	15180	28899
1991-92	11082	3239	14321	424	11516	11940	11506	14755	26261
1992-93	15116	3263	18379	116	10451	10567	15232	13714	28946
1993-94	17233	4812	22045	205	8256	8461	17438	13068	30506
1994-95	16030	4575	20605	132	9936	10068	16162	14511	30673
1995-96	16990	5722	22712	330	10874	11204	17320	16596	33916
1996-97	18054	6596	24650	316	8761	9077	18370	15357	33727
1997-98	17684	5824	23508	1623	6966	8589	19307	12790	32097
1998-99	17548	5070	22618	1618	6734	8352	19166	11804	30970
1999-00	17512	3922	21434	2879	6099	8978	20391	10021	30412
2000-01	14799	3593	18392	2160	6511	8671	16959	10104	27063
J.L.NEHRU									
1990-91	1654	368	2022	-	-	-	1654	368	2022
1991-92	2061	733	2794	-	-	-	2061	733	2794
1992-93	2105	902	3007	-	-	-	2105	902	3007
1993-94	2088	1299	3387	-	-	-	2088	1299	3387
1994-95	3215	1718	4933	75	-	75	3290	1718	5008
1995-96	4314	2559	6873	-	-	-	4314	2559	6873
1996-97	4185	3261	7446	623	-	623	4808	3261	8069
1997-98	5052	3418	8470	321	104	425	5373	3522	8895
1998-99	6553	4257	10810	865	48	913	7418	4305	11723
1999-00	8193	5831	14024	880	72	952	9073	5903	14976
2000-01	9120	7644	16764	1491	320	1811	10611	7964	18575

Table 3.2.4 (Contd...) **Trend in Type-wise Cargo Traffic Handled At Major Ports** ('000 tonnes)

PORT/YEAR	Overseas			Coastal			Overseas & Coastal		
	Un-Loaded	Loaded	Total	Un-Loaded	Loaded	Total	Un-Loaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
MORMUGAO									
1980-81	621	12921	13542	222	-	222	843	12921	13764
1985-86	1163	14494	15657	458	-	458	1621	14494	16115
1988-89	1279	13586	14865	504	20	524	1783	13606	15389
1989-90	847	12664	13511	636	21	657	1483	12685	14168
1990-91	1058	13154	14212	663	36	699	1721	13190	14911
1991-92	1660	12515	14175	736	188	924	2396	12703	15099
1992-93	1720	13531	15251	674	389	1063	2394	13920	16314
1993-94	1910	15657	17567	625	525	1150	2535	16182	18717
1994-95	2024	15421	17445	708	728	1436	2732	16149	18881
1995-96	2336	15146	17482	483	130	613	2819	15276	18095
1996-97	1156	15260	16416	795	101	896	1951	15361	17312
1997-98	1122	19114	20236	856	90	946	1978	19204	21182
1998-99	1779	15335	17114	781	125	906	2560	15460	18020
1999-00	2278	14784	17062	1019	145	1164	3297	14929	18226
2000-01	2558	15813	18371	1132	125	1257	3690	15938	19628
NEW MANGALORE									
1980-81	332	319	651	307	5	312	639	324	963
1985-86	603	2622	3225	393	68	461	996	2690	3686
1988-89	1054	5492	6546	513	25	538	1567	5517	7084
1989-90	812	6367	7179	482	0	482	1294	6367	7661
1990-91	799	6485	7284	564	174	738	1363	6659	8022
1991-92	660	6470	7130	638	506	1144	1298	6976	8274
1992-93	935	5530	6465	595	28	623	1530	5558	7088
1993-94	637	7155	7792	608	230	838	1245	7385	8630
1994-95	958	5979	6937	682	386	1068	1640	6365	8005
1995-96	1077	6528	7605	806	473	1279	1883	7001	8884
1996-97	4202	5895	10097	277	2079	2356	4479	7974	12453
1997-98	5823	6441	12264	275	2743	3018	6098	9184	15282
1998-99	6581	5120	11701	348	2157	2505	6929	7277	14206
1999-00	7977	5911	13888	476	3237	3713	8453	9148	17601
2000-01	8227	5349	13576	963	3352	4315	9190	8701	17891
COCHIN									
1980-81	3517	290	3807	595	831	1426	4112	1121	5233
1985-86	1803	498	2301	2754	222	2976	4557	720	5277
1988-89	2959	680	3639	3582	603	4185	6541	1283	7824
1989-90	2483	482	2965	3570	589	4159	6053	1071	7124
1990-91	2138	380	2518	4113	644	4757	6251	1024	7275
1991-92	2566	454	3020	3867	594	4461	6433	1048	7481
1992-93	2601	593	3194	4263	521	4784	6864	1114	7978
1993-94	2322	725	3047	4029	544	4573	6351	1269	7620
1994-95	2947	914	3861	4246	524	4770	7193	1438	8631
1995-96	3522	1184	4706	5603	1194	6797	9125	2378	11503
1996-97	4497	1190	5687	4990	1065	6055	9487	2255	11742
1997-98	5447	1038	6485	4334	1504	5838	9781	2542	12323
1998-99	6168	952	7120	4083	1478	5561	10251	2430	12681
1999-00	3490	893	4383	7146	1312	8458	10636	2205	12841
2000-01	6278	1072	7350	4783	1011	5794	11061	2083	13144

Table 3.2.4 (Contd...) Trend in Type-wise Cargo Traffic Handled At Major Ports ('000 tonnes)

PORT/YEAR	Overseas			Coastal			Overseas & Coastal		
	Un-Loaded	Loaded	Total	Un-Loaded	Loaded	Total	Un-Loaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
TUTICORIN									
1980-81	1038	140	1178	1079	303	1382	2117	443	2560
1985-86	1348	160	1508	2668	45	2713	4016	205	4221
1988-89	1507	235	1742	3345	38	3383	4852	273	5125
1989-90	1523	412	1935	3377	12	3389	4900	424	5324
1990-91	1448	521	1969	3093	13	3106	4541	534	5075
1991-92	1474	751	2225	3625	18	3643	5099	769	5868
1992-93	1742	802	2544	3666	5	3671	5408	807	6215
1993-94	1258	1093	2351	4348	1	4349	5606	1094	6700
1994-95	2047	1155	3202	4829	10	4839	6876	1165	8041
1995-96	2788	1312	4100	5167	19	5186	7955	1331	9286
1996-97	1734	1545	3279	5877	18	5895	7611	1563	9174
1997-98	2791	1542	4333	5623	18	5641	8414	1560	9974
1998-99	3341	1629	4970	5144	36	5180	8485	1665	10150
1999-00	3732	2029	5761	4202	30	4232	7934	2059	9993
2000-01	3698	2395	6093	6141	50	6191	9839	2445	12284
CHENNAI									
1980-81	6226	3382	9608	186	581	767	6412	3963	10375
1985-86	7628	5920	13548	3479	1121	4600	11107	7041	18148
1988-89	7305	8484	15789	6444	1630	8074	13749	10114	23863
1989-90	6939	8487	15426	7158	1356	8514	14097	9843	23940
1990-91	7313	8205	15518	7687	1313	9000	15000	9518	24518
1991-92	6757	8682	15439	8307	1300	9607	15064	9982	25046
1992-93	8197	7644	15841	8389	1401	9490	16286	9045	25331
1993-94	8487	8510	16997	8392	1152	9544	16879	9662	26541
1994-95	9451	8433	17884	9796	1784	11580	19247	10217	29464
1995-96	11693	9259	20952	8740	1029	9769	20433	10288	30721
1996-97	11603	8728	20331	10330	1187	11517	21933	9915	31848
1997-98	12730	10455	23185	11299	1047	12346	24029	11502	35531
1998-99	12431	9217	21648	12660	894	13554	25091	10111	35202
1999-00	12950	9826	22776	13488	1179	14667	26438	11005	37443
2000-01	13187	11567	24754	15733	733	16466	28920	12300	41220
VISAKHAPATNAM									
1980-81	3471	5985	9456	528	139	667	3999	6124	10123
1985-86	4862	6189	11051	4079	781	4860	8941	6970	15911
1988-89	7032	7851	14883	3308	2181	5489	10340	10032	20372
1989-90	7182	7745	14927	3228	2962	6190	10410	10707	21117
1990-91	7925	5895	13820	2397	3204	5601	10322	9099	19421
1991-92	8597	6237	14834	1834	4854	6688	10431	11091	21522
1992-93	11990	5607	17597	784	4384	5168	12774	9991	22765
1993-94	11508	7047	18555	1422	5618	7040	12930	12665	25595
1994-95	13220	6936	20156	2617	7256	9873	15837	14192	30029
1995-96	14094	7155	21249	3517	8051	11568	17611	15206	32817
1996-97	15807	7243	23050	5407	6041	11448	21214	13284	34498
1997-98	15885	6797	22682	5941	7391	13332	21826	14188	36014
1998-99	16033	6379	22412	6070	7172	13242	22103	13551	35654
1999-00	16379	6299	22678	8772	8060	16832	25151	14359	39510
2000-01	16421	8170	24591	10078	10016	20094	26499	18186	44685

Table 3.2.4 (Contd...) Trend in Type-wise Cargo Traffic Handled At Major Ports ('000 tonnes)

PORT/YEAR	Overseas			Coastal			Overseas & Coastal		
	Un-Loaded	Loaded	Total	Un-Loaded	Loaded	Total	Un-Loaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
PARADIP									
1980-81	306	1934	2240	1	-	1	307	1934	2241
1985-86	957	2092	3049	-	282	282	957	2374	3331
1988-89	2777	2275	5052	-	980	980	2777	3255	6032
1989-90	2460	2432	4892	-	1292	1292	2460	3724	6184
1990-91	2839	2101	4940	-	1944	1944	2839	4045	6884
1991-92	2880	2048	4928	-	2369	2369	2880	4417	7297
1992-93	2428	1792	4220	-	3386	3386	2428	5178	7606
1993-94	2577	2064	4641	4	3682	3686	2581	5746	8327
1994-95	3338	2440	5778	153	4190	4343	3491	6630	10121
1995-96	4135	2200	6335	65	4859	4924	4200	7059	11259
1996-97	3733	1818	5551	126	5903	6029	3859	7721	11580
1997-98	4379	1676	6055	109	7138	7247	4488	8814	13302
1998-99	3939	1343	5282	568	7258	7826	4507	8601	13108
1999-00	4237	1933	6170	539	6927	7466	4776	8860	13636
2000-01	6015	3793	9808	833	9259	10092	6848	13052	19900
KOLKATA/HALDIA									
1980-81	5983	1137	7120	1005	1147	2152	6988	2284	9272
1985-86	7841	823	8664	816	2648	3464	8657	3471	12128
1988-89	8545	825	9370	1150	3703	4853	9695	4528	14223
1989-90	8701	997	9698	1055	3936	4991	9756	4933	14689
1990-91	9366	1006	10372	1050	3531	4581	10416	4537	14953
1991-92	10125	1123	11248	1128	3624	4752	11253	4747	16000
1992-93	11017	1366	12383	1898	4056	5954	12915	5422	18337
1993-94	10261	1676	11937	1956	4603	6559	12217	6279	18496
1994-95	11600	1555	13155	2482	4898	7380	14082	6453	20535
1995-96	12283	1822	14105	2832	4578	7410	15115	6400	21515
1996-97	13505	1906	15411	2723	4990	7713	16228	6896	23124
1997-98	16757	2247	19004	2902	6251	9153	19659	8498	28157
1998-99	18987	1707	20694	2576	6117	8693	21563	7824	29387
1999-00	22350	1803	24153	2586	4287	6873	24936	6090	31026
2000-01	20312	2347	22659	2925	4416	7341	23237	6763	30000
ALL PORTS									
1980-81	39090	28503	67593	7726	4951	12677	46816	33454	80270
1985-86	45818	36730	82548	22156	14909	37065	67974	51639	119613
1988-89	55401	43790	99191	25909	21961	47870	81310	65751	147061
1989-90	54134	45255	99389	26722	21464	48186	80856	66719	147575
1990-91	59023	43629	102652	26065	22948	49013	85088	66577	151665
1991-92	59909	44888	104797	26660	25187	51847	86569	70075	156644
1992-93	74086	43282	117368	24353	24776	49129	98439	68058	166497
1993-94	76017	53484	129501	24806	24712	49518	100823	78196	179019
1994-95	83601	52177	135778	29600	30512	60112	113201	82689	195890
1995-96	94858	57243	152101	31790	31317	63107	126648	88560	215208
1996-97	102836	57773	160609	36371	30277	66648	139207	88050	227257
1997-98	117425	62254	179679	38549	33430	71979	155974	95684	251658
1998-99	124986	55032	180018	39544	32176	71720	164530	87208	251738
1999-00	133798	56633	190431	49922	31614	81536	183720	88247	271967
2000-01	127319	66143	193462	51489	36180	87669	178808	102323	281131

Table 3.2.5 Container Traffic Handled At Major Ports

(In Million Tonnes)

Item	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9	10	11	12
1. Export											
i) Indian Lines	0.36	0.36	0.40	0.63	0.80	0.94	0.54	0.97	0.92	1.04	1.69
ii) Foreign Lines	3.32	3.28	3.64	5.80	7.43	8.69	10.95	11.82	11.33	13.06	14.65
iii) Total	3.68	3.64	4.04	6.43	8.23	9.63	11.49	12.79	12.25	14.10	16.34
2. Import											
i) Indian Lines	0.46	0.35	0.52	0.76	0.88	1.01	0.61	0.82	0.85	0.80	1.62
ii) Foreign Lines	3.56	2.73	4.05	5.89	6.90	7.86	8.50	9.70	11.02	12.97	14.37
iii) Total	4.02	3.08	4.57	6.65	7.78	8.87	9.11	10.52	11.87	13.77	15.99
3. Total											
i) Indian Lines	0.82	0.71	0.92	1.39	1.68	1.95	1.15	1.79	1.77	1.84	3.31
ii) Foreign Lines	6.88	6.01	7.69	11.69	14.33	16.55	19.45	21.52	22.35	26.03	29.02
iii) Total	7.70	6.72	8.61	13.08	16.01	18.50	20.60	23.31	24.12	27.87	32.33
4. General Cargo (Break Bulk & Container)	16.92	15.58	18.68	24.34	28.87	31.90	34.44	38.37	39.66	43.04	47.56
% Of Container Cargo to general cargo	45.5	43.1	46.1	53.7	55.5	58.0	63.7	58.6	60.8	64.7	68.0

Note : From 1992-93 to 1995-96 separate figures by Indian Lines and Foreign Lines for Import and Export data are not available and the figures are estimated on previous year ratios. For 1996-97, 1997-98, 1998-99, 1999-00 & 2000-01 the figures for Indian/Foreign Lines are estimated on the basis of IPA figures.

Table 3.2.6 **Trend in Container Traffic Handled At Major Ports**

(In '000 Tonnes)

Item	Kandla	Mumbai	J. L. Nehru	Mormu -gao	N.Manga-lore	Cochin	Tuti-corin	Chennai	Visakha-patnam	Paradip	Kolkata Dock System	Haldia Dock Complex	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
EXPORT													
1990-91	344	1423	377	-	7	236	109	578	36	-	362	208	3680
1991-92	238	999	711	-	14	264	164	605	59	3	495	82	3634
1992-93	254	775	891	5	14	335	212	833	73	-	592	60	4044
1993-94	462	2161	1143	11	15	374	285	1097	65	-	760	55	6428
1994-95	467	3061	1560	13	5	534	427	1097	77	-	928	59	8228
1995-96	595	3330	2208	16	-	641	478	1271	69	-	982	45	9635
1996-97	758	3716	2895	25	-	719	630	1459	111	-	1072	99	11484
1997-98	805	3922	3389	22	-	754	742	1651	95	-	1116	293	12789
1998-99	521	3146	4234	23	-	799	785	1471	84	1	812	376	12252
1999-00	703	2602	5674	24	Neg.	865	925	1958	132	-	845	366	14094
2000-01	805	1767	7223	25	16	1042	941	2880	168	-	817	658	16342
IMPORT													
1990-91	158	2465	279	-	2	39	57	559	46	-	302	108	4015
1991-92	95	1553	603	-	2	30	38	398	20	-	309	33	3081
1992-93	105	2357	821	2	1	96	65	654	12	-	417	35	4565
1993-94	268	3816	933	4	-	50	120	774	16	-	639	33	6653
1994-95	331	3853	1369	4	5	165	226	922	49	-	833	24	7781
1995-96	366	4296	1862	8	-	155	280	1038	25	-	832	6	8868
1996-97	421	3916	2183	17	-	248	271	1105	56	-	879	18	9114
1997-98	494	4175	2661	16	-	302	374	1351	51	-	1006	88	10518
1998-99	395	3923	3795	23	-	531	428	1471	88	-	1159	51	11864
1999-00	431	3528	5006	41	-	571	708	2018	130	-	1272	68	13773
2000-01	482	2597	7054	19	5	630	629	3109	110	7	1194	148	15984
TOTAL													
1990-91	502	3888	656	-	9	275	166	1137	82	-	664	316	7695
1991-92	333	2552	1314	-	16	294	202	1003	79	3	804	115	6715
1992-93	359	3132	1712	7	15	431	277	1487	85	-	1009	95	8609
1993-94	730	5977	2076	15	15	424	405	1871	81	-	1399	88	13081
1994-95	798	6914	2929	17	10	699	653	2019	126	-	1761	83	16009
1995-96	961	7626	4070	24	-	796	758	2309	94	-	1814	51	18503
1996-97	1179	7632	5078	42	-	967	901	2564	167	-	1951	117	20598
1997-98	1299	8097	6050	38	-	1056	1116	3002	146		3122	381	23307
1998-99	916	7069	8029	46	-	1330	1213	2942	172	1	1971	427	24116
1999-00	1134	6130	10680	65	Neg.	1436	1633	3976	262	-	2117	434	27867
2000-01	1287	4364	14277	44	21	1672	1570	5989	278	7	2011	806	32326

Table 3.2.7 Passenger Traffic At Major Ports

(In '000)

Port/Year	Overseas			Coastal			Total		
	Embarked	Dis-embarked	Total	Embarked	Dis-embarked	Total	Embarked	Dis-embarked	Total
1	2	3	4	5	6	7	8	9	10
MUMBAI									
1986-87	5.1	3.5	8.6	123.9	123.2	247.1	129.0	126.7	255.7
1987-88	6.3	7.3	13.6	117.5	119.9	237.4	123.8	127.2	251.0
1988-89	6.3	7.0	13.3	11.6	9.8	21.4	17.9	16.8	34.7
1989-90	8.7	9.1	17.8	-	-	-	8.7	9.1	17.8
1990-91	5.8	9.1	14.9	-	-	-	5.8	9.1	14.9
1991-92	6.9	7.3	14.2	-	-	-	6.9	7.3	14.2
1992-93	10.3	9.0	19.3	-	-	-	10.3	9.0	19.3
1993-94	7.2	8.6	15.8	-	-	-	7.2	8.6	15.8
1994-95	7.0	12.9	19.9	31.3	26.3	57.6	38.3	39.2	77.5
1995-96	9.0	12.9	21.9	31.4	34.4	65.8	40.4	47.3	87.7
1996-97	3.2	8.4	11.6	25.2	34.0	59.2	28.4	42.4	70.8
1997-98	4.8	12.5	17.3	22.9	28.4	51.3	27.7	40.9	68.6
1998-99	4.6	2.6	7.2	5.3	7.8	13.1	9.9	10.4	20.3
1999-00	3.4	1.5	4.9	1.3	3.5	4.8	4.7	5.0	9.7
COCHIN									
1986-87	0.6	0.7	1.3	17.2	18.6	35.8	17.8	19.3	37.1
1987-88	0.4	0.9	1.3	16.2	21.0	37.2	16.6	21.9	38.5
1988-89	-	-	-	21.4	20.5	41.9	21.4	20.5	41.9
1989-90	0.7	0.7	1.4	20.3	20.3	40.6	21.0	21.0	42.0
1990-91	1.4	1.3	2.7	21.1	19.3	40.4	22.5	20.6	43.1
1991-92	1.7	1.7	3.4	26.9	25.1	52.0	28.6	26.8	55.4
1992-93	4.3	4.4	8.7	27.4	28.1	55.5	31.7	32.5	64.2
1993-94	1.2	1.3	2.5	28.3	31.3	59.6	29.5	32.6	62.1
1994-95	1.7	1.8	3.5	26.5	30.7	57.2	28.2	32.5	60.7
1995-96	8.6	8.6	17.2	24.9	34.2	59.1	33.5	42.8	76.3
1996-97	4.6	4.7	9.3	23.5	32.8	56.3	28.1	37.5	65.6
1997-98	7.1	7.0	14.1	28.3	30.7	59.0	35.4	37.7	73.1
1998-99	4.9	4.8	9.7	33.2	34.3	67.5	38.1	39.1	77.2
1999-00	9.1	9.3	18.4	28.5	29.1	57.6	37.6	38.4	76.0
CHENNAI									
1986-87	2.3	3.7	6.0	27.0	24.3	51.3	29.3	28.0	57.3
1987-88	0.4	0.6	1.0	34.8	35.6	70.4	35.2	36.2	71.4
1988-89	0.6	0.5	1.1	37.2	34.2	71.4	37.8	34.7	72.5
1989-90	neg.	0.9	0.9	30.0	25.8	55.8	30.0	26.7	56.7
1990-91	neg.	0.1	0.1	31.3	27.6	58.9	31.3	27.7	59.0
1991-92	7.0	1.4	8.4	27.2	25.9	53.1	34.2	27.3	61.5
1992-93	6.4	0.9	7.3	34.3	32.6	66.9	40.7	33.5	74.2
1993-94	6.9	-	6.9	41.2	37.3	78.5	48.1	37.3	85.4
1994-95	10.1	-	10.1	38.2	32.4	70.6	48.3	32.4	80.7
1995-96	3.3	...	3.3	42.6	39.9	82.5	45.9	39.9	85.8
1996-97	3.9	...	3.9	40.1	38.1	78.2	44.0	38.1	82.1
1997-98	(a)	(a)	(a)	37.3	38.9	76.2	37.3	38.9	76.2
1998-99	(a)	(a)	(a)	47.6	44.6	92.2	47.6	44.6	92.2
1999-00	0.1	-	0.1	45.6	40.7	86.3	45.7	40.7	86.4

Table 3.2.7(Contd...) **Passenger Traffic At Major Ports** (In '000)

Port/Year	Overseas			Coastal			Total		
	Embarked	Dis-embarked	Total	Embarked	Dis-embarked	Total	Embarked	Dis-embarked	Total
1	2	3	4	5	6	7	8	9	10
VISAKHAPATNAM									
1975-76	-	-	-	0.3	0.8	1.1	0.3	0.8	1.1
1980-81	-	0.7	0.7	1.0	1.2	2.2	1.0	1.9	2.9
1986-87	-	-	-	4.5	4.8	9.3	4.5	4.8	9.3
1987-88	-	-	-	3.0	1.4	4.4	3.0	1.4	4.4
1988-89	-	-	-	1.3	1.1	2.4	1.3	1.1	2.4
1989-90	-	-	-	2.2	4.2	6.4	2.2	4.2	6.4
1990-91	-	-	-	7.6	7.9	15.5	7.6	7.9	15.5
1991-92	-	-	-	2.7	3.3	6.0	2.7	3.3	6.0
1992-93	-	-	-	2.5	1.8	4.3	2.5	1.8	4.3
1993-94	-	-	-	4.6	7.4	12.0	4.6	7.4	12.0
1994-95	-	-	-	3.6	4.8	8.4	3.6	4.8	8.4
1995-96	-	-	-	3.7	4.0	7.7	3.7	4.0	7.7
1996-97	-	-	-	6.0	6.9	12.9	6.0	6.9	12.9
1997-98	-	-	-	6.1	5.6	11.7	6.1	5.6	11.7
1998-99	-	-	-	8.8	5.0	13.8	8.8	5.0	13.8
1999-00	-	-	-	5.7	7.5	13.2	5.7	7.5	13.2
PARADIP									
1997-98	0.7	0.7	1.4	-	-	-	0.7	0.7	1.4
1998-99	--------	---------	------	--------lo	Traffi	--------	--------	---------	---------
1999-00	--------	---------	------	--------lo	Traffi	--------	--------	---------	---------
KOLKATA/HALDIA									
1986-87	-	-	-	24.4	22.2	46.6	24.4	22.2	46.6
1987-88	-	-	-	27.3	21.1	48.4	27.3	21.1	48.4
1988-89	-	-	-	22.2	19.6	41.8	22.2	19.6	41.8
1989-90	-	-	-	20.3	16.6	36.9	20.3	16.6	36.9
1990-91	-	-	-	12.3	11.6	23.9	12.3	11.6	23.9
1991-92	-	-	-	13.8	11.5	25.3	13.8	11.5	25.3
1992-93	-	-	-	21.6	19.1	40.7	21.6	19.1	40.7
1993-94	-	-	-	22.8	17.5	40.3	22.8	17.5	40.3
1994-95	-	-	-	20.5	18.4	38.9	20.5	18.4	38.9
1995-96	-	-	-	21.7	16.7	38.4	21.7	16.7	38.4
1996-97	-	-	-	24.0	21.8	45.8	24.0	21.8	45.8
1997-98	-	-	-	19.9	15.1	35.0	19.9	15.1	35.0
1998-99	-	-	-	28.0	24.3	52.3	28.0	24.3	52.3
1999-00	-	-	-	26.4	22.6	49.0	26.4	22.6	49.0

(a) Included in Coastal.

Table 3.2.7(Contd...) **Passenger Traffic At Major Ports** (In '000)

Port/Year	Overseas			Coastal			Total		
	Embarked	Dis-embarked	Total	Embarked	Dis-embarked	Total	Embarked	Dis-embarked	Total
1	2	3	4	5	6	7	8	9	10
ALL MAJOR PORTS									
1986-87	8.0	7.9	15.9	197.0	193.1	390.1	205.0	201.0	406.0
1987-88	7.1	8.8	15.9	198.8	199.0	397.8	205.9	207.8	413.7
1988-89	6.9	7.5	14.4	93.7	85.2	178.9	100.6	92.7	193.3
1989-90	9.4	10.7	20.1	72.8	66.9	139.7	82.2	77.6	159.8
1990-91	7.2	10.5	17.7	72.3	66.4	138.7	79.5	76.9	156.4
1991-92	15.6	10.4	26.0	70.6	65.8	136.4	86.2	76.2	162.4
1992-93	21.0	14.3	35.3	85.8	81.6	167.4	106.8	95.9	202.7
1993-94	15.3	9.9	25.2	102.9	87.5	190.4	118.2	97.4	215.6
1994-95	18.8	14.7	33.5	120.1	112.6	232.7	138.9	127.3	266.2
1995-96	20.9	21.5	42.4	124.3	129.2	253.5	145.2	150.7	295.9
1996-97	11.7	13.1	24.8	118.8	133.6	252.4	130.5	146.7	277.2
1997-98	12.6	20.2	32.8	114.5	118.7	233.2	127.1	138.9	266.0
1998-99	9.5	7.4	16.9	122.9	116.0	238.9	132.4	123.4	255.8
1999-00	12.6	10.8	23.4	107.5	103.4	210.9	120.1	114.2	234.3

Note : There was no Passenger Traffic at Kandla, J. L. Nehru, Mormugao New Mangalore and Tuticorin Ports for the period 1986-87 to 1999-00.

Table 3.2.8 **Number, Type And Size Of Ships Handled at Major Ports**

(GRT in '000)

Port	Year	Container		Break Bulk		Dry Bulk		Liquid Bulk		Lash		Ro-Ro		Total	
		No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Kandla	1993-94	107	750	283	2211	208	1910	643	18224	-	-	-	-	1241	23095
	1994-95	104	827	425	2357	177	1763	684	18747	-	-	-	-	1390	23694
	1995-96	106	886	251	2358	159	2008	789	20898	-	-	-	-	1305	26150
	1996-97	130	1364	305	3527	224	2783	868	23434	-	-	-	-	1527	30108
	1997-98	133	1495	330	2854	221	3096	1001	26062	-	-	-	-	1685	33507
	1998-99	113	1043	341	3401	209	3277	1045	27917	-	-	-	-	1708	35638
	1999-00	215	1672	321	3388	219	3574	1100	29912	-	-	-	-	1855	38546
Mumbai	1993-94	653	6980	600	4780	129	1030	680	15220	32	1060	-	-	2094	29070
	1994-95	801	8370	681	5860	126	1090	694	16120	28	1050	-	-	2330	32490
	1995-96	776	8590	627	5310	108	750	747	16160	18	550	-	-	2276	31360
	1996-97	863	8960	654	5520	100	740	751	16060	12	280	-	-	2380	31560
	1997-98	779	8360	681	6580	102	920	661	14570	10	270	-	-	2233	30700
	1998-99	696	7830	621	5810	100	1050	805	15870	11	310	-	-	2233	30870
	1999-00	598	6930	519	5360	133	1760	971	17310	15	450	(e)	(e)	2236	31810
J.L. Nehru	1993-94	300	4608	1	13	43	904	-	-	-	-	78(a)	2316	422	7841
	1994-95	388	3770	-	-	60	855	3	14	-	-	89(b)	1017	540	4616
	1995-96	357	5986	-	-	81	1894	14	190	-	-	94(c)	3170	546	11248
	1996-97	408	7312	-	-	74	1713	64	799	-	-	94(d)	3054	640	12878
	1997-98	421	7931	1	3	54	1340	86	1144	-	-	68	2077	630	12495
	1998-99	656	11321	15	100	72	1515	160	2100	-	-	71(e)	1696	974	16732
	1999-00	942	16691	74	2465	88	1533	232	2813	-	-	14(f)	22	1350	23524
Mormugao	1993-94	22	134	42	382	325	9586	332	5735	-	-	-	-	721	15837
	1994-95	27	179	2	23	285	10006	327	5638	-	-	-	-	636	15846
	1995-96	21	129	7	53	313	10113	296	5014	-	-	-	-	637	15309
	1996-97	30	159	12	98	268	9395	197	3468	-	-	-	-	507	13120
	1997-98	29	194	18	160	366	11608	195	3326	-	-	-	-	608	15288
	1998-99	30	244	33	507	302	9772	155	2428	-	-	-	-	520	12951
	1999-00	52	521	34	491	261	8272	158	2525	-	-	-	-	505	11809

(a) Includes Naval And Other Ships.
(b) Includes car carrier & General ships.
(c) Includes Car carriers, Navy and General & Other Ships.
(d) Includes 11 Container Barges.
(e) Included in Container/Break-bulk.
(f) It contains container barges and naval vessels only

Table 3.2.8(Contd...) **Number, Type And Size Of Ships Handled at Major Ports**

(GRT in '000)

Port	Year	Container		Break Bulk		Dry Bulk		Liquid Bulk		Lash		Ro-Ro		Total	
		No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
New Mangalore	1993-94	20	59	114	967	174	4573	174	2359	-	-	-	-	482	7958
	1994-95	11	33	123	1068	179	4195	201	2816	-	-	-	-	514	8112
	1995-96	-	-	122	1115	175	4481	208	2617	-	-	-	-	505	8213
	1996-97	-	-	145	1486	163	4039	336	6797	-	-			644	12322
	1997-98	-	-	157	1648	184	4792	388	8608	-	-	-	-	729	15048
	1998-99	-	-	150	1590	152	4027	422	9446	-	-	-	-	724	15063
	1999-00	2	20	127	1466	205	4930	415	9168	-	-	-	-	749	15584
Cochin	1993-94	267	1469	90	675	31	356	263	6812	5	115	-	-	656	9427
	1994-95	275	1652	59	402	34	376	294	8065	-	-	-	-	662	10495
	1995-96	261	1747	105	782	43	962	388	9985	-	-	-	-	797	13476
	1996-97	278	2202	134	760	41	885	375	9928	-	-			828	13775
	1997-98	314	2259	120	504	55	830	383	11131	-	-	-	-	872	14724
	1998-99	377	2877	141	761	53	1161	398	10516	-	-	-	-	969	15315
	1999-00	359	3250	177	1092	41	599	398	9999	-	-	-	-	975	14940
Tuticorin	1993-94	171	734	336	1052	193	4371	104	1391	2	72	-	-	806	7620
	1994-95	165	873	352	1300	234	4950	125	1595	2	47	-	-	878	8765
	1995-96	181	797	333	1365	297	6252	128	1616	-	-	-	-	939	10030
	1996-97	182	951	294	1325	292	6214	137	1841	-	-			905	10331
	1997-98	238	1284	287	1468	313	6696	146	2217	-	-	-	-	984	11665
	1998-99	266	1557	369	1651	302	6523	136	1656	-	-	-	-	1073	11387
	1999-00	298	1744	393	1758	237	4902	143	1708	-	-	-	-	1071	10112
Chennai	1993-94	306	2543	232	1718	358	8482	460	11225	14	400	-	-	1370	24368
	1994-95	327	3094	218	1639	378	9515	486	12663	15	429	-	-	1424	27340
	1995-96	423	3791	204	1614	443	10735	482	12206	15	428	-	-	1567	28774
	1996-97	461	4286	230	1797	422	10360	516	13298	15	428	-	-	1644	30169
	1997-98	482	4391	224	1706	542	13452	467	12354	16	457	-	-	1731	32360
	1998-99	457	4404	225	1669	534	13435	481	10906	15	438	-	-	1712	30852
	1999-00	389	4010	297	2724	555	14028	502	10789	11	336	-	-	1754	31887

Table 3.2.8(Contd...) **Number, Type And Size Of Ships Handled at Major Ports**

(GRT in '000)

Port	Year	Container		Break Bulk		Dry Bulk		Liquid Bulk		Lash		Ro-Ro		Total	
		No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Visakhapatnam	1993-94	50	334	186	1805	426	10421	370	9256	11	314	-	-	1043	22130
	1994-95	37	192	203	1990	484	11794	478	11611	7	200	-	-	1209	25787
	1995-96	40	271	280	2336	499	12417	490	12270	16	457	-	-	1325	27751
	1996-97	63	508	223	2256	530	13674	602	16399	19	543	-	-	1437	33380
	1997-98	68	535	212	2203	607	15286	618	15913	23	653	-	-	1528	34590
	1998-99	94	677	187	1676	599	15361	580	14616	17	505	-	-	1477	32835
	1999-00	123	816	228	2098	650	16438	642	16949	17	582	-	-	1660	36883
Paradip	1993-94	-	-	5	47	293	6216	89	1556	15	428	-	-	402	8247
	1994-95	-	-	13	91	335	7529	118	1785	13	371	-	-	479	9776
	1995-96	-	-	6	60	357	8184	160	2319	18	561	-	-	541	11124
	1996-97	-	-	11	75	358	8029	187	2647	21	630	-	-	577	11381
	1997-98	-	-	2	40	416	9243	225	3140	18	536	-	-	661	12959
	1998-99	1	6	4	44	387	9361	286	3611	11	334	-	-	689	13356
	1998-99	1	6	4	44	387	9361	286	3611	11	334	-	-	689	13356
	1999-00	-	-	12	213	410	9469	290	4204	12	427	-	-	724	14313
Kolkata	1993-94	204	1222	315	2129	19	206	201	2060	14	400	-	-	753	6077
	1994-95	222	1215	298	2241	10	104	211	2171	15	429	-	-	756	6160
	1995-96	246	1339	222	1651	18	164	306	3128	14	400	-	-	806	6682
	1996-97	288	1634	222	1732	14	141	336	2765	17	486	-	-	877	6758
	1997-98	338	1984	251	1816	13	126	393	4772	17	486	-	-	1010	9184
	1998-99	310	1855	261	1806	17	168	438	5686	16	477	-	-	1042	9992
	1999-00	268	1706	269	2094	8	67	392	5969	16	554	11	122	964	9992
Haldia	1993-94	57	463	35	375	236	5925	394	9693	-	-	-	-	722	16456
	1994-95	63	405	48	373	261	6533	412	11255	-	-	-	-	754	18566
	1995-96	44	259	42	358	273	6986	480	12900	-	-	-	-	839	20503
	1996-97	98	643	45	444	340	8628	467	13087	-	-	-	-	950	22802
	1997-98	234	1465	74	685	370	9523	597	16155	-	-	-	-	1275	27828
	1998-99	268	1638	108	1005	347	9258	598	14919	-	-	-	-	1321	26820
	1999-00	203	1353	107	1080	301	7800	648	16869	-	-	-	-	1259	27102

Table 3.2.8(Contd...) **Number, Type And Size Of Ships Handled at Major Ports**

(GRT in '000)

Port	Year	Container		Break Bulk		Dry Bulk		Liquid Bulk		Lash		Ro-Ro		Total	
		No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
All Ports	1993-94	2157	19356	2239	16154	2435	53980	3710	83531	93	2789	78	2316	10712	178126
	1994-95	2420	19570	2422	17344	2563	58710	4028	92480	80	2526	89	1017	11602	191647
	1995-96	2455	23795	2199	17002	2766	64946	4488	99303	81	2396	94	3178	12083	210620
	1996-97	2801	28019	2275	18020	2826	66601	4836	110523	84	2367	94	3054	12916	228584
	1997-98	3034	29898	2357	19667	3243	76912	5160	119392	84	2402	68	2077	13946	250348
	1998-99	3268	33462	2455	20020	3074	74908	5504	119671	70	2064	71	1696	14442	251811
	1999-00	3449	38713	2558	24229	3108	73372	5891	128215	71	2349	25	144	15102	267022

Table 3.2.9 **Utilisation Of Cargo Handling Equipment by Major Ports**

Port/Year	Mechanised System		Utilisation of General Cargo handling Equipment (Av. no. of hrs. worked per month per equipment.)			
			Elect. Wharf Cranes		Mobile Cranes	Fork Lifts
	Commodity	Tonnes per Worked Day	3-10 Tonnes	Above 10 Tonnes		
1	2	3	4	5	6	7
KANDLA						
Norms (1983)	Fertiliser	2300	300	300	250	300
Performance						
1991-92	"	1415	217	-	21	196
1992-93	"	1785	159	-	5	156
1993-94	"	1937	256	-	5	253
1994-95	"	2021	273	-	3	176
1995-96	"	1916	294	-	4	219
1996-97	"	2408	296	-	2	196
1997-98	"	2063	305	-	-	232
1998-99	"	3057	294	-	-	211
1999-00	"	-	313	-	-	264
2000-01	"	-	245	343	-	257
MUMBAI						
Norms (1983)	-	-	300	300	250	300
Performance						
1991-92	-	-	126	79	124	178
1992-93	-	-	156	110	163	220
1993-94	-	-	177	124	164	213
1994-95	-	-	154	114	169	159
1995-96	-	-	221	117	140	145
1996-97	-	-	205	124	137	147
1997-98	-	-	211	118	142	158
1998-99	-	-	249	131	136	156
1999-00	-	-	133	84	79	122
2000-01	-	-	121	117	57	133
MORMUGAO						
Norms (1983)	Iron Ore	32500	300	300	250	300
Performance						
1991-92	"	53133	174	-	69	33
1992-93	"	47647	280	-	86	82
1993-94	"	47939	246	-	108	114
1994-95	"	37992	140	-	128	111
1995-96	"	45759	108	-	44	182
1996-97	"	39401	64	-	35	202
1997-98	"	43356	86	-	32	244
1998-99	"	40525	50	-	29	163
1999-00	"	50038	38	-	20	135
2000-01	"	-	-	-	13	116

Table 3.2.9 (Contd...) Utilisation Of Cargo Handling Equipment by Major Ports

Port/Year	Mechanised System		Utilisation of General Cargo handling Equipment (Av. no. of hrs. worked per month per equipment.)			
			Elect. Wharf Cranes		Mobile	Fork
	Commodity	Tonnes per Worked Day	3-10 Tonnes	Above 10 Tonnes	Cranes	Lifts
1	2	3	4	5	6	7
NEW MANGALORE						
Norms (1983)	"	29700	300	300	250	300
Performance						
1991-92	"	24909	31	-	20	23
1992-93	"	26035	23	-	24	22
1993-94	"	27195	19	-	21	30
1994-95	"	21479	48	-	14	48
1995-96	"	25371	13	-	14	36
1996-97	"	26378	7	-	7	32
1997-98	"	32360	10	-	9	42
1998-99	"	32875	8	-	10	31
1999-00	"	32444	21	-	12	45
2000-01	"	-	29	-	11	37
COCHIN						
Norms (1983)	-	-	200	200	167	200
Performance						
1991-92	-	-	50	-	115	134
1992-93	-	-	53	-	123	132
1993-94	-	-	40	-	135	134
1994-95	-	-	59	-	83	127
1995-96	-	-	93	-	65	106
1996-97	-	-	82	-	63	139
1997-98	-	-	75	-	35	124
1998-99	-	-	79	-	26	77
1999-00	-	-	77	-	13	58
2000-01	-	-	76	-	12	62
TUTICORIN						
Norms (1983)	-	-	300	300	250	300
Performance						
1991-92	-	-	159	-	105	79
1992-93	-	-	180	-	77	84
1993-94	-	-	176	-	86	84
1994-95	-	-	156	-	65	81
1995-96	-	-	133	-	25	80
1996-97	-	-	128	-	24	77
1997-98	-	-	114	-	33	57
1998-99	-	-	115	-	39	43
1999-00	-	-	92	-	40	-
2000-01	-	-	78	-	26	-

Table 3.2.9 (Contd...) **Utilisation Of Cargo Handling Equipment by Major Ports**

Port/Year	Mechanised System		Utilisation of General Cargo handling Equipment (Av. no. of hrs. worked per month per equipment.)			
			Elect. Wharf Cranes		Mobile Cranes	Fork Lifts
	Commodity	Tonnes per Worked Day	3-10 Tonnes	Above 10 Tonnes		
1	2	3	4	5	6	7
CHENNAI						
Norms (1983)	Iron Ore	37000	300	300	250	300
Performance						
1991-92	*	44115	277	269	254	270
1992-93	*	40942	250	243	241	238
1993-94	*	25530	246	214	223	224
1994-95	*	45605	222	231	206	214
1995-96	*	44511	205	191	248	221
1996-97	*	43212	173	133	275	221
1997-98	*	42183	133	202	173	211
1998-99	*	39368	206	195	319	195
1999-00	*	37834	185	216	192	186
2000-01	*	...	145	195	194	171
VISAKHAPATNAM						
Norms (1983)	Iron Ore	50000	300	300	250	300
Performance						
1991-92	*	28964	187	-	85	134
1992-93	*	26790	313	-	107	233
1993-94	*	39798	291	50	101	158
1994-95	*	40765	268	87	141	201
1995-96	*	31362	332	73	156	177
1996-97	*	33328	224	66	142	147
1997-98	*	25551	310	77	123	175
1998-99	*	30344	283	67	98	158
1999-00	*	44491	235	-	89	152
2000-01	*	...	173	-	198	175
PARADIP						
Norms (1983)	Iron Ore	18700	300	300	250	300
Performance						
1991-92	*	16728	(b)	276	127	137
1992-93	*	21308	(b)	152	76	66
1993-94	*	21029	(b)	154	44	76
1994-95	*	23303	(b)	162	40	50
1995-96	*	20331	(b)	165	59	46
1996-97	*	20743	(b)	145	58	70
1997-98	*	17968	(b)	170	41	29
1998-99	*	20369	(b)	93	28	37
1999-00	*	20424	(b)	135	69	25
2000-01	*	...	(b)	142	66	27

(a) Relates to vessels of capacity more than 35000 DWT.

Table 3.2.9 (Contd...) Utilisation Of Cargo Handling Equipment by Major Ports

Port/Year	Mechanised System		Utilisation of General Cargo handling Equipment (Av. no. of hrs. worked per month per equipment.)			
			Elect. Wharf Cranes		Mobile Cranes	Fork Lifts
	Commodity	Tonnes per Worked Day	3-10 Tonnes	Above 10 Tonnes		
1	2	3	4	5	6	7
KOLKATA						
Norms (1983)			300	300	250	300
Performance						
1991-92	-	-	161(c)	245	219	259
1992-93	-	-	168(c)	259	194	257
1993-94	-	-	125(c)	255	174	197
1994-95	-	-	123(c)	266	167	218
1995-96	-	-	104(c)	267	132	175
1996-97	-	-	83(c)	293	123	158
1997-98	-	-	80(c)	195	136	141
1998-99	-	-	99(c)	247	153	168
1999-00	-	-	47(c)	226	264	311
2000-01	-	-	39(c)	199	208	223

(b) There are no 3-10 tonnes crane

(c) 2-10 Tonnes

Table 3.2.10 Distribution of Revenue And Expenditure at Major Ports

(Rs. in Lakh)

Port/ Year	Total Revenue	Total Expen-diture	Port and Dock Charges including Pilotage		Cargo handling and ware-housing		On account of Railways		Land and building		Finance and Misc.		M & G.A. Expen-diture (a)
			Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
KANDLA													
1987-88	5072	2879	1458	1143	2377	556	-	8	155	204	1082	475	493
1988-89	6298	3252	1631	1542	3093	585	-	9	208	210	1366	339	567
1989-90	7431	3924	1922	1861	3683	729	-	8	241	242	1585	457	627
1990-91	8248	3931	2342	1817	3851	779	-	4	246	268	1809	332	731
1991-92	9553	4490	2535	2126	4411	835	-	4	259	293	2348	452	780
1992-93	11948	4812	3091	2244	5329	911	-	4	271	322	3257	460	871
1993-94	13996	6041	4071	2746	5365	1075	-	7	739	402	3821	873	938
1994-95	15797	6219	4820	2683	6352	1191	-	68	575	418	4050	778	1081
1995-96	20099	7491	5424	3428	7548	1443	-	18	856	508	6271	846	1248
1996-97	25496	9217	6126	4253	8646	1606	-	132	1244	611	9480	1278	1337
1997-98	28813	9793	7497	4858	10178	1788	-	31	1389	653	9749	824	1639
1998-99	34492	13382	10564	4029	11339	1853	-	18	1324	872	11265	4757	1853
1999-00	36985	15493	9839	6823	11304	2301	-	4	1377	1054	14465	2851	2460
MUMBAI													
1987-88	23723	16761	3103	3251	12046	6421	189	844	2680	803	5705	3187	2255
1988-89	29228	18909	3720	3603	15047	6991	192	891	3322	951	6947	3991	2482
1989-90	28580	21150	3721	3323	17444	7600	226	1027	948	1298	6241	5018	2884
1990-91	26623	20490	3554	3736	18608	7739	230	1111	1087	1318	3144	3399	3187
1991-92	31718	26394	4280	4214	19349	8596	255	1184	1680	1705	6154	7010	3685
1992-93	43723	30526	8394	5497	26124	9216	327	1219	1607	1935	7271	8610	4049
1993-94	48482	30657	10115	5469	29610	10425	339	1361	1604	2067	6814	6663	4672
1994-95	55851	41513	10574	7434	34968	12723	448	1652	1524	2565	8337	11452	5687
1995-96	68243	42809	13620	5954	42318	14427	610	1669	1640	2766	10055	11450	6543
1996-97	68852	49660	13362	9973	43570	15598	491	1826	1835	3229	9594	12217	6817
1997-98	68520	51160	16311	9898	40237	16553	496	1801	3594	3608	7882	11637	7663
1998-99	68632	57868	16680	11068	39245	18056	771	1890	4035	3735	7901	14428	8691
1999-00	63379	55038	16276	10751	32683	17642	625	1748	3683	3523	10112	12760	8614

Table 3.2.10 (Contd...) Distribution of Revenue And Expenditure at Major Ports

(Rs. in Lakh)

Port/ Year	Total Revenue	Total Expen-diture	Port and Dock Charges including Pilotage		Cargo handling and ware-housing		On account of Railways		Land and building		Finance and Misc.		M & G.A. Expen-diture (a)
			Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
JAWAHARLAL NEHRU													
1989-90	2917	2987	317	536	2084	606	-	10	150	40	366	91	1704
1990-91	5782	5226	682	802	4371	2780	-	14	257	167	472	625	838
1991-92	8494	6542	1019	833	5916	3206	-	14	376	244	1183	1099	1146
1992-93	10350	8743	1508	701	6661	4115	-	94	398	334	1783	2514	985
1993-94	12420	11298	2201	1265	7626	4711	-	97	442	440	2159	3489	1296
1994-95	17907	11688	3008	755	11591	5799	-	102	727	668	2581	2970	1394
1995-96	27883	15341	3579	1201	18390	7925	-	102	1398	728	4516	3777	1608
1996-97	31749	17497	4252	1779	18519	9234	-	119	1836	969	7142	3514	1882
1997-98	41731	21256	5618	2517	23466	11413	-	124	2919	1047	9728	4286	1869
1998-99	48230	24685	7492	3034	27506	12007	-	124	3231	1212	9921	5998	2310
1999-00	47529	34224	9225	5604	23413	12737	-	124	4115	1290	10776	11489	2980
MORMUGAO													
1987-88	4058	3421	781	763	2713	1093	39	87	72	75	453	841	562
1988-89	5160	3836	934	793	3448	1246	46	95	99	83	633	918	701
1989-90	5339	3889	950	810	3560	1294	39	95	110	111	680	849	730
1990-91	5785	4472	1004	897	3712	1513	46	94	104	118	919	1043	807
1991-92	5993	4966	985	1070	3703	1556	42	104	107	139	1156	1125	972
1992-93	7913	5773	1323	1312	4898	1911	73	122	109	140	1510	1134	1154
1993-94	9096	6076	2003	1262	5037	2611	00	123	216	166	1680	1451	1263
1994-95	9741	6890	2199	1607	5445	2277	61	132	278	104	1758	1195	1575
1995-96	9867	7931	2198	2476	5454	1967	-	116	358	67	1857	1557	1748
1996-97	11055	8912	2263	2055	6287	2616	-	112	485	94	2020	2060	1975
1997-98	13317	10297	2522	2303	8188	3525	4	139	345	235	2258	1954	2141
1998-99	14849	12575	2884	2748	8460	4297	181	136	567	280	2757	2529	2585
1999-00	16046	13702	3100	3022	8993	3977	389	222	966	272	2598	3286	2923

Table 3.2.10 (Contd...) Distribution of Revenue And Expenditure at Major Ports

(Rs. in Lakh)

Port/ Year	Total Revenue	Total Expen-diture	Port and Dock Charges including Pilotage		Cargo handling and ware-housing		On account of Railways		Land and building		Finance and Misc.		M & G.A. Expen-diture (a)
			Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
NEW MANGALORE													
1987-88	2083	1795	487	740	1211	156	3	10	263	37	119	476	376
1988-89	2604	1653	522	518	1417	171	1	9	315	42	349	511	402
1989-90	2603	2217	540	934	1496	197	1	24	323	53	243	506	503
1990-91	3315	2209	641	794	1928	220	neg	5	466	62	280	598	530
1991-92	3667	2715	734	1260	2028	265	neg	11	447	63	458	451	665
1992-93	4198	2853	954	1395	2072	271	neg	14	462	74	710	415	684
1993-94	4831	3476	1154	1840	2424	297	-	10	482	76	771	447	806
1994-95	4821	3195	1190	1264	2367	335	6	18	572	88	686	583	907
1995-96	6672	4615	1398	2204	3291	637	13	13	759	112	1211	592	1057
1996-97	13422	9275	2355	2819	8831	1443	12	35	649	119	1575	3469	1390
1997-98	17852	10938	3085	3789	11264	1597	25	36	1122	138	2356	3744	1634
1998-99	16924	13009	3603	4390	10950	1801	22	23	917	180	1432	4758	1857
1999-00	10600	13028	3742	4880	12315	2053	13	28	1040	198	1490	3568	2301
COCHIN													
1987-88	3626	3908	880	984	2387	759	-	12	210	97	149	1096	960
1988-89	4654	4721	1198	1301	3086	829	-	15	239	112	131	1303	1161
1989-90	5722	5225	1214	1413	3988	966	-	16	303	134	217	1463	1233
1990-91	6364	5324	1163	1524	4059	1008	-	17	316	135	826	1256	1384
1991-92	6498	5667	1137	1576	4335	1105	-	17	356	167	670	1454	1348
1992-93	8056	7022	1594	2179	4600	1162	-	20	441	183	1421	1821	1657
1993-94	8069	7799	1906	2794	4557	1206	-	24	500	199	1106	1815	1761
1994-95	9461	8624	2382	2113	5246	1604	-	24	577	333	1256	2399	2151
1995-96	12493	13058	2934	3470	7132	1984	-	29	643	334	1784	4894	2347
1996-97	15866	13601	3456	4107	9456	2059	-	29	864	321	2090	4143	2942
1997-98	17748	13241	4034	4903	10490	2193	-	22	1021	427	2203	2115	3581
1998-99	19560	16435	4386	5778	10735	2710	-	25	1169	592	3270	3486	3844
1999-00	20355	20084	5324	6144	11354	3628	-	31	1363	476	2314	5358	4447

Table 3.2.10 (Contd...) Distribution of Revenue And Expenditure at Major Ports

(Rs. in Lakh)

Port/ Year	Total Revenue	Total Expen-diture	Port and Dock Charges including Pilotage		Cargo handling and ware-housing		On account of Railways		Land and building		Finance and Misc.		M & G.A. Expen-diture (a)
			Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
TUTICORIN													
1987-88	1435	1444	227	306	960	252	38	37	45	79	165	427	343
1988-89	1941	1511	337	326	1326	280	44	53	53	88	181	411	353
1989-90	2274	2073	438	390	1507	335	65	49	80	96	184	799	404
1990-91	2908	1880	468	439	1561	368	73	51	145	106	661	442	474
1991-92	3046	2086	550	506	1936	447	72	68	147	123	341	407	535
1992-93	3989	2250	861	545	2287	500	74	65	222	134	545	415	591
1993-94	3908	2899	924	635	2201	689	-	51	231	135	552	689	700
1994-95	4502	3726	1088	661	2721	1147	23	68	210	195	460	813	842
1995-96	5979	3634	1613	875	3542	737	9	50	241	231	574	816	925
1996-97	6709	4063	1885	931	3710	790	57	58	232	247	825	939	1098
1997-98	8649	5025	2271	1193	4676	915	93	129	479	259	1130	1314	1215
1998-99	9594	5957	2710	1308	5194	999	119	205	520	402	1051	1493	1550
1999-00	10217	6528	2920	1560	4981	1156	136	137	977	460	1203	1303	1912
CHENNAI													
1987-88	11256	7622	1863	1016	7358	2749	896	458	45	60	1094	1621	1718
1988-89	13525	8269	2072	1424	8935	2704	1108	478	54	76	1356	1648	1939
1989-90	14832	8882	1977	1337	9794	3065	1184	527	146	92	1731	1561	2300
1990-91	16964	9713	2184	1426	10714	3194	1295	614	166	93	2605	1778	2608
1991-92	19947	11218	3055	1594	11172	3722	1630	719	208	98	3882	2157	2928
1992-93	25664	13700	4003	1536	13135	4062	1576	924	201	121	6749	3694	3363
1993-94	30029	15548	5087	1650	14721	4588	1601	815	219	143	8401	4060	3492
1994-95	31007	16773	5429	2723	15416	5230	1741	849	276	169	8145	3671	4131
1995-96	33879	20365	6826	2850	16313	6173	1987	1138	387	170	8366	5175	4859
1996-97	38378	20933	7194	3113	17582	6816	2292	1081	328	187	10982	4452	5284
1997-98	41676	24860	7913	3994	18954	7723	2887	1526	381	232	11541	4912	6473
1998-99	43928	26834	8829	4284	19232	8453	3016	1701	337	276	12514	4898	7222
1999-00	45966	31440	8558	6071	21146	9915	3886	1725	314	235	12062	4712	8782

Table 3.2.10 (Contd...) Distribution of Revenue And Expenditure at Major Ports

(Rs. in Lakh)

Port/ Year	Total Revenue	Total Expen-diture	Port and Dock Charges including Pilotage		Cargo handling and ware-housing		On account of Railways		Land and building		Finance and Misc.		M & G.A. Expen-diture (a)
			Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
VISAKHAPATNAM													
1987-88	9280	8494	1514	1634	5277	2398	848	750	457	268	1184	2271	1173
1988-89	13546	9757	2169	1528	6974	2702	1234	955	352	269	2817	2475	1828
1989-90	13021	9054	2556	1809	8036	2280	1303	1139	350	333	776	2074	1419
1990-91	13955	10547	2531	1990	7300	2843	1427	1193	569	420	2128	2487	1614
1991-92	15713	11861	2682	2487	8442	3230	2025	1754	344	515	2220	2061	1814
1992-93	18956	13951	4030	2739	9621	3343	2387	1893	348	507	2570	3339	2130
1993-94	20226	14424	4676	2678	10434	3906	2451	1678	535	577	2130	3378	2207
1994-95	21940	17719	5870	3458	11548	4523	2806	1803	683	681	1033	4684	2570
1995-96	25802	19947	7000	4022	13241	4075	3473	2711	682	810	1406	5269	3060
1996-97	28349	20951	8063	4246	14413	4998	3756	3050	894	817	1223	4280	3560
1997-98	29441	21936	7773	3962	13776	5233	4749	3380	956	1021	2187	4263	4077
1998-99	29307	22424	8454	3416	13590	5895	4414	2847	917	1455	1932	4299	4512
1999-00	30002	35102	9514	4121	15733	6588	4492	2868	967	1542	7296	14949	5034
PARADIP													
1987-88	4847	5015	842	927	2785	1061	397	258	124	228	699	1862	679
1988-89	5522	4992	905	666	3343	1312	420	312	160	301	694	1626	775
1989-90	6709	5906	1143	719	4068	1313	514	433	313	363	671	2224	854
1990-91	8782	7109	1632	852	5098	1446	732	386	163	420	1157	3003	1002
1991-92	9893	8347	1595	1084	5072	1823	764	486	526	504	1936	3346	1104
1992-93	10303	8910	1857	1412	5632	2075	994	832	355	770	1465	2460	1361
1993-94	13273	11804	2317	1240	6724	2273	1250	685	939	512	2043	5400	1694
1994-95	13837	10258	2752	1745	8039	2445	1538	437	362	792	1146	3126	1713
1995-96	16093	12139	3202	2221	9324	2901	1674	473	949	1031	944	3522	1991
1996-97	17972	13292	3488	2658	9347	3043	1780	557	1656	1116	1701	3381	2537
1997-98	18903	13832	4159	1936	10397	3320	2268	830	849	1555	1230	3500	2691
1998-99	19251	14450	4032	2032	10175	3339	2112	726	960	1888	1972	3109	3356
1999-00	20505	15835	4898	2548	10617	3648	1991	726	936	1781	2063	3501	3631

Table 3.2.10 (Contd...) Distribution of Revenue And Expenditure at Major Ports

(Rs. in Lakh)

Port/ Year	Total Revenue	Total Expen-diture	Port and Dock Charges including Pilotage		Cargo handling and ware-housing		On account of Railways		Land and building		Finance and Misc.		M & G.A. Expen-diture (a)
			Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
HALDIA DOCK COMPLEX													
1987-88	6934	5988	2821	2627	2824	705	510	731	159	283	620	849	793
1988-89	9993	6151	3157	2302	5101	980	594	665	232	292	909	1023	889
1989-90	11064	6474	3541	2694	5334	1163	669	685	262	357	1258	618	957
1990-91	12370	7638	4237	2957	5735	1399	790	626	347	398	1261	1081	1177
1991-92	14842	10549	5543	4869	6122	1423	972	620	440	518	1765	1762	1357
1992-93	17731	13807	7139	6577	6968	1755	1214	789	989	598	1421	2449	1639
1993-94	22744	16792	9798	7423	8976	1806	1229	812	940	715	1801	4232	1804
1994-95	26821	20647	11671	8367	10537	1977	1404	784	1042	680	2167	6811	2028
1995-96	27174	18934	9975	5932	12039	2019	1656	875	1442	891	2062	6889	2328
1996-97	35325	22418	14649	9513	13428	2371	2109	965	1735	1009	3404	5807	2753
1997-98	47977	30927	22965	15728	17041	2749	2489	1127	1680	1064	3802	7163	3096
1998-99	68322	57040	43545	36724	16644	3132	2309	1478	1809	1210	4015	10772	3724
1999-00	59944	51750	36169	29979	15647	3434	2532	1534	2390	1438	3206	10897	4468
KOLKATA DOCK SYSTEM													
1987-88	9824	12076	3331	2953	4548	2445	485	690	742	161	718	2925	2902
1988-89	12806	12678	3021	3439	7323	2552	359	716	861	165	1242	2564	3242
1989-90	13671	13416	2826	3691	8266	2530	371	807	1088	183	1120	2741	3464
1990-91	14722	14503	2770	3647	8891	2831	417	819	1246	224	1398	3115	3867
1991-92	15372	15187	2426	3484	8176	2832	476	850	1507	261	2787	3773	3987
1992-93	15815	15271	3451	4016	8808	2969	585	914	1567	247	1404	2912	4213
1993-94	18575	16839	3928	3767	11088	2889	638	760	1609	257	1312	4169	4997
1994-95	20040	20448	4546	5415	11527	2779	1064	874	1719	267	1184	6309	4804
1995-96	21680	21455	4886	5554	13180	2915	934	745	1894	246	786	6485	5510
1996-97	23990	22571	4869	5871	14218	3067	891	837	2329	355	1683	6354	6087
1997-98	26104	25807	5638	6403	15514	2933	861	1173	2559	424	1532	8380	6494
1998-99	27863	29543	6553	7747	15941	3154	919	1172	2763	625	1687	9589	7256
1999-00	27500	31330	6991	7938	14999	3379	660	1026	3078	593	1772	10332	8062

Table 3.2.10 (Contd...) Distribution of Revenue And Expenditure at Major Ports

(Rs. in Lakh)

Port/ Year	Total Revenue	Total Expen-diture	Port and Dock Charges including Pilotage		Cargo handling and ware-housing		On account of Railways		Land and building		Finance and Misc.		M & G.A. Expen-diture (a)
			Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	Revenue	Exp.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
ALL PORTS													
1987-88	82138	69403	17307	16344	44486	18595	3405	3885	4952	2295	11988	16030	12254
1988-89	105277	75729	19666	17442	59093	20352	3998	4198	5895	2589	16625	16809	14339
1989-90	114163	85197	21145	19517	69260	22078	4372	4820	4314	3302	15072	18401	17079
1990-91	125818	93042	23208	20881	75828	26120	5010	4934	5112	3729	16660	19159	18219
1991-92	144736	110022	26541	25103	80662	29040	6236	5831	6397	4630	24900	25097	20321
1992-93	178646	127618	38205	30153	96135	32290	7230	6890	6970	5365	30106	30223	22697
1993-94	206457	144453	48260	32769	109563	36476	7588	6423	8456	5689	32590	37466	25630
1994-95	231725	167700	55529	38225	125757	42030	9091	6811	8545	6960	32803	44791	28883
1995-96	275864	187719	62655	40187	151772	47203	10356	7939	11249	7894	39832	51272	33224
1996-97	317163	212390	71962	51318	168007	53641	11388	8801	14087	9074	51719	51894	37662
1997-98	360731	239072	89786	61484	184181	59942	13872	10318	17294	10663	55598	54092	42573
1998-99	400952	294202	119732	86558	189091	65696	13863	10345	18549	12727	59717	70116	48760
1999-00	405028	323554	116556	89441	183185	70458	14724	10173	21206	12862	69357	85006	55614

(a): Management and General Administration Expenditure

Table 3.2.11 Operating Financial Parameters for Major Ports

(Rs. In Lakh)

Item/Year	Kandla	Mumbai	J.L. Nehru	Mormu-gao	N.Manga-lore	Cochin	Tuti-corin	Chennai	Visakha-patnam	Paradip	Haldia Dock Complex	Kolkata Dock System	All Ports
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Operating Income													
1987-88	3990	18018	-	3605	1964	3477	1270	10162	8096	4148	6314	9106	70150
1988-89	4932	22281	-	4527	2255	4523	1760	12169	10729	4828	9084	11564	88652
1989-90	5846	22339	2551	4659	2360	5505	2090	13101	12245	6038	9806	12551	99091
1990-91	6439	23479	5310	4866	3036	5538	2247	14359	11826	7626	11109	13324	109159
1991-92	7205	25564	7311	4837	3209	5828	2706	16065	13493	7957	13077	12585	119837
1992-93	8691	36452	8567	6403	3488	6635	3444	18915	16386	8838	16310	14411	148540
1993-94	10175	41668	10269	8216	4060	6963	3356	21629	18096	11230	20943	17263	173868
1994-95	11747	47514	15326	7983	4135	8205	4042	22862	20907	12691	24654	18856	198922
1995-96	13828	58188	23367	8010	5461	10709	5405	25513	24396	15149	25112	20894	236032
1996-97	16016	59258	24607	9035	11847	13776	5884	27396	27126	16271	31921	22307	265444
1997-98	19064	60638	32003	11059	15496	15545	7519	30135	27254	17673	44175	24572	305133
1998-99	23227	60731	38309	12092	15492	16290	8543	31414	27375	17279	64307	26176	341235
1999-00	22520	53267	36753	13448	17110	18041	9014	33904	30706	18442	56738	25728	335671
Operating Expenditure													
1987-88	2404	13574	-	2580	1319	2812	1017	6001	6223	3153	5139	9151	53373
1988-89	2913	14918	-	2918	1142	3418	1100	6621	7282	3366	5128	10114	58920
1989-90	3467	16132	2896	3040	1711	3762	1274	7321	6980	3682	5856	10675	66796
1990-91	3599	17091	4601	3429	1611	4068	1438	7935	8059	4106	6557	11388	73882
1991-92	4038	19384	5448	3841	2264	4213	1680	9061	9800	5001	8787	11414	84931
1992-93	4352	21916	6229	4639	2438	5201	1835	10006	10612	6450	11358	12359	97395
1993-94	5168	23994	7809	5425	3029	5984	2210	10687	11046	6404	12560	12670	106986
1994-95	5441	30061	8718	5695	2612	6225	2913	13102	13035	7132	13836	14139	122909
1995-96	6645	31359	11564	6374	4023	8164	2818	15190	14678	8617	12045	14970	136447
1996-97	7939	37443	13983	6852	5806	9458	3124	16481	16671	9911	16611	16217	160496
1997-98	8969	39523	16970	8343	7194	11126	3711	19948	17673	10332	23764	17427	184980
1998-99	8625	43440	18687	10046	8251	12949	4464	21936	18125	11341	46268	19954	224086
1999-00	12642	42278	22735	10416	9460	14726	5225	26728	20153	12334	40853	20998	238548

Table 3.2.11 (Contd...) Operating Financial Parameters for Major Ports

(Rs. In Lakh)

Item/Year	Kandla	Mumbai	J.L. Nehru	Mormu-gao	N.Manga-lore	Cochin	Tuti-corin	Chennai	Visakha-patnam	Paradip	Haldia Dock Complex	Kolkata Dock System	All Ports
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Operating Surplus													
1987-88	1586	4444	-	1025	645	665	253	4161	1873	995	1175	(-)45	16777
1988-89	2019	7363	-	1609	1113	1105	660	5548	3447	1462	3956	1450	29732
1989-90	2379	6207	(-)345	1619	649	1743	816	5780	5265	2356	3950	1876	32295
1990-91	2840	6388	709	1437	1425	1470	809	6424	3767	3520	4552	1936	35277
1991-92	3167	6180	1863	996	945	1615	1026	7004	3693	2956	4290	1171	34906
1992-93	4339	14536	2338	1764	1050	1434	1609	8909	5774	2388	4952	2052	51145
1993-94	5007	17674	2460	2791	1031	979	1146	10942	7050	4826	8383	4593	66882
1994-95	6306	17453	6608	2288	1523	1980	1129	9760	7872	5559	10818	4717	76013
1995-96	7183	26829	11803	1636	1438	2545	2587	10323	9718	6532	13067	5924	99585
1996-97	8077	21815	10624	2183	6041	4318	2760	10915	10455	6360	15310	6090	104948
1997-98	10095	21115	15033	2716	8302	4419	3808	10187	9581	7341	20411	7145	120153
1998-99	14602	17291	19622	2046	7241	3341	4079	9478	9250	5938	18039	6222	117149
1999-00	9070	10980	14010	3032	7650	3315	3789	7176	10553	6108	15885	4730	97123
Net Surplus													
1987-88	2193	6962	-	637	288	(-)282	(-)9	3634	786	(-)168	946	(-)2252	12735
1987-88	2193	6962	-	637	288	(-)282	(-)9	3634	786	(-)168	946	(-)2252	12735
1988-89	3046	10319	-	1324	951	(-)67	430	5256	3789	530	3842	128	29548
1989-90	3507	7430	(-)70	1450	386	497	201	5950	3967	803	4590	255	28966
1990-91	4317	6133	556	1313	1106	1040	1026	7251	3408	1671	4732	219	32776
1991-92	5063	5324	1952	1027	952	831	960	8729	3852	1546	4293	185	34714
1992-93	7136	13197	1607	2140	1345	1034	1739	11964	5005	1393	3924	544	51028
1993-94	7955	17825	1130	3020	1355	270	1009	14481	5802	1469	5952	1736	62004
1994-95	9578	14338	6219	2851	1626	837	776	14234	4221	3579	6174	(-)408	64025
1995-96	12608	25434	12542	1936	2057	(-)565	2345	13514	5855	3954	8240	225	88145
1996-97	16279	19192	14252	2143	4147	2265	2646	17445	7398	4680	12907	1419	104773
1997-98	19020	17360	20475	3020	6914	4507	3624	16816	7505	5071	17050	297	121659
1998-99	21110	10764	23545	2274	3915	3125	3637	17094	6883	4801	11282	(-)1680	106750
1999-00	21492	8341	13305	2344	5572	271	3689	14526	2900	4670	8194	(-)3830	81474

Table 3.2.12 Operating Ratio for Major Ports

(In Percentage)

Item/Year	Kandla	Mumbai	J.L. Nehru	Mormu-gao	N.Manga-lore	Cochin	Tuti-corin	Chennai	Visakha-patnam	Paradip	Haldia Dock Complex	Kolkata Dock System	All Ports
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1987-88	60.25	75.34	-	71.57	67.16	80.87	80.08	59.05	76.87	76.01	81.39	100.49	76.08
1988-89	59.06	66.95	-	64.46	50.64	75.57	62.50	54.41	67.87	69.72	56.45	87.46	66.46
1989-90	59.31	72.21	113.52	65.25	72.50	68.34	60.96	55.88	57.00	60.98	59.72	85.05	67.41
1990-91	55.89	72.79	86.65	70.47	53.06	73.46	64.00	55.26	68.15	53.84	59.02	85.47	67.68
1991-92	56.04	75.83	74.52	79.41	70.55	72.29	62.08	56.40	72.63	62.85	67.19	90.70	70.87
1992-93	50.07	60.12	72.71	72.45	69.90	78.39	53.28	52.90	64.76	72.98	69.64	85.76	65.57
1993-94	50.79	57.58	76.04	66.03	74.61	85.94	65.85	49.41	61.04	57.03	59.97	73.39	61.53
1994-95	46.32	63.27	56.88	71.34	63.17	75.87	72.07	57.31	62.35	56.20	56.12	74.98	61.79
1995-96	48.05	53.89	49.49	79.58	73.67	76.23	52.14	59.54	60.16	56.88	47.96	71.65	57.81
1996-97	49.57	63.19	56.82	75.84	49.00	68.65	53.09	60.16	61.46	60.91	52.04	72.70	60.46
1997-98	47.05	65.18	53.03	75.44	46.42	71.57	49.35	66.20	64.84	58.46	53.80	70.92	60.62
1998-99	37.13	71.53	48.78	83.08	53.26	79.49	52.25	69.83	66.21	65.63	71.95	76.23	65.67
1999-00	56.14	79.37	61.86	77.45	55.29	81.63	57.97	78.83	65.63	66.88	72.00	81.61	71.07

Table 3.2.13 **Employment of Manpower At Major Ports As On 31st December** (In Numbers)

PORT	Year											
	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
1	2	3	4	5	6	7	8	9	10	11	12	13
KPT	4633	4603	4976	4927	4677	4740	4451	4107	4486	3860	4128	4193
MbPT	30319	29349	28199	27327	25063	34696(b)	32893(b)	32789(b)	32127(b)	31416(b)	31033(b)	29073(b)
JNPT	-	1137	1187	1386	1507	1513	1549	1539	1550	1540	1557	1583
MoPT	3646	3614	3582	3668	3257	3612	3607	3588	3535	4290(b)	4281(b)	4226(b)
NMPT	1312	1328	1330	1337	2401	2311	2303	2275	2258	2293	2289	2233
CoPT	5868	5781	5533	5546	5546	5502	4872	4985	5021	5332	5213(b)	6019(b)
TPT	2284	2270	2268	2250	2054	1998	2152	1941	1895	1875	1833	1723
ChPT	11489	11346	11361	10318	10271	10357	10399	10314	10314	10207	10274	10075
VPT	10986	10848	11314	10227	10082	9772	9626	9450	9307	9198	8773	7502
PPT	5388	4841	4811	4834	4996	5241	4113	4229	4106	3892	3876	3851
KDS(a)	24658	23643	23396	21292	19808	19296	13609	12873	11923	11570	10765	9796
HDC(a)							4442	4484	4625	4695	4672	4643
ALL MAJOR PORTS	100583	98760	97955	93112	89662	99038	94016	92574	91147	90168	88694	84917

(a) Prior to 1995, separate figures for Calcutta & Haldia are not available.

(b) Includes DLB employment also.

Note : Number of officers in the class I & II Posts have not been included

Table 3.2.14 **Number of Dock Workers With DLB'S of Major Ports (As on 31ST December)**

(In Numbers)

PORT	Year											
	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
1	2	3	4	5	6	7	8	9	10	11	12	13
KPT	869	875	913	897	984	953	960	943	891	932	946	918
MbPT	9903	7848	8137	6849	7051	(b)	(b)	(b)	(b)	(b)	(b)	(b)
MoPT	961	955	935	902	821	807	745	691	598	(a)	(a)	(a)
CoPT	757	665	581	683	584	548	529	461	424	(a)	(a)	(a)
ChPT	1394	1341	1306	1108	1890	1143	1092	1186	976	917	1056(c)	965(d)
VPT	665	641	611	706	739	732	610	563	717	909	928	840
KDS	5941	5689	5272	4169	3907	3019	3304	2677	2408	2197	2038	1746
TOTAL	20490	18014	17755	15314	15976	7202	7240	6521	6014	4955	4968	4469

(a) Dock Labour Board merged with Port Trust.

(b) Mumbai Dock Labour Board merged with Mumbai Port

(c) Includes 184 casuals.

(d) Includes 182 casuals.

Table 3.2.15 **Number of Dock Workers Listed with Major Ports (As On 31st December)**

(In Numbers)

PORT	Year											
	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
1	2	3	4	5	6	7	8	9	10	11	12	13
KPT	-	-	-	-	-	-	-	-	-	-	-	-
MbPT	-	-	-	-	-	(a)	(a)	(a)	(a)	(a)	(a)	(a)
ChPT	1479	1445	1376	269	275	260	237	210	182	154	135	119
VPT	1516	1502	1487	1483	1006	1319	1174(b)	1554(b)	1312(b)	903	742	604
TOTAL	2995	2947	2863	1772	1281	1579	1411	1764	1494	1057	877	723

(a) Mumbai Dock Labour Board merged with Mumbai Port

(b) Includes Casual Workers.

Table 3.3.1 Cargo Traffic Handled At Non-Major Ports -State-Wise

(In'000 Tonnes)

States U.T.	Overseas			Coastal			Overseas & Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
GUJARAT									
1990-91	4713	2268	6981	1280	1052	2332	5993	3320	9313
1991-92	3894	2903	6797	2351	1148	3499	6245	4051	10296
1992-93	4962	3526	8488	2372	1024	3396	7334	4550	11884
1993-94	6759	5142	11901	2773	1071	3844	9532	6213	15745
1994-95	7679	5149	12828	2640	1475	4115	10319	6624	16943
1995-96	8466	6205	14671	1686	2124	3810	10152	8329	18481
1996-97	8912	6191	15103	2605	2150	4755	11517	8341	19858
1997-98	13587	8666	22253	3823	1639	5462	17410	10305	27715
1998-99	11293	5268	16561	3455	2866	6361	14788	8134	22922
1999-00	25976	4865	30841	5622	10234	15856	31598	15099	46697
2000-01(P)	38556	14323	52879	6241	11977	18218	44797	26300	71097
MAHARASHTRA									
1990-91	-	599	599	328	1	329	328	600	928
1991-92	-	213	213	305	14	319	305	227	532
1992-93	-	-	-	298	5	303	298	5	303
1993-94	-	-	-	622	24	646	622	24	646
1994-95	-	27	27	2301	118	2419	2301	145	2446
1995-96	332	27	359	3044	68	3112	3376	95	3471
1996-97	899	137	1036	3080	128	3208	3979	265	4244
1997-98	3519	191	3710	795	180	975	4314	371	4685
1998-99	3200	129	3329	1748	118	1866	4948	247	5195
1999-00	2713	92	2805	2941	300	3241	5654	392	6046
2000-01(P)	1641	46	1687	3858	351	4209	5499	397	5896
GOA									
1990-91	-	1	1	-	-	-	-	1	1
1991-92	-	-	-	6	6	12	6	6	12
1992-93	-	-	-	88	124	212	88	124	212
1993-94	-	-	-	88	124	212	88	124	212
1994-95	-	-	-	88	124	212	88	124	212
1995-96	-	-	-	7	100	107	7	100	107
1996-97	167	85	252	52	91	143	219	176	395
1997-98	236	622	858	53	74	127	289	696	985
1998-99	104	1685	1789	102	283	365	206	1968	2174
1999-00	92	2242	2334	36	116	152	128	2358	2486
2000-01(P)	403	2315	2718	145	236	381	548	2551	3099
DAMAN & DIU									
1990-91	-	-	-	Neg.	-	Neg.	Neg.	-	Neg.
1991-92	-	-	-	Neg.	-	Neg.	Neg.	-	Neg.
1992-93	-	-	-	-	-	-	-	-	-
1993-94	-	-	-	Neg.	-	Neg.	Neg.	-	Neg.
1994-95	-	-	-	Neg.	-	Neg.	Neg.	-	Neg.
1995-96	-	-	-	-	-	-	-	-	-
1996-97	-	-	-	-	-	-	-	-	-
1997-98	-	-	-	-	-	-	-	-	-
1998-99	-	-	-	-	-	-	-	-	-
1999-00	-	-	-	-	-	-	-	-	-
2000-01(P)	-	-	-	-	-	-	-	-	-

Table 3.3.1(Contd...)

Cargo Traffic Handled At Non-Major Ports -State-Wise

(In'000 Tonnes)

States U.T.	Overseas			Coastal			Overseas & Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
KARNATAKA									
1990-91	159	259	418	112	81	193	271	340	611
1991-92	116	89	205	107	71	178	223	160	383
1992-93	192	128	320	92	58	150	284	186	470
1993-94	81	82	163	83	64	147	164	146	310
1994-95	186	95	281	101	73	174	287	168	455
1995-96	242	100	342	91	90	181	333	190	523
1996-97	85	199	284	129	111	240	214	310	524
1997-98	134	169	303	86	115	201	220	284	504
1998-99	68	88	156	119	129	248	187	217	404
1999-00	139	239	378	122	123	245	261	362	623
2000-01(P)	233	244	477	101	79	180	334	323	657
KERALA									
1990-91	Neg.	86	86	9	35	44	9	121	130
1991-92	Neg.	86	86	9	35	44	9	121	130
1992-93	-	90	90	6	29	35	6	119	125
1993-94	1	59	60	-	39	39	1	98	99
1994-95	5	157	162	-	35	35	5	192	197
1995-96	-	136	136	15	33	48	15	169	184
1996-97	-	52	52	5	14	19	5	66	71
1997-98	-	82	82	14	20	34	14	102	116
1998-99	-	54	54	20	30	50	20	84	104
1999-00	3	52	55	35	30	65	38	82	120
2000-01(P)	3	52	55	35	30	65	38	82	120
TAMIL NADU									
1990-91	217	10	227	Neg.	-	Neg.	217	10	227
1991-92	182	3	185	-	-	-	182	3	185
1992-93	248	12	260	-	-	-	248	12	260
1993-94	62	18	80	-	-	-	62	18	80
1994-95	93	31	124	-	-	-	93	31	124
1995-96	114	2	116	-	-	-	114	2	116
1996-97	31	3	34	-	Neg.	Neg.	31	3	34
1997-98	62	-	62	-	206	206	62	206	268
1998-99	76	-	76	-	394	394	76	394	470
1999-00	102	8	110		304	304	102	312	414
2000-01(P)	126	-	126	31	217	248	157	217	374
PONDICHERRY									
1990-91	70	-	70	-	-	-	70	-	70
1991-92	53	-	53	-	-	-	53	-	53
1992-93	47	-	47	-	-	-	47	-	47
1993-94	22	-	22	-	-	-	22	-	22
1994-95	26	-	26	-	-	-	26	-	26
1995-96	56	-	56	-	-	-	56	-	56
1996-97	45	-	45	-	-	-	45	-	45
1997-98	Neg.	-	Neg.	-	-	-	Neg.	-	Neg.
1998-99	23	-	23		-	-	23	-	23
1999-00	-	-	-		-	-	-	-	-
2000-01 (P)	76	-	76		-	-	76		76

Table 3.3.1(Contd...)

Cargo Traffic Handled At Non-Major Ports -State-Wise

(In'000 Tonnes)

States U.T.	Overseas			Coastal			Overseas & Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
ANDHRA PRADESH									
1990-91	504	620	1124	-	-	-	504	620	1124
1991-92	402	778	1180	-	-	-	402	778	1180
1992-93	632	928	1560	-	-	-	632	928	1560
1993-94	510	1262	1772	35	-	35	545	1262	1807
1994-95	456	926	1382	5	-	5	461	926	1387
1995-96	637	1632	2269	34	-	34	671	1632	2303
1996-97	579	916	1495	10	722	732	589	1638	2227
1997-98	1133	544	1677	59	1802	1861	1192	2346	3538
1998-99	1138	1079	2217	414	1547	1961	1552	2626	4178
1999-00	2087	532	2619	752	2549	3301	2839	3081	5920
2000-01(P)	1954	221	2175	81	2569	2650	2035	2790	4825
ORISSA									
1990-91	50	11	61	-	-	-	50	11	61
1991-92	118	32	150	-	-	-	118	32	150
1992-93	152	53	205	-	-	-	152	53	205
1993-94	150	62	212	-	-	-	150	62	212
1994-95	161	39	200	-	-	-	161	39	200
1995-96	104	70	174	-	-	-	104	70	174
1996-97	51	88	139	-	-	-	51	88	139
1997-98	56	145	201	-	-	-	56	145	201
1998-99	-	120	120	-	-	-	-	120	120
1999-00	-	154	154	-	-	-	-	154	154
2000-01(P)	6	134	140	-	-	-	6	134	140
ANDAMAN NICOBAR ISLANDS									
1990-91	-	-	-	202	77	279	202	77	279
1991-92	-	-	-	205	94	299	205	94	299
1992-93	-	-	-	205	94	299	205	94	299
1993-94	-	-		205	94	299	205	94	299
1994-95	-	-	-	232	60	292	232	60	292
1995-96	-	-	-	239	56	295	239	56	295
1996-97	-	-	-	234	61	295	234	61	295
1997-98	17	-	17	368	187	555	385	187	572
1998-99	22	-	22	422	249	671	444	249	693
1999-00	14		14	513	214	727	527	214	741
2000-01(P)	14		14	513	214	727	527	214	741
LAKSHADWEEP									
1990-91	-	-	-	33	5	38	33	5	38
1991-92	-	-	-	33	5	38	33	5	38
1992-93	-	-	-	33	5	38	33	5	38
1993-94	-	-	-	33	5	38	33	5	38
1994-95	...	...	...	...	...	...	...	...	...
1995-96	...	...	...	...	...	...	...	...	...
1996-97	...	...	...	...	...	...	...	...	...
1997-98	-	-	-	23	-	23	23	-	23
1998-99	-	-	-	23	-	23	23	-	23
1999-00	-	-	-	182	-	182	182	-	182
2000-01(P)	-	-	-	182	-	182	182	-	182

Table 3.3.1(Contd...)

Cargo Traffic Handled At Non-Major Ports -State-Wise

(In'000 Tonnes)

States U.T.	Overseas			Coastal			Overseas & Coastal		
	Unloaded	Loaded	Total	Unloaded	Loaded	Total	Unloaded	Loaded	Total
1	2	3	4	5	6	7	8	9	10
TOTAL									
1990-91	5713	3854	9567	1964	1251	3215	7677	5105	12782
1991-92	4765	4104	8869	3016	1373	4389	7781	5477	13258
1992-93	6233	4737	10970	3094	1339	4433	9327	6076	15403
1993-94	7585	6625	14210	3839	1421	5260	11424	8046	19470
1994-95	8606	6424	15030	5367	1885	7252	13973	8309	22282
1995-96	9951	8172	18123	5116	2471	7587	15067	10643	25710
1996-97	10769	7671	18440	6115	3277	9392	16884	10948	27832
1997-98	18744	10419	29163	5221	4223	9444	23965	14642	38607
1998-99	15924	8423	24347	6343	5616	11959	22267	14039	36306
1999-00	31126	8184	39310	10203	13870	24073	41329	22054	63383
2000-01(P)	43012	17335	60347	11187	15673	26860	54199	33008	87207

Note : Transhipment cargo is included in 'Unloaded'.

Table 3.3.2 **Transhipment Traffic at Non-Major Ports** (In '000 Tonnes)

State/Port	Commodity	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10
GUJARAT									
Sikka	Crude Oil	1909	3603	2522	2663	3348	3668	370	3
	Propylene	-	-	-	-	-	-	-	4
Bedi	Iron Ore	-	-	60	-	-	-	-	-
	Coal Cargo	24	-	-	-	-	-	-	-
Bhavnagar	Iron Ore	269	334	476	78	-		317	481
	Clinker	-	-	57	57	-	609(a)	-	-
	Iron&steel	-	8	94	88	-		39	141
	Lime stone	-	-	-	-	-		71	12
Magdalla	EDC	-	-	-	-	-	221(a)	63	-
	Paraxylene	-	-	-	-	-		47	-
	Copper	-	-	-	-	-		-	12
GAPL	—	-	-	-	-	-	-	-	2
ANDHRA PRADESH									
Kakinada	Wheat	123	-	-	-	-	-	-	-
MAHARASHTRA	General cargo	-	3	-	-	-	-	-	-
TAMIL NADU									
Cuddalore		-	-	-	1	-	-	-	-
PONDICHERRY	Black Feed Oil	-	-	-	-	45	-	-	-
Total Transhipment		2325	3948	3209	2887	3393	4498	907	655

(a) Commodity-wise details are not available.

Table 3.3.3 Passenger Traffic Handled At Non-Major Ports ('00 Nos.)

Year	Overseas		Coastal		Total	
	Embarked	Dis-embarked	Embarked	Dis-embarked	Embarked	Dis-embarked
1	2	3	4	5	6	7
1990-91	-	-	72050	69561	72050	69561
1991-92	-	-	78033	77826	78033	77826
1992-93	41	-	75958	73473	75999	73473
1993-94	-	-	77489	76639	77489	76639
1994-95	-	-	79752	76590	79752	76590
1995-96	-	-	91487	86343	91487	86343
1996-97	15	1	77568	73937	77583	73938
1997-98	24	25	86098	84280	86122	84305
1998-99	-	-	76901	76306	76901	76306
1999-00	3	3	79053	80880	79056	80880

Table 3.3.4 **Passenger Traffic Handled at Non-Major Port - State-wise** (In'00 Nos.)

State/UT/Port	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00
1	2	3	4	5	6	7	8	9	10	11
GUJARAT	1056	1056	1602	1037	325	309	486	376	2	6
Embarked	531	531	827	551	163	158	243	188	1	3
Disembarked	525	525	775	486	162	151	243	188	1	3
MAHARASHTRA	121817	135137	128146	132928	139669	160532	134077	154348	136278	1E+05
Embarked	62236	67790	65396	66964	71437	82900	63871	78119	68490	70164
Disembarked	59581	67347	62750	65964	68232	77632	65206	76229	67788	71906
GOA	-	-	-	-	-	-	-	437	61	-
Embarked	-	-	-	-	-	-	-	239	26	-
Disembarked	-	-	-	-	-	-	-	198	35	-
KERALA	33	33	39	50	87	46	46	86	86	74
Embarked	4	4	21	26	43	14	14	51	51	34
Disembarked	29	29	18	24	44	32	32	35	35	40
TAMILNADU	14020	14800	14852	15280	15172	15690	15543	13772	15286	16358
Embarked	7010	7400	7447	7640	7586	7845	7772	6886	7643	8179
Disembarked	7010	7400	7405	7640	7586	7845	7771	6886	7643	8179
ANDAMAN GROUP	4685	4833	4833	4833	1089	1253	1369	1408	1494	1428
Embarked	2269	2308	2308	2308	523	570	683	639	690	676
Disembarked	2416	2525	2525	2525	566	683	686	769	804	752
ALL MINOR/ INTERMEDIATE PORTS	141611	155859	149472	154128	156342	177830	151521	170427	153207	159936
Embarked	72050	78033	75999	77489	79752	91487	77583	86122	76901	79056
Disembarked	69561	77826	73473	76639	76590	86343	73938	84305	76306	80880

Table 3.3.5 **Number Of Steamers/Sailing Vessels Entered In Non-Major Ports In Various Maritime States**

(In Number)

Type of vessels/year	Gujarat	Mahara-shtra	Goa	Daman & Diu	Karna-taka	Kerala	Tamil Nadu	Pondi-cherry	Andhra Pradesh	Orissa	Sea (a) Island
1	2	3	4	5	6	7	8	9	10	11	12
STEAMERS											
1993-94	2109	132	104	-	65	55	20	2	184	11	1612
1994-95	2313	433	104	-	73	65	27	2	126	9	1786
1995-96	2559	500	104	-	63	71	19	4	216	9	4812
1996-97	2494	418	104	-	74	54	16	3	180	9	4507
1997-98	3401	540	74	-	74	78	23	1	236	9	4447
1998-99	3139	588	174	-	178	78	30	1	323	9	4716
1999-00	3792	646	43	-	123	68	25	-	468	9	5274
SAILING VESSELS											
1993-94	6716	20053	11	255	813	389	68	-	-	-	27
1994-95	5613	18990	11	212	847	410	22	-	-	-	58
1995-96	4829	14484	11	120	993	378	28	-	-	-	17
1996-97	7518	14077	11	-	1057	321	14	-	-	-	-
1997-98	7608	16282	-	-	1069	283	31	-	-	-	-
1998-99	6896	12496	-	-	1081	283	15	-	-	-	120
1999-00	6563	18886	-	-	1105	285	29	-	-	-	239
TOTAL											
1993-94	8825	20185	115	255	878	444	88	2	184	11	1639
1994-95	7926	19423	115	212	920	475	49	2	126	9	1844
1995-96	7388	14984	115	120	1056	448	47	4	216	9	4829
1996-97	10012	14495	115	-	1131	375	30	3	180	9	4507
1997-98	11009	16822	74	-	1143	361	54	1	236	9	4447
1998-99	10035	13084	174	-	1259	361	45	1	323	9	4836
1999-00	10355	19532	43	-	1228	353	54	-	468	9	5513

(a) Data relates to Andaman & Nicobar Islands.
For the years 1993-94 and 1994-95 data relates to Port Blair.
From 1995-96, Onwards in addition to Port Blair, steamers entered at Rangat, Diglipur, Mayabunder, Hut Bay, Car Nicobar, Nancowry, Katchal and Campbell is also included.

INTERNATIONAL PORT STATISTICS

Table 4.1 **World Port Traffic - Port Traffic League by Total Cargo Traffic 1996-2000**

(In 1000 tons)

S.No.	Port	Country	Period		Unit	2000	1999	1998	1997	1996	Year on year growth 2000	Avg. Yearly growth 1996-2000
1	2	3	4		5	6	7	8	9	10	11	12
1	Singapore	Singapore	2	CY	FT	325591	326044	312322	327506	314165	-0.1	0.9
2	Rotterdam	Netherlands	2	CY	MT	319569	299145	306859	303292	284358	7.0	3.0
3	South Louisiana	US	1	CY	MT	222587	222550	197974	199670	233995	0.0	-1.2
4	Shanghai	China, PR of	1	CY	MT	...	186287	163880	163970	...	...	...
5	Hong Kong	China, PR of	2	CY	MT	174642	168838	167170	169229	157299	3.4	2.6
6	Chiba	Japan	1	CY	FT	169043	164741	164060	173337	177810	2.6	-1.3
7	Houston	US	2	CY	MT	158760	144089	153381	150102	134432	10.2	4.2
8	Nagoya	Japan	1	CY	FT	153370	133038	133863	142737	137064	15.3	2.8
9	Ulsan	Korea, Rep. Of	1	CY	RT	151067	...	148332	150669	129468	...	3.9
10	Kwangyang	Korea, Rep. Of	1	CY	RT	139476	131059	114964	116704	112690	6.4	5.5
11	Antwerp	Belgium	1	CY	MT	130531	115654	119789	111895	106526	12.9	5.2
12	Long Beach	US	1	CY	RT	124830	119312	110375	104741	99386	4.6	5.9
13	Inchon	Korea, Rep. Of	1	CY	RT	120398	108227	93948	123412	116001	11.2	0.9
14	Busan	Korea, Rep. Of	1	CY	RT	117229	107757	96433	106643	97598	8.8	4.7
15	Yokohama	Japan	1	CY	FT	116994	114538	117820	126453	126448	2.1	-1.9
16	Kaohsiung(b)	Taiwan	1	CY	MT	115297	110722	98203	97347	83232	4.1	8.5
17	Los Angeles	US	1	FY	RT	113900	101507	85379	88067	82744	12.2	16.1
18	Guangzhou	China, PR of	1	CY	MT	...	101521	78630	75180	...	...	...
19	Qinhuangdao	China, PR of	1	CY	MT	97430	82610	77920	78620	83120	17.9	4.1
20	Ningbo	China, PR of	1	CY	MT	...	96601	87070	82200	...	...	...
21	Marseilles	France	1	CY	MT	94097	90259	93421	94265	90712	4.3	0.9
22	Osaka	Japan	1	CY	FT	92948	85391	86689	101924	104640	8.8	-2.9
23	Richards Bay (c)	South Africa	1	CY	HT	91519	86120	86085	81078	78591	6.3	3.9
24	Kitakyushu	Japan	1	CY	FT	...	...	87346	...	98277	...	...
25	Qingdao	China, PR of	1	CY	MT	86360	72560	70180	69160	...	19.0	...
26	Hamburg	Germany, FR of	1	CY	MT	85863	81037	76263	76503	70920	6.0	4.9
27	Dalian	China, PR of	1	CY	MT	...	85053	75150	70440	...	...	...
28	Kobe	Japan	1	CY	FT	84640	82778	100046	147771	136519	2.2	-11.1
29	Tokyo	Japan	1	CY	FT	84257	85415	88392	93131	92197	-1.4	-2.2
30	Dampier	Australia	1	FY	MT	81446	82528	71333	75669	72237	-1.3	3.0
31	Corpus Christi	US	1	CY	MT	81126	76681	81217	75549	73781	5.8	2.4
32	Vancouver (b)	Canada	1	CY	MT	76646	71213	71933	73535	71989	7.6	1.6
33	Newcastle	Australia	1	FY	MT	73871	72711	78046	77063	68991	1.6	2.5
34	Tubarao	Brazil	1	CY	MT	73182	68557	72146	...	...	6.7	...
35	Tianjin	China, PR of	1	CY	MT	...	72980	68180	67890	60390	...	...
36	Port Hedland	Australia	1	FY	MT	72914	65431	67230	69832	68337	11.4	1.6
37	Hay Point	Australia	1	FY	MT	69379	53831	51458	48375	45235	28.9	11.3
38	Le Havre	France	1	CY	MT	67492	63922	66407	59691	56152	5.6	4.7
39	Port Kelang	Malaysia	1	CY	FT	65277	60970	47341	55767	49025	7.1	7.4
40	New Yark/New Jersey	US	1	CY	MT	64817	58135	56059	51748	52345	11.5	5.5
41	Amsterdam Ports	Netherlands	2	CY	MT	64058	56221	55734	56510	54754	13.9	4.0
42	Itaqui	Brazil	1	CY	MT	58552	46996	52303	51271	49469	24.6	4.3
43	Shenzhen	China, PR of	1	CY	MT	58000	...	...	...	...	...	...
44	Philadelphia	US	2	CY	MT	56707	55798	59964	55913	44616	1.6	6.2
45	Gladstone	Australia	1	FY	MT	52396	46177	42817	39925	38319	13.5	8.1
46	Novorossiysk	Russia	1	CY	MT	52099	47629	46998	44336	44232	9.4	4.2
47	Tees and Hartlepool (b)	United Kingdom	1	CY	MT	51469	49315	51455	51248	44639	4.4	3.6
48	Pohang	Korea, Rep. Of	1	CY	RT	51130	49120	47552	46892	45470	4.1	3.0
49	Genoa	Italy	1	CY	MT	50605	45867	44874	42428	45864	10.6	2.6
50	Grimsby and Immingham	United Kingdom	1	CY	MT	50009	47005	46387	47991	46765	6.4	1.7

(1) Foreign and domestic traffic (2) Foreign traffic only

(a) Ranking based on latest available figures; ISL Port Data Base comprising more than 300 ports

(b) Excluding transhipment (c): Excluding Transhipment in 1998

Note: Data presented in Tables concerning the ranking of ports, in terms of tons handled, need a careful interpretation as FT, HT and RT on one hand and MT on the other hand are not directly comparable figures.

Period: CY = Calendar Year, FY: Fiscal Year

MT=Metric tons FT= Freight tons RT= Revenue HT= Harbour tons.

Source: Shipping Statistics Year Book 2001 Published by Institute of Shipping Economics and Logistics (ISL)

Table 4.2 World Port Traffic - Port traffic league by TEU of total containers handled - 1996-2000

(In 1000 TEUs)

Rank	Port	Country	Period	2000	1999	1998	1997	1996	Year on year growth 2000	Avg. yearly growth 1996-2000
1	2	3	4	5	6	7	8	9	10	11
1	Hong Kong	China PR of	CY	18100	16211	14582	14567	13460	11.7	7.7
2	Singapore	Singapore	CY	17040	15945	15096	14135	12944	6.9	7.1
3	Busan(b)	Korea, Rep. of	CY	7540	6440	5753	4715	4290	17.1	15.1
4	Kaohsiung	Taiwan	CY	7425	6985	6349	5693	5063	6.3	10.0
5	Rotterdam	Netherland	CY	6300	6343	6010	5531	4906	-0.7	6.5
6	Shanghai	China PR of	CY	5613	4216	3000	2527	1971	33.1	29.9
7	Los Angles	US	FY	4879	3829	3378	...	...	27.4	...
8	Long Beach	US	CY	4601	4408	4098	3505	3067	4.4	10.7
9	Hamburg	Germany, FR of	CY	4243	3738	3547	3352	3060	13.6	8.5
10	Antwerp	Belgium	CY	4082	3614	3266	2969	2654	13.0	11.4
11	Shenzhen	China PR of	CY	3993	2984	1950	...	...	33.8	...
12	Port Kelang	Malaysia	CY	3207	2550	1820	1685	1410	25.7	22.8
13	Dubai Ports	UAE	CY	3059	2845	2804	2600	2247	7.5	8.0
14	New York /New Jersey	US	CY	3005	2829	2466	2457	2269	6.3	7.3
15	Felixstowe	United Kingdom	CY	2800	2697	2462	...	...	3.8	...
16	Bremen Ports	Germany, FR of	CY	2712	2181	1812	1705	1532	24.4	15.4
17	Gioia Tauro	Italy	CY	2653	2253	2125	1449	512	17.7	50.9
18	Tokyo	Japan	CY	2638	2399	2199	...	...	10.0	
19	Tanjung Prick (Estimate)	Indonesia	CY	2475	2273	1901	...	...	8.9	
20	San Juan	Puerto Rico	FY	2334	2085	2071	1990	1688	11.9	8.4
21	Yokohama	Japan	CY	2317	2173	2058	2348	2348	6.6	-0.3
22	Manila	Philipines	CY	2289	2148	1856	2117	1971	6.5	3.8
23	Kobe	Japan	CY	2266	2176	2101	2086	2229	4.1	0.4
24	Qingdao	China PR of	CY	2116	1542	1213	1031	810	37.2	27.1
25	Laem Chabang	Thailand	FY	2111	1756	1426	1036	729	20.2	30.4
26	Algeciras-La Linea	Spain	CY	2009	1833	1826	1538	1307	9.6	11.3
27	Keelung	Taiwan	CY	1955	1666	1707	1981	2109	17.3	-1.9
28	Nagoya	Japan	CY	1905	1567	1458	1498	1469	21.6	6.7
29	Oakland	US	CY	1777	1664	1575	1531	1498	6.8	4.4
30	Colombo	Sri Lanka	CY	1734	1714	1714	1687	1356	1.1	6.3
31	Tianjin	China PR of	CY	1708	1302	1066	935	822	31.2	20.1
32	Philadelphia / Charleston	US	CY	1629	1483	1278	1067	272	9.8	56.4
33	Genoa	Italy	CY	1501	1234	1266	1180	826	21.6	16.1
34	Seattle	US	CY	1483	1490	1544	1476	1474	-0.1	0.2
35	Osaka	Japan	CY	1474	1273	1156	...	...	15.8	...
36	Le Havre	France	CY	1465	1378	1319	1185	1020	6.3	9.5
37	London	United Kingdom	CY	1463	1462	1334	1193	1006	0.1	9.8
38	Guangzhou	China PR of	CY	1427	1170	846	687	558	21.9	26.5
39	Barcelona	Spain	CY	1387	1235	1095	972	767	12.3	16.0
40	Dublin	Irish Republic	CY	1380	1304	1191	1108	985	5.8	8.8
41	Tacoma	US	CY	1376	1271	1156	1158	1073	8.3	6.4
42	Port of Virginia	US	CY	1348	1307	1252	1233	1141	3.1	4.2
43	Melbourne	Australia	FY	1339	1204	1044	...	...	11.3	...
44	Valencia	Spain	CY	1308	1170	1005	832	708	11.8	16.6
45	Nhava Sheva	India	FY	1190	890	669	504	423	33.7	29.5
46	Vancouver	Canada	CY	1163	1070	840	724	617	8.7	17.2
47	Piraeus	Greece	CY	1150	965	933	684	575	19.2	18.9
48	Taichung	Taiwan	CY	1130	1107	880	842	695	2.1	12.9
49	Durban	South Africa	CY	1125	1114	1105	...	...	1.0	...
50	Houston	US	CY	1074	1001	968	936	798	7.3	7.7

Note: Ranking is based on latest available figures FY - Fiscal Year CY -Calendar Year

Source: 1) Shipping Statistics Year Book 2000, 2001

2) "Ports and Horbors" Published by the International Association of Ports and Horbors

Table 4.3. Cargo Traffic - For Selected Ports in Asia - 1996-2000

Port	Year	Cargo Traffic ('000 Tonnes)				Percentage distribution of cargo traffic			Container Traffic ('000 TEUs)				Percentage of Container Cargo to General Cargo
		Loaded	Unloaded	Total	Growth Rate (%)	General Cargo	Dry Bulk	Liquid Bulk	Loaded	Unloaded	Total	Growth Rate (%)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Hongkong	1996	56,371	100,928	157,299	0.9	70.2	12.8	17.0	6,808	6,653	13,460	7.2	83.5
(China)	1997	61,716	107,513	169,229	7.6	71.2	10.6	18.2	7,387	7,181	14,567	8.2	82.7
	1998	60,319	106,851	167,170	(-)1.2	70.0	11.9	18.1	7,297	7,284	14,582	0.1	83.4
	1999	62,533	106,305	168,838	1.0	76.1	11.0	12.9	8,184	8,026	16,211	11.2	85.7
	2000	67,707	106,935	174,642	3.4	80.2	9.8	9.9	9,118	8,979	18,097	11.6	86.3
Shanghai	1996	...	...	...	...	...	...	...	1,047	924	1,971	64.8	
(China)	1997	...	...	163,970	...	...	...	...	1,381	1,146	2,527	28.2	
	1998	...	...	163,880	(-)0.1	...	...	...	1,655	1,411	3,066	21.3	
	1999	...	...	186,287	13.7	...	...	...	...	...	4,206	37.2	
	2000	...	...	...	...	...	...	...	...	...	5,612	33.4	
Chiba(a)	1996	45,899	131,911	177,810	0.9	6.1	28.1	65.8	24	24	48	60.6	5.2
(Japan)	1997	44,187	129,150	173,337	(-) 2.5	6.5	30.2	63.3	33	27	60	26.8	6.0
	1998	45,242	118,818	164,060	(-) 5.4	6.8	29.2	64.0	35	29	64	5.9	6.6
	1999	43,975	120,766	164,741	0.4	7.2	29.6	63.3	43	33	76	19.2	7.7
	2000	45,380	123,663	169,043	2.6	5.4	31.0	63.5	41	29	70	(-)7.9	9.5
Port klang(a)	1996	17,324	31,701	49,025	22.4	72.5	17.1	10.4	677	733	1,410	24.3	76.0
(Malaysia)	1997	19,888	35,879	55,767	13.8	72.8	17.2	10.0	828	856	1,685	19.5	78.6
	1998	20,556	26,785	47,341	(-)15.1	75.3	13.1	11.6	894	926	1,820	8.0	88.2
	1999	26,741	34,229	60,970	28.8	81.5	10.0	8.5	1,242	1,308	2,550	40.1	88.3
	2000	27,814	37,463	65,277	7.1	82.9	9.9	7.2	1,569	1,638	3,207	25.7	88.9
Singopore(a)	1996	134,593	179,572	314,165	2.8	55.7	2.7	41.6	6,461	6,483	12,944	9.3	91.5
(Singapore)	1997	139,272	188,234	327,506	4.2	56.7	3.7	39.6	7,046	7,089	14,135	9.2	91.7
	1998	...	...	312,322	(-)4.6	55.4	3.9	40.7	..	...	15,136	7.1	92.7
	1999	...	...	326,044	4.4	57.8	4.0	38.2	...	...	15,945	5.3	93.6
	2000	...	...	325,591	(-)0.1	61.3	3.9	34.8	...	...	17,087	7.2	93.1

Table 4.3 (Contd...) Cargo Traffic - For Selected Ports in Asia - 1996-2000

Port	Year	Cargo Traffic ('000 Tonnes)				Percentage distribution of			Container Traffic ('000 TEUs)				Percentage of Container Cargo to General Cargo
		Loaded	Unloaded	Total	Growth Rate (%)	General Cargo	Dry Bulk	Liquid Bulk	Loaded	Unloaded	Total	Growth Rate (%)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Dubai	1996	...	...	30,560	7.8	71.1	7.9	21.0	1,123	1,124	2,247	8.4	88.5
(UAE)	1997	...	...	35,988	17.8	67.5	8.7	23.8	1,299	1,301	2,600	15.7	90.0
	1998	...	...	36,420	1.2	69.0	8.3	22.8	1,410	1,395	2,804	7.8	87.6
	1999	...	...	39,703	9.0	68.1	7.6	24.3	...	...	2,845	1.4	85.8
	2000			44,328	11.6	61.7	9.5	28.8	...	...	3,059	7.5	89.0
Manila	1996	18,050	40,657	58,707	23.7	57.3	...	...	0	0	0	16.6	66.7
(Philipines)	1997	19,095	38,622	57,717	(-)1.7	61.4	...	...	0	0	0	7.4	70.3
	1998	19,007	34,717	53,724	(-)6.9	56.9	...	...	0	0	0	(-) 12.4	76.6
	1999	20,298	39,563	59,861	10.1	57.6	...	...	0	0	0	15.8	74.8
	2000	13,317	29,458	42,775	(-)28.5	78.7	...	...	1,137	1,155	2,292	6.8	80.1
Colombo	1996	7,485	13,400	20,885	19.9	81.7	3.4	15.0	671	685	1,356	29.3	87.0
(Sri Lanka)	1997	9,472	15,645	25,117	20.3	84.4	2.7	12.9	841	847	1,687	24.4	89.3
	1998	9,137	15,661	24,798	(-)1.3	83.4	3.7	12.9	862	852	1,714	1.6	89.4
	1999	8,896	15,918	24,814	0.1	82.3	3.6	14.1	850	855	1,704	(-) 0.6	88.9
	2000	8,841	16,381	25,222	1.8	80.3	4.7	15	868	865	1,733	1.7	89.5
Busan(b)	1996	41,723	55,874	97,598	27.9	69.2	12.3	0.7	1,981	2,309	4,290	5.3	97.3
(South Korea)	1997	47,099	59,543	106,643	9.3	69.2	11	0.6	2,136	2,579	4,715	9.9	98.5
	1998	51,934	44,498	96,433	(-)9.6	75.2	9.4	0.3	2,385	2,788	5,173	9.7	99.4
	1999	50,888	56,869	107,757	11.7	77.1	9	0.3	2,406	3,121	5,527	6.8	97.6
	2000	49,817	67,412	117,229	8.8	...	...	..	...	...	...	...	...
Bangkok(c)	1996	7,851	9,114	16,965	(-)6.6	99.8	0.2	-	666	629	1,295	(-) 11.5	79.2
(Thailand)	1997	6,697	8,004	14,701	(-)13.3	100.0	-	-	551	548	1,099	(-) 15.2	77.7
	1998	7,606	5,318	12,923	(-)12.1	100.0	-	-	582	532	1,114	1.3	83.4
	1999	7,224	5,621	12,845	(-)0.6	87.2	12.8	-	554	499	1,053	(-) 5.0	96.4
	2000	7,137	6,111	13,248	3.1	...	...	...	561	512	1,074	1.4	...

Source : Shipping Statistics Year Book 2001 by ISL.

GENERAL STATISTICS

Table 5.1 Gross Domestic Product by Economic Activity (at 1993-94 prices)

(Rs. in Crores)

Industry	Gross Domestic Product				
	1996-97	1997-98	1998-99	1999-00 (a)	2000-01(b)
1	2	3	4	5	6
1.Agriculture, forestry & fishing	276,091	269,383	286,094	289,842	289,194
		(-2.4)	(6.2)	(1.3)	(-0.2)
2.Mining & quarrying	23,370	25,667	26,391	26,908	27,796
		(9.8)	(2.8)	(2.0)	(3.3)
3.Manufacturing	177,013	179,689	184,578	192,404	205,220
		(1.5)	(2.7)	(4.2)	"(6.7)
4.Electricity, gas & water supply	23,383	25,224	26,988	28,637	30,406
		(7.9)	(7.0)	(6.1)	(6.2)
5.Construction	46,452	51,208	54,389	58,815	62,801
		(10.2)	(6.2)	(8.1)	(6.8)
6.Trade,hotels & restaurant	135,495	145,842	156,874	168,360	174,688
		(7.6)	(7.6)	(7.3)	(3.8)
7.Transport, storage & communication	**67,441**	**72,765**	**78,608**	**85,146**	**92,129**
		(7.9)	**(8.0)**	**(8.3)**	**(8.2)**
7.1 Railways	11,169	11,367	11,577	12,620	13,163
		(1.8)	(1.8)	(9.0)	(4.3)
7.2 Transport by other means	41,054	43,405	45,574	48,755	51,713
		(5.7)	(5.0)	(7.0)	(6.1)
7.3 Storage	674	640	670	704	719
		(-5.0)	(4.7)	(5.1)	(2.1)
7.4 Communication	14,544	17,373	20,787	23,067	26,534
		(19.5)	(19.7)	(11.0)	(15.0)
8.Financing, insurance, real estate & business services	109,995	122,784	131,892	145,865	150,051
		(11.6)	(7.4)	(10.6)	(2.9)
9.Community, social & personal services	110,843	123,817	136,658	152,523	161,637
		(11.7)	(10.4)	(11.6)	(6.0)
GDP at factor cost (1 to 9)	**970,083**	**1,016,399**	**1,082,472**	**1,148,500**	**1,193,922**
		(4.8)	**(6.5)**	**(6.1)**	**(4.0)**

Figures in parentheses represent percentage change
(a): Provisional
(b): Quick Estimates
Source: Central Statiastical Organsiation

Table 5.2 Gross Domestic Product by Economic Activity (at current prices)

(Rs. in Crore)

Industry	Gross Domestic Product				
	1996-97	1997-98	1998-99	1999-00(a)	2000-01(b)
1	2	3	4	5	6
1.Agriculture, forestry & fishing	362,605	387,008	442,494	460,547	471,981
		(6.7)	(14.3)	(4.1)	(2.5)
2.Mining & quarrying	27,702	33,427	35,675	40,520	44,648
		(20.7)	(6.7)	(13.6)	(10.2)
3.Manufacturing	220,675	231,981	252,240	266,890	299,753
		(5.1)	(8.7)	(5.8)	(12.3)
4.Electricity, gas & water supply	29,962	35,288	43,622	43,886	49,526
		(17.8)	(23.6)	(0.6)	(12.9)
5.Construction	62,807	77,824	92,009	105,440	116,431
		(23.9)	(18.2)	(14.6)	(10.4)
6.Trade,hotels & restaurant	171,653	194,526	220,816	241,541	261,291
		(13.3)	(13.5)	(9.4)	(8.2)
7.Transport, storage & communication	**83,632**	**97,525**	**112,514**	**124,194**	**138,332**
		(16.6)	**(15.4)**	**(10.4)**	**(11.4)**
7.1 Railways	13,256	14,447	14,051	15,623	16,640
		(9.0)	(-2.7)	(11.2)	(6.5)
7.2 Transport by other means	52,224	61,554	72,858	81,949	92,511
		(17.9)	(18.4)	(12.5)	(12.9)
7.3 Storage	951	1,011	1,155	1,260	1,347
		(6.3)	(14.2)	(9.1)	(6.9)
7.4 Communication	17,201	20,513	24,450	25,362	27,834
		(19.3)	(19.2)	(3.7)	(9.7)
8.Financing, insurance, real estate & business services	137,583	156,801	181,143	220,561	236,645
		(14.0)	(15.5)	(21.8)	(7.3)
9.Community, social & personal services	146,927	175,768	217,564	252,059	277,236
		(19.6)	(23.8)	(15.9)	(10.0)
GDP at factor cost (1 to 9)	**1243546**	**1390148**	**1598077**	**1,755,638**	**1,895,843**
		(11.8)	**(15.0)**	**(9.9)**	**(8.0)**

Figures in parentheses represent percentage change

(a): Provisional

(b): Quick Estimates

Source: Central Statiastical Organsiation

Table 5.3 India's Foreign Trade

Year	Exports			Imports			Trade Balance		
	Oil	Non-oil	Total	Oil	Non-oil	Total	Oil	Non-oil	Total
1	2	3	4	5	6	7	8	9	10
									(US $ Million)
1990-91	522.70	17622.50	18145.20	6028.10	18044.40	24072.50	-5505.40	-421.90	-5927.30
1991-92	414.70	17450.70	17865.40	5324.80	14085.70	19410.50	-4910.10	3365.00	-1545.10
1992-93	476.20	18061.00	18537.20	6100.00	15781.60	21881.60	-5623.80	2279.40	-3344.40
1993-94	397.80	21840.50	22238.30	5753.50	17552.70	23306.20	-5355.70	4287.80	-1067.90
1994-95	416.90	25913.60	26330.50	5927.80	22726.50	28654.30	-5510.90	3187.10	-2323.80
1995-96	453.70	31341.20	31794.90	7525.80	29149.50	36675.30	-7072.10	2191.70	-4880.40
1995-97	481.80	32987.90	33469.70	10036.20	29098.20	39132.40	-9554.40	3891.70	-5662.70
1997-98	352.80	34653.70	35006.50	8164.00	33320.50	41484.50	-7811.20	1333.20	-6478.00
1998-99	89.40	33129.30	33218.70	6398.60	35990.10	42388.70	-6309.20	-2860.80	-9170.00
1999-00	38.90	36783.30	36822.20	12611.40	37059.30	49670.70	-12572.50	-276.00	-12848.50
2000-01	1869.70	42690.60	44560.30	15650.10	34886.40	50536.50	-13780.40	7804.20	-5976.20
									(Rupees Crore)
1990-91	937.80	31619.83	32557.63	10816.11	32376.75	43192.86	-9878.31	-756.92	-10635.23
1991-92	1022.27	43019.54	44041.81	13126.72	34924.12	47850.84	-12104.45	8295.42	-3809.03
1992-93	1379.25	52309.00	53688.25	17141.70	46232.62	63374.32	-15762.45	6076.38	-9686.07
1993-94	1247.79	68503.60	69751.39	18046.19	55054.82	73101.01	-16798.40	13448.78	-3349.62
1994-95	1308.98	81365.13	82674.11	18612.55	71358.11	89970.66	-17303.57	10007.02	-7296.55
1995-96	1517.75	104835.59	106353.34	25173.60	97504.54	122678.14	-23655.85	7331.05	-16324.80
1996-97	1710.35	117106.73	118817.08	35628.52	103291.16	138919.68	-33918.17	13815.57	-20102.60
1997-98	1310.99	128789.65	130100.64	30341.19	123835.11	154176.30	-29030.20	4954.54	-24075.66
1998-99	376.22	139376.92	139753.14	26919.28	151412.57	178331.85	-26543.06	-12035.65	-38578.71
1999-00	168.45	159392.94	159561.39	54648.60	160587.87	215236.47	-54480.15	-1194.93	-55675.08
2000-01	8541.67	195029.34	203571.01	71496.52	159376.24	230872.76	-62954.85	35653.10	-27301.75

Source: Handbook of Statistics on Indian Economy - Reserve Bank of India 2001

Table 5.4 Import of Principal Commodities

Commodity	(US$ Million)			(Rupees crore)		
	1998-99	1999-00	2000-01(P)	1998-99	1999-00	2000-01(P)
1	2	3	4	5	6	7
I Bulk Imports	1323.10	19646.10	20757.70	55659.79	85131.79	94830.14
A. Petroleum, Crude and Products	6398.60	12611.40	15650.10	26919.28	54648.60	71496.52
B. Bulk Consumption Goods	2524.20	2416.90	1432.20	10619.42	10473.05	6543.08
1. Cereals and Cereal Preparations	287.70	221.90	18.60	1210.46	961.50	85.17
2. Edible Oils	1803.90	1856.80	1298.60	7588.93	8046.05	5932.75
3. Pulses	168.50	81.90	108.10	708.81	354.69	493.73
4. Sugar	264.10	256.30	6.90	1111.22	1110.80	31.36
C. Other Bulk Items	4307.30	4617.80	3675.30	18121.09	20010.14	16790.54
1. Fertilizers	1076.40	1399.10	745.90	4528.41	6062.74	3407.41
a) Crude	198.30	204.20	218.90	834.43	884.68	999.92
b) Sulpher and Unroasted Iron Pyrities	66.60	116.00	88.00	280.18	502.47	401.84
c) Manufactured	811.40	1079.00	439.00	3413.60	4675.59	2005.65
2. Non Ferrous Metals	597.40	546.90	526.30	2513.47	2369.84	2404.41
3. Paper, Paperboards, Mgfs. Incl. News Prints	465.10	447.20	450.20	1956.83	1937.95	2056.61
4. Crude Rubber, incl. Synthetic and Reclaimed	145.40	143.30	151.10	611.75	620.92	690.25
5. Pulp and Waste Paper.	235.50	255.20	279.00	990.83	1105.64	1274.40
6. Metalliferrous Ores, Metal Scrap, etc.	723.90	874.50	749.60	3045.58	3789.25	3424.37
7. Iron and Steel	1063.50	951.70	773.40	4474.22	4123.79	3533.08
II. Non-Bulk Imports	29158.60	30024.60	29778.80	122672.06	130104.68	136042.62
A.Capital Goods	10064.40	8965.50	8785.20	42341.42	38849.90	40134.83
1. Manufactures of Metals	380.10	405.00	385.80	1599.11	1755.17	1762.58
2. Machine Tools	346.90	261.50	218.30	1459.33	1133.02	997.15
3. Machinery except Electrical and Electronic	3044.50	2745.00	2754.30	12808.48	11894.71	12582.79
4. Electrical Machinery except Electronic	421.00	437.80	472.00	1771.12	1897.26	2156.51
5. Electronic Goods	2223.00	2796.60	3505.40	9352.40	12118.37	16014.16
6. Computer Goods	162.50	197.00	171.00	683.80	853.70	781.23
7. Transport Equipment	798.20	1136.60	643.40	3358.18	4925.07	2939.13
8. Project Goods	2688.10	986.00	635.10	11309.00	2472.61	2901.28
B.Mainly Exported Related Items	7131.10	9117.30	8053.90	30000.79	39507.57	36793.96
1. Perals, Precious and Semi-Precious Stones	3760.00	5436.00	4808.40	15819.63	23555.78	21966.90
2. Organic and Inorganic Chemicals	2683.70	2866.30	2438.40	11290.49	12420.28	11139.87
3. Textile Yarn, Fabrics, Made-ups, etc.	456.80	538.40	596.50	1921.91	2333.24	2725.06
4. Cashew Nuts	230.30	276.50	210.60	968.76	1198.26	962.14
C.Others	11963.20	11941.80	12939.60	50329.85	51747.22	59113.83
1. Articificial Resins and Plastic Materials, etc.	675.70	719.50	553.70	2842.87	3117.68	2529.36
2. Professional, Scientific Controlling Instruments, Photographic Optical Goods	820.20	864.50	854.20	3450.52	3659.58	3902.41
3. Coal, Coke and Briquittes, etc.	979.70	1008.10	1103.20	4121.45	4368.36	5039.99
4. Medical and Phamacuitical Products	383.90	373.00	372.40	1615.20	1616.22	1701.47
5. Chemical Materials and Products.	389.80	360.80	329.30	1639.75	1563.26	1504.21
6. Non-Metallic Mineral Manufactures	160.30	163.90	172.60	674.32	710.11	788.60
7. Others	8553.70	8472.10	9554.20	35985.74	36712.02	43647.80
Toal Imports	42388.70	49670.70	50536.50	178331.85	215236.47	230872.76

P: Provisional

Source: Handbook of Statistics on Indian Economy - 2001, Reserve Bank of India

Table 5.5 Export of Principal Commodities

Commodity	(US$ Million)			(Rupees crore)		
	1998-99	1999-00	2000-01(P)	1998-99	1999-00	2000-01(P)
1	2	3	4	5	6	7
I. Primary Products	6927.90	6524.20	7160.70	29146.05	28270.94	32713.40
A. Agriculture and Allied Products	6034.50	5608.00	6002.80	25387.33	24301.17	27423.28
1. Tea	538.40	411.90	432.50	2264.89	1784.67	1975.75
2. Coffee	410.70	331.10	260.20	1727.92	1434.85	1188.82
3. Rice	1492.90	721.40	640.50	6280.75	3125.92	2926.10
4. Cotton Raw incl. Waste	49.20	17.80	49.00	206.92	77.07	223.95
5. Tobacco	181.10	232.80	190.60	761.78	1008.92	870.70
6. Cashew incl. Cashew Nut Shell Liquid	387.80	567.90	612.00	1631.60	2460.68	1882.19
7. Spices	388.00	407.90	355.20	1632.52	1767.43	1622.62
8. Oil Meals	461.50	378.00	447.60	1941.69	1637.86	2044.62
9. Fruits and Vegitables	128.40	148.40	184.00	540.35	642.91	840.55
10. Processed Fruits, Juices, misc. Processed items	169.50	156.90	290.60	713.23	853.29	1327.68
11. Marine Products	1038.40	1182.60	1394.00	4368.55	5124.56	6368.37
12. Sugar and Mollases	5.80	9.30	110.10	24.44	40.26	502.93
13. Meat and Meat preparations	187.30	169.10	321.60	788.12	819.43	1469.12
14. Others	595.30	313.10	914.90	2504.57	3523.31	4179.87
B. Ores and Minerals	**893.40**	**916.10**	**1158.00**	**3758.73**	**3969.78**	**5290.12**
1. Iron Ore	384.00	271.20	3567.00	1615.50	1175.32	1629.34
2. Mica	10.30	9.80	13.80	43.33	42.32	63.15
3. Others	499.10	535.10	787.50	2099.90	2752.13	3597.64
II. Manufactured Goods	**25791.50**	**29714.40**	**34511.10**	**108506.18**	**128760.68**	**157661.69**
1. Leather and Manufactures	1660.70	1390.20	1951.50	6986.73	6890.87	8915.22
2. Chemicals and Allied Products	2906.20	3409.00	4035.60	12226.61	14772.24	18436.48
a) Drugs, Pharmacuitical and Fine Chemicals	1487.00	1568.50	1910.90	6256.07	7230.16	8729.89
b) Others	1419.20	1740.50	2124.00	5970.54	7542.07	9706.59
3. Plastic and Linoleum Products	471.70	603.80	909.00	1984.40	2616.33	4152.86
4. Rubber, Glass, Paints, Enamels and Products	613.50	679.60	925.90	2580.97	2944.80	4229.86
5. Engineering Goods	4463.90	5182.10	6861.80	18779.99	22325.34	31347.67
6. Readymade Garments	4364.90	4765.10	5575.40	18363.56	20648.48	25471.00
7. Textile Yarn, Fabrics, Made-ups etc.	3724.70	4188.70	4931.00	15670.09	18150.80	22526.82
a) Cotton Yarn, Fabrics, Made-ups etc.	2771.90	3389.60	3499.60	11661.48	13388.24	15987.71
b) Natural Silk Yarn, Fabrics, Made-ups etc.	178.20	217.70	309.10	749.65	1030.06	1412.28
c) Others	774.60	981.40	1122.20	3258.95	3732.49	5126.83
8. Jute Manufacture	138.20	125.70	203.80	581.60	544.59	930.93
9. Coir and Manufactures	75.20	46.10	48.30	316.57	199.97	220.54
10. Handicrafts	6971.70	8669.60	8505.10	29330.38	37567.55	38855.10
a) Gems and Jewellery	5929.30	7502.30	7390.00	24945.11	32509.43	33760.71
b) Carpets (Handmade excl. Silk)	409.30	498.60	446.80	1721.74	2160.75	2041.30
c) Works of Art (excl. Floor Coverings)	633.10	668.60	668.30	2663.53	2897.37	3053.09
11. Sports Goods	73.20	67.00	68.90	308.08	290.16	314.66
12. Others	327.40	417.60	494.80	1377.20	1809.56	2260.53
III. Petroleum Products	**89.40**	**38.90**	**1869.70**	**376.22**	**168.45**	**8541.67**
IV. Others	**409.90**	**564.90**	**1018.80**	**1724.68**	**2361.32**	**4654.24**
Total Exports	**33218.70**	**36822.40**	**44560.30**	**139753.14**	**159561.39**	**203571.01**

P: Provisional

Source: Handbook of Statistics on Indian Economy - 2001, Reserve Bank of India

Table 5.6 Share of Sea-borne Trade in the Total Foreign Trade (Value In Rs. Crore)

Year	Total Exports Including Re-exports	Share of Sea Borne in Exports (In Percentage)	Total Imports	Share of Sea Borne in Imports (In Percentage)	Share Of Sea Borne Trade To Total Foreign Trade (In Percentage)
1	2	3	4	5	6
1981-82	7806	79.2	13606	91.9	87.2
1982-83	8803	79.0	14293	86.5	83.7
1983-84	9771	74.4	15831	85.4	81.2
1984-85	11744	77.3	17134	87.7	83.6
1985-86	10895	71.7	19658	87.9	82.2
1986-87	12569	65.8	20201	82.7	76.1
1987-88	15674	62.1	22244	77.2	71.0
1988-89	20232	59.7	28235	72.9	67.4
1989-90	27681	59.5	35416	69.6	65.2
1990-91	32553	67.3	43193	81.1	75.1
1991-92	44042	66.6	47851	80.8	74.0
1992-93	53688	64.9	63375	78.0	72.0
1993-94	69751	66.1	73101	96.0	81.4
1994-95	82673	64.3	89971	79.8	72.4
1995-96	106353	63.7	122678	80.7	72.8
1996-97	118817	67.4	138920	82.4	75.5
1997-98	130101	64.4	154176	74.7	70.0
1998-99	139752	62.2	178332	67.9	65.4
1999-00	159095	58.4	215528	68.8	64.4
2000-01(P)	202510	61.3	226774	68.4	65.0

P) : Provisional

Source : Ministry Of Commerce (DGCI&S) (March, 2001 Issue)

Table 5.7 Transport Sector - Outlay And Expenditure Under The Plans

(Rs. In Crore)

Sector	Sixth Plan (1980-85)		Seventh Plan (1985-90)		Eighth Plan (1992-97)		Annual Plan (1997-98)		Annual Plan (1998-99)		Annual Plan (1999-2000)		Annual Plan (2000-01)	
	Out-lay	Expen-diture	Out-lay	Expen-diture	Out-lay	Expen-diture	Out-lay	Expen-diture	Out-lay	Expen-diture	Out-lay	Expen-diture	Out-lay	Expen-diture
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1. Railway	5100	6585	12334	16549	27202	32302	8300	8239	9500	8857	9700	9057	11000	9395
2. Roads	3439	3887	5200	6335	12833	16140	6028	5588	9785	6523	10227	10058	12644	11890
3. Road Transport	1196	1276	1990	2151	4119	3538	1243	1451	1246	975	1235	937	1277	1284
4. Ports (including minor ports)	647	725	1230	1513	3557	2302	1404	781	1000	1056	1676	1564	2060	1238
5. Shipping	755	468	827	720	3669	3033	978	379	1294	958	1618	260	723	479
6. I.W.T.	72	63	226	188	331	152	74	50	86	59	48	47	74	59
7. Light Houses & Light ships	12	(a)	30	(a)	57	25	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
8. Civil Air Transport	859	957	758	1948	4083	7249	2568	1444	2265	1460	1884	1344	2307	1515
9. Other Transport (b)	-	-	49	72	239	244	80	188	255	251	696	171	615	635
10. Total Transport Sector	12080	13961	22644	29476	56096	64985	20675	18120	25431	20139	27084	23438	30700	26495
11. Share of Ports & LH & LS in the transport sector (%)	5.5	5.2	5.6	5.1	6.4	3.6	6.8	4.3	3.9	5.2	6.2	6.7	6.7	4.7

(a) : Included in Ports

(b) : Farakka Barage & Hooghly River Training Projects

Sources : 1. Compendium of Transport Statistics, June 1994, Planning Commission

2. Planning commission.

Table 5.8 Outlay And Expenditure - Port Sector(Central)

(Rs. In Crore)

Port	9th Plan (1997-2002)	Annual Plan (1997-98)		Annual Plan (1998-99)		Annual Plan (1999-2000)		Annual Plan (2000-2001)	
	App. Outlay	App. Outlay	Actual Exp.	App. Outlay	Actual Exp.	App. Outlay	Actual Exp.	App. Outlay	Actual Exp.
1	2	3	4	5	6	7	8	9	10
KoPT(a)	545.00	45.22	28.11	30.10	61.36	30.00	82.28	279.14	49.19
MoPT	1208.00	156.24	75.61	110.90	55.46	223.10	211.21	217.99	127.85
JNPT	700.00	94.86	106.75	70.50	21.16	50.00	50.51	101.70	30.82
ChPT	1500.00	228.38	123.10	170.00	225.86	379.00	302.10	228.50	194.78
CoPT	380.00	16.21	10.04	10.00	19.93	20.00	22.76	26.00	16.38
VPT	900.00	70.50	55.29	50.00	51.30	51.80	91.25	138.40	97.44
KPT	560.00	85.08	50.90	65.50	50.19	71.80	63.38	109.93	39.68
MoPT	360.00	15.42	7.78	15.00	31.05	30.00	25.50	50.21	15.32
PPT	1200.00	224.84	117.62	120.00	199.73	344.00	235.96	275.52	132.52
NMPT	640.00	31.44	20.58	30.00	14.31	44.00	44.55	90.00	94.57
TPT	550.00	34.18	16.07	55.00	48.36	170.00	194.38	72.60	24.30
Others (e)	885.00	339.85	95.35	227.00	126.87	190.00	151.46	367.18	305.55
SV	-	30.00	30.00	30.00	84.77	20.00	20.00	50.00	45.00(d)
Total	9428.00(b)	1372.22	737.20	984.00	987.85	1623.70	1495.34	2007.17(c)	1173.40

(a) Includes Haldia and RR Schemes.

(b) Excluding provision for survey vessels (Rs. 660.38 crore)

(c) Out of this, Rs.52.99 crore was transferred for the Pool of N.E.States leaving the outlay at Rs.1954.18 crore.

(d) Revised Estimates.

(e) Includes DCI, ALHW, R&D Studies, MPSO, Training, Development of Minor Ports, Tariff Authority, Privatisation, Monitoring/Planning.

S.V.: Survey Vessels

App.Outlay: Approved Outlay

Source : Annual Plan - Port Sector(Ministry of Shipping).

Table 5.9 Outlay And Expenditure on Non-Major Ports

(Rs. In Crore)

Plan/Year		Central Scheme	State/Union Territories	Total
1		2	3	4
I Plan 1951-56	Actual	-	1.62	1.62
II Plan 1956-61	Actual	-	4.78	4.78
III Plan 1961-66	Actual	-	8.66	8.66
Annual Plans 1966-69	Actual	-	6.92	6.92
IV Plan 1969-74	Outlay	20.00	15.00	35.00
	Expenditure	5.01	12.26	17.27
V Plan 1974-79	Outlay	22.38	23.77	46.15
	Expenditure	8.15	17.56	25.71
1978-79	Expenditure	2.04	8.16	10.20
1979-80	Outlay	2.30	6.21	8.51
	Expenditure	20.00	72.18	92.18
VI Plan 1980-85	Outlay	-	10.92	10.92
	Expenditure	1.00	125.63	126.63
VII Plan 1985-90	Outlay	20.00	162.50	182.50
	Expenditure	-	48.18	48.18

Table 5.9(Contd...) Outlay And Expenditure on Non-Major Ports (Rs. In Crore)

Plan/Year		Central Scheme	State/Union Territories	Total
1		2	3	4
1990-91	Outlay	-	40.73	40.73
	Expenditure	-	50.26	50.26
1991-92	Outlay	-	40.57	40.57
	Expenditure	-	38.42	38.42
VIII Plan	Outlay	-	340.58	340.58
1992-97	Expenditure	-	394.63	394.63
1992-93	Outlay	-	59.79	59.79
	Expenditure		42.82	42.82
1993-94	Outlay	-	54.94	54.94
	Expenditure	-	99.18	99.18
1994-95	Outlay	-	78.58	78.58
	Expenditure		66.89	66.89
1995-96	Outlay	-	67.27	67.27
	Expenditure	-	126.24	126.24
1996-97	Outlay	-	67.58	67.58
	Expenditure	-	59.50	59.50
1997-98	Outlay	-	49.64	49.64
	Expenditure	-	32.95	32.95
1998-99	Outlay	-	40.06	40.06
	Expenditure	-	45.08	45.08
1999-2000	Outlay	-	42.36	42.36
	Expenditure	-	24.78	24.78
2000-01	Outlay	-	23.87	23.87
	Anticipated Exp.	-	14.81	14.81

Table 5.10 Total Containers Handled By CONCOR - 1999-00 & 2000-01

(TEUs)

Region/ Year	INTERNATIONAL							DOMESTIC		
	LDD	OUTWARD MTY	TOTAL	LDD	INWARD MTY	TOTAL	TOTAL INTER.	ISO Cont. TOTAL	IRS Cont. TOTAL	TOTAL DOMESTIC
1	2	3	4	5	6	7	8	9	10	11
NORTHERN										
1999-00	126890	13083	139973	122564	33339	2E+05	295876	92496	28	92524
2000-01	148381	13037	161418	123599	54989	2E+05	340006	-	-	-
WESTERN										
1999-00	53179	47396	100574	48647	50020	98667	199241	43699	20	43719
2000-01	65197	47706	112903	46423	63085	1E+05	222411	-	-	-
SOUTHERN										
1999-00	39958	19845	59803	33134	27797	60931	120734	46962	26	46988
2000-01	45213	20564	65777	34577	29863	64440	130217	-	-	-
SOUTHCENTRAL										
1999-00	6173	1078	7251	3425	3865	7290	14541	7594	3	7597
2000-01	7557	967	8524	3478	5104	8582	17106	-	-	-
EASTERN										
1999-00	2780	3719	6499	2637	3794	6431	12930	43847	-	43847
2000-01	3506	4235	7741	3357	3611	6968	14709	-	-	-
CENTRAL										
1999-00	8985	1664	10649	7452	3067	10519	21168	3986	-	3986
2000-01	12071	2262	14333	8006	6580	14586	28919	-	-	-
ALL REGION										
1999-00	237965	86784	324749	217859	121882	3E+05	664490	238584	77	238661
2000-01	281925	88771	370696	219440	163232	4E+05	753368	-	-	-

MTY : Empty

LDD : Loaded

ISO : International Standard Organisation.

IRS : Indian Railways Standard.

Source : Container Corporation Of India

APPENDICES

Appendix - I

PORT ORGANISATION IN INDIA

Ports are meant to provide sea-borne vessels some basic services such as dock, harbour or berth facilities and landing facilities for the passengers and cargo. Apart from this, Ports provide the basic services in the form of cranes, warehouses and labour for cargo handling.

2. There are 12 Major Ports viz. Kandla, Mumbai, J.L.Nehru, Mormugao, New Mangalore, Cochin, Tuticorin, Chennai, Ennore, Visakhapatnam, Paradip and Kolkata and 184 minor/intermediate ports situated along the coast line of about 6,000 Kms. and at sea islands. Four of the major Ports viz. Mumbai, Calcutta, Chennai and Mormugao are more than 100 years old. Cochin and Visakhapatnam Ports have celebrated their Golden Jubilee. The Ports of Kandla, Tuticorin, New Mangalore and Paradip were developed in the post independent period and are, thus, relatively new. J. L. Nehru Port at Nhava Sheva became operational in 1989. Ennore Port Ltd. which was dedicated to the Nation in February, 2001, is the first corporatised port registered under Companies Act, 1956.

3. Major Ports other than Ennore governed by the Major Port Trusts Act, 1963 and the Indian Ports Act, 1908 and the rules and regulations framed thereunder.

4. Each Major Port has a Board of Trustees representing various interests connected with the port operations and the shipping industry. The Chairman of each Major Port is appointed by Central Government. Besides Chairman, the Port Trust Board comprises Deputy Chairman, representatives of Customs, Railways, Defence, State Govt., Shipowners, Shippers, etc. All members of the Board, other than the Chairman and the Deputy Chairman are part time members.

5. Modernisation and development of Major Ports is a plan scheme. The Major Ports are empowered to receive loans from Government, raise loans in the open market and levy rates and fees for the services rendered. They are required to receive the prior approval of Central Govt. for the scale of rates, annual budgets and submit Annual Administration Reports. Their annual accounts are subject to audit by the Comptroller and Auditor General of India.

6. Ports mainly derive their revenue from cargo handled charges on the ships visiting them, and other related charges. The main sources of revenue from cargo traffic are (I) Wharfage/landing fees, cargo related charges, (ii) Crane hire charges, (iii) Rentals from warehouses, (iv) Demurrage charges, (v) Charges for providing rail and other transport

for the cargo movement and providing water facilities for the visiting ships. Similarly the main sources of revenue from ship traffic are (I) Port dues, (ii) Pilotage, (iii) Berth-hire, (iv) Survey and measuring fees, (v) Ship repairs in dock areas.

7. The main activities of the Ports relate to (I) Maintenance of Port approaches, navigable channels and along side berths, dredging, conservancy, hydrographic surveys, (ii) Light houses and light vessels under the Port, (iii) Pilotage, towage, berthing and unberthing of visiting ships, (iv) Handling warehousing and transportation of goods in Port area, (v) Civil, mechanical and electrical engineering and maintenance of harbour crafts and plants, (vi) Fire-fighting and fumigation, (vii) Storage, (viii) Medical, welfare & housing services, (ix) Management of port properties and estates.

8. For its various activities, each Port engages different types of labour. The workers employed by the Port authorities are generally known as 'Port Workers' and they work on shore and for work on board the ship, workers registered with Dock Labour Board known as 'Dock Labour' are engaged.

9. Major Development in port sector

a) **Privatisation of port facilities** : The Government has laid down guidelines for private sector participation in the port sector. Following areas have been identified.
   i) Leasing out assets of the port.
   ii) Construction and operation of container terminals, multipurpose cargo berths and specialised cargo berths, warehousing, storage facilities, tank farms, container freight stations, setting up of captive power plants etc.
   iii) Leasing of equipment for cargo handling and leasing of floating crafts from the private sector.
   iv) Pilotage.
   v) Captive facilities for port based industries.

b) Government have also issued guidelines on joint venture formation in Major Ports which have come into force with effect from 1.9.2000. In order to attract private sector investment, model bid documents have been finalised for private sector projects laying down transparent bidding procedure, qualifications and selection criteria, bid evaluation procedure, termination payment, dispute resolution process etc. and detailed terms and conditions of the License Agreement, inter-alia, aiming at bankability, uniformity and reduction in time taken to select private parties.

c) The powers of the port trust Boards have been increased to Rs. 50 crores in respect of additions/modifications/new investments and to Rs. 100 crores in case of replacement/renewal of assets.

d) **Maritime States Development Council (MSDC)** : With a view to have an integrated approach for the development of both Major and Minor Ports, a maritime States Development Council was constituted under the Chairmanship of the Honourable Minister of Shipping. The Ministers in-charge of Ports in all Maritime States, UT of Pondicherry and A&N Administration, Daman & Diu and lakshadweep are its members.

e) **Empowered Committee on Environment Clearances** : The authority for according Environment Clearance to the Port Project within the existing port limits was delegated to the Ministry of Shipping. In order to process the environmental clearances efficiently, transparent guidelines were issued. An empowered Committee on Environment Clearances (ECEC) was constituted under the Chairmanship of Secretary (Shipping).

f) **Corporatisation of Major Ports** : It has been decided to corporatise of the existing Major Port Trusts in phases, starting with Jawaharlal Nehru Port Trust (JNPT) and Haldia Dock Complex.

g) **Tariff Authority for Major Ports** : The Major Port Trust Act, 1963 was amended by Port Laws (Amendment) Act, 1997 (15 of 1997) to provide for an independent Tariff Authority for Major Ports for fixing and revising the port tariff. An independent authority for the above purpose has been set up on 10.4.1997 with headquarters at New Delhi. The Major Port Trust Act, 1963 was further amended in the year 2000 for allowing major ports to form joint ventures with minor/foreign ports as well as companies.

DEFINITIONS OF TERMS USED

1.	**Load Line**	The outer line on the body of a ship upto which she submerges in water with safety. It varies according to the seasons and waters in which she plies.
2.	**Draft**	The depth necessary to submerge a ship to their load line.
3.	**Dead Weight Tonnage(DWT)**	It is the number of tons of (2240 pounds) stores, fuel and cargo that a ship can transport. This presents the actual carrying capacity of a ship.
4.	**Gross Registered Tonnage (GRT)**	It applies to the vessels and not to cargo. It is the weight of the volume occupied by the closed-in-spaces of a ship taking 100 cubic feet of such closed-in-spaces as equivalent to one vessels ton. It thus refers to the cubic capacity of the vessels.
5.	**Net Registered Tonnage (NRT)**	It refers to the earning space capacity of a ship available for the storage of cargo and accommodation of passengers. It is obtained by deducting from GRT the cubic capacity space (taking 100 cubic feet = 1 ton) occupied by stores, fuel, machinery, crew etc. which does not represent the earning capacity of the ship.
6.	**Ore/Oil and Bulk Carrier**	A bulk cargo ship designed to carry ore and oil enabling there by to be loaded in both directions.
7.	**Tankers**	Cargo ships constructed or adopted for the carriage in bulk of liquid cargoes of an inflammable nature.
8.	**Sailing Vessel**	Any description of vessel provided with sufficient sail area for navigation under sails along whether or not fitted with mechanical means of propulsion and includes a rowing boat or crane but does not include a pleasure craft.

9.	**Roll-on/Roll-off Vessel**	It is frequently called a vehicle ferry. It is designed for the conveyance of road vehicles and private cars. At each terminal port, a tramp of link span is provided enabling the vehicles to drive on or off the vessels, thereby eliminating cranage and cargo handling (and also pilferage) and permitting a quick turn round of the ships.
10.	**Berth-Day**	A day of occupation of a berth (quay or mooring) by a ship.
11.	**Ship-Day**	A day spent in harbour by a ship.
12.	**Turn-Round Time**	Total time spent by a ship since its entry till its departure.
13.	**Port Dues**	A levy of port authority on a ship.
14.	**Pilotage**	A port charge for guiding a ship in or out of a harbour through channels, passages or other waters by an authorised pilot.
15.	**Output per Berth Day**	Total tonnage handled distributed over the total number of berth days.
16.	**Idle Time**	Non-working time of a ship (without loading or unloading of cargo) at berth.
17.	**Pre-berthing Detention**	The time for which a ship waits before getting entry into a berth.
18.	**Berth Occupancy**	The time for which a berth is occupied (by ships).
19.	**Export**	Loaded overseas traffic.
20.	**Import**	Unloaded overseas traffic.
21.	**Traffic**	A scalar with only magnitude but no direction such as the total of exports and imports or loaded and unloaded cargo.
22.	**Traffic flows**	A vector with magnitude and direction such as passengers embarked/disembarked or cargo exports/imports.

23.	**Gang**	Gang is a group of workers formed as one unit for the purpose of handling cargo in the act of discharging from or loading on to the ship inside the ship inside the hatch-hold of the vessel or in the deck as per necessity.
24.	**Gang shift**	Refers to a gang (irrespective of number of persons in the gang) working in one shift.
25.	**Gang hours**	Number of hours per shift multiplied by number of gang shift.
26.	**Cranage**	The hire charges for providing a port crane for cargo handling.
27.	**Wharfage**	A port charge on the ships for all cargo conveyed on over or through a wharf/berth.

Abbreviation Used

...	Not Available
-	Nil
ALHW	Andaman & Lakshadweep Harbour Works
ChPT	Chennai Port Trust
Conv.	Conventional
CoPT	Cochin Port Trust
DCI	Dredging Corporation of India
DLB	Dock Labour Board
DWT	Dead Weight Tonnage
EDC	Ethylene Dichloride
FLT	Fork Lift Truck
FO	Furnace Oil
FRM	Fertiliser Raw Material
GAPL	Gujarat Adani Ports Ltd.
GPPL	Gujarat Pipavav Port Ltd.
GRT	Gross Registered Tonnage
HDC	Haldia Dock Complex
HR Coil	Hot Rolled Coil
HSD	High Speed Diesel
ICD	Inland Container Depot
JNPT	Jawahar Lal Nehru Port Trust
KDS	Kolkata Dock System
KoPT	Kolkata Port Trust
KPT	Kandla Port Trust
L	Loaded
LDO	Light Diesel Oil
LH&LS	Light House & Light Ships
LOA	Length Overall
MbPT	Mumbai Port Trust
MoPT	Mormugao Port Trust
MOU	Memorandum of Understanding
MPSO	Minor Ports Survey Organisation
Mech.	Mechanical
Neg./N	Negligible
NMPT	New Mangalore Port Trust
P	Provisional
POL	Petroleum, Oil & Lubricant
PPT	Paradip Port Trust
R&D	Research & Development
RCC	Reinforced Cement Concrete
RMQC	Rail Mounted Quay Crane
Ro-Ro	Roll On-Roll Off
RTG/RTGC	Rubber Tyred Gantry Crane
SKO	Superior Kerosene Oil
SPM	Single Point Mooring
T	Tonnes
TEU	Twenty Equivalent Unit
TLT	Top Lift Truck
TPT	Tuticorin Port Trust
UL	Unloaded
VPT	Visakhapatnam Port Trust