

भारत के पत्तन क्षेत्र का अद्यतन
UPDATE ON INDIAN PORT SECTOR
(31.03.2024)



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

PREFACE

Update on Indian Port Sector is a bi-annual publication of Ministry of Ports, Shipping & Waterways. This publication comprehensively reflects the cargo handled by Major Ports and Non-Major Ports in the country. On the basis of information received from various arms of the Ministry the 43rd edition of the publication has been prepared.

This edition covers the latest available data for 2023-24 and is divided into four sections covering Recent trends in Cargo traffic, Performance of Maritime States, Performance indicators of Major Ports and Non- Major Ports and Private sector/captive/joint sector port projects.

Transport Research Wing (TRW) in the Ministry of Ports, Shipping and Waterways has prepared this edition of the publication. I would like to complement the efforts made by the officials in TRW to bring out this edition in time.

I would take this opportunity to thank the Major Ports, State Maritime Boards/UTs for their contribution in providing the information. Suggestions from the users of the information are welcome to enable further improvements in the quality and coverage of this publication in future.


(T.K. Ramachandran)

New Delhi
Dated the 4th September, 2024



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Abbreviation Used

APMB	Andhra Pradesh Maritime Board
CoPA	Cochin Port Authority
CPA	Chennai Port Authority
CPDG	Captain of Port Department Goa
DPA	Deendayal Port Authority
GMB	Gujarat Maritime Board
JNPA	Jawahar Lal Neharu Port Authority
KMB	Kerala Maritime Board
KPL	Kamarajar Port Limited
MMB	Maharashtra Maritime Board
MPA	Mumbai Port Authority
MoPA	Mormugao Port Authority
NMPA	New Mangalore Port Authority
PBDT	Pre- Berthing Detention
PDP	Port Department Puducherry
PPA	Paradip Port Authority
P&IWTO	Port & Inland Water Transport Odisha
SMPHDC	Syama prasad Mookerjee Port Haldia Dock Complex
PMBA&N	Port Management Board Andaman & Nicobar
TMB	Tamil Nadu Maritime Board
TEUs	Twenty Tonnes Equivalent Units
TRT	Turn Around Time
VOC	V.O.Chidambaranar Port Authority
VPA	Visakhapatnam Port Authority

C O N T E N T S

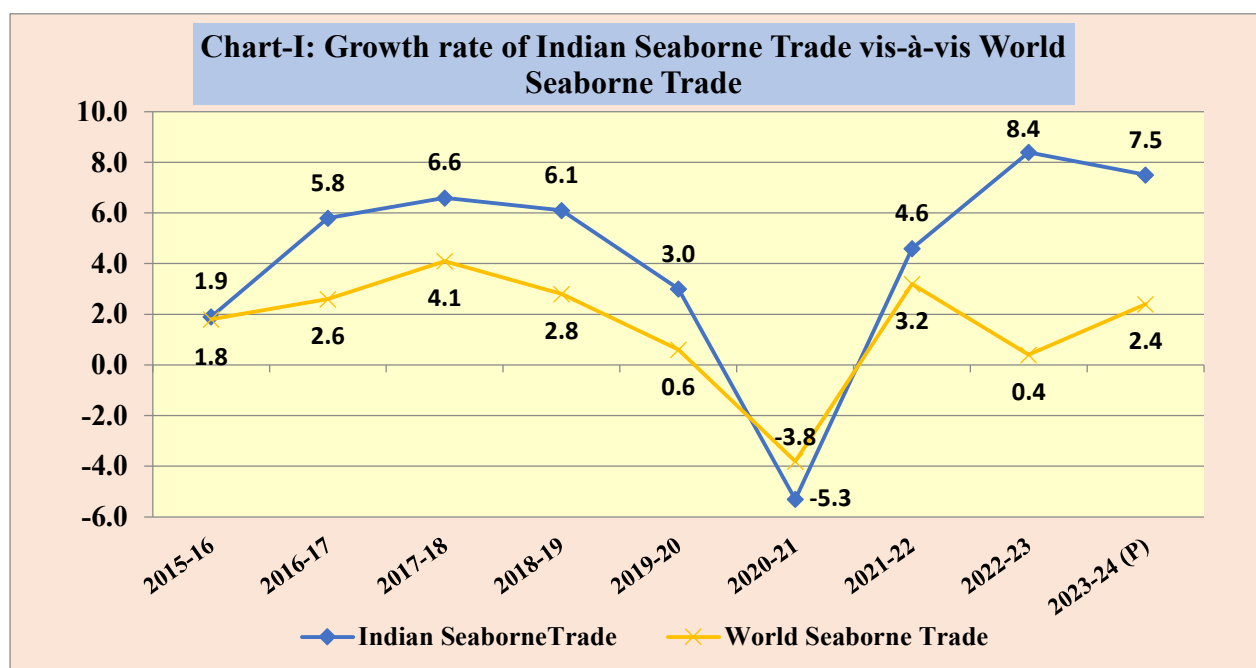
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1. RECENT TRENDS IN CARGO TRAFFIC

1.1 Present scenario of Seaborne trade in India and Worldwide

The volume of seaborne cargo handled by ports is comprised of global (i.e. overseas cargo) and domestic (i.e. coastal cargo) activities. India has a coast-line of around 7500 kms with 12 Major Ports under Ministry of Ports, Shipping and Waterways and 64 Non-Major Ports under 10 State Maritime Boards (SMB) and Directorate of Ports (DoP).

In 2023, the growth in world Seaborne trade has increased to 2.4% from 0.4% in 2022. During the comparable period, growth in Indian Seaborne trade has declined from 8.4% in 2022-23 to 7.5% in 2023-24. The growth rate of India's Seaborne trade and World Seaborne trade during 2015-16 to 2023-24(P) is given in Chart-I.



Source: - Basic Port Statistics of India, Major Ports, State Maritime Board, UTs and Review of Maritime Transport 2023 (UNCTAD, 2023)
(P): Provisional

1.2 Cargo Traffic at Indian Ports

During 2023-24, Major and Non-Major Ports in India have handled a total Cargo of 1542.42 million tonnes (MT) registering a growth of 7.5% over 2022-23. During 2023-24 cargo handled at Major and Non Major Ports registered growth of 4.4% and 11.1% respectively. The share of Non- Major Ports to the total traffic handled at Indian Ports has increased from 45.3%

in 2022-23 to 46.9% in the 2023-24. Trend in traffic handled at Major Ports and Non-Major Ports is given in Table 1(a).

Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	699171	704927	672682	720054	784305	819004
(% Growth)	(2.9)	(0.8)	-(4.6)	(7.0)	(8.9)	(4.4)
Non-Major Ports	582609	615047	577303	603747	651017	723411
(% Growth)	(10.2)	(5.6)	-(6.1)	(4.6)	(7.8)	(11.1)
All Ports	1281780	1319974	1249985	1323801	1435322	1542415
(% Growth)	(6.1)	(3.0)	-(5.3)	(5.9)	(8.4)	(7.5)

Source- Major Ports and Non-Major Ports / State Maritime Board/ UTs
(P) – Provisional

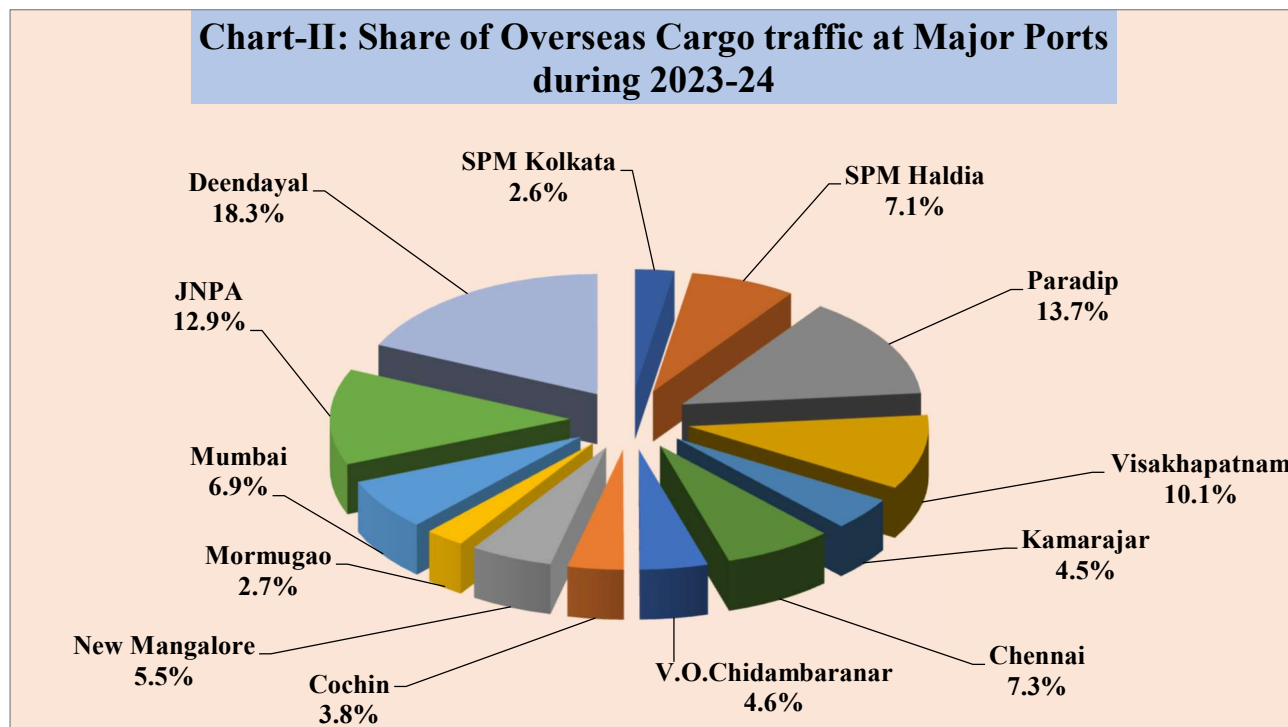
1.2.1 Overseas and Coastal Cargo traffic handled at Indian Ports during 2022-23 and 2023-24

The overseas cargo handled at Indian Ports increased 7.5% during 2023-24 as compared to 2022-23 and Coastal cargo handled increased 7.4% during the same period. Overseas cargo handled at Major Ports increased 4.8% from 599.58 MT during 2022-23 to 628.08 MT during 2023-24. Coastal Cargo handled at Major Ports also increased 3.4% from 184.73 MT during 2022-23 to 190.93 MT handled during 2023-24. Overseas cargo handled at Non-Major Ports during 2023-24 increased 10.6% to 581.60 MT from 526.03 MT during 2022-23. Coastal cargo handled at Non-Major Ports during 2023-24 also increased 13.5% to 141.81 MT from 124.98 MT handled during 2022-23. Overseas and coastal cargo traffic handled at Indian Ports during 2023-24 and 2022-23 is presented in Table-1(b).

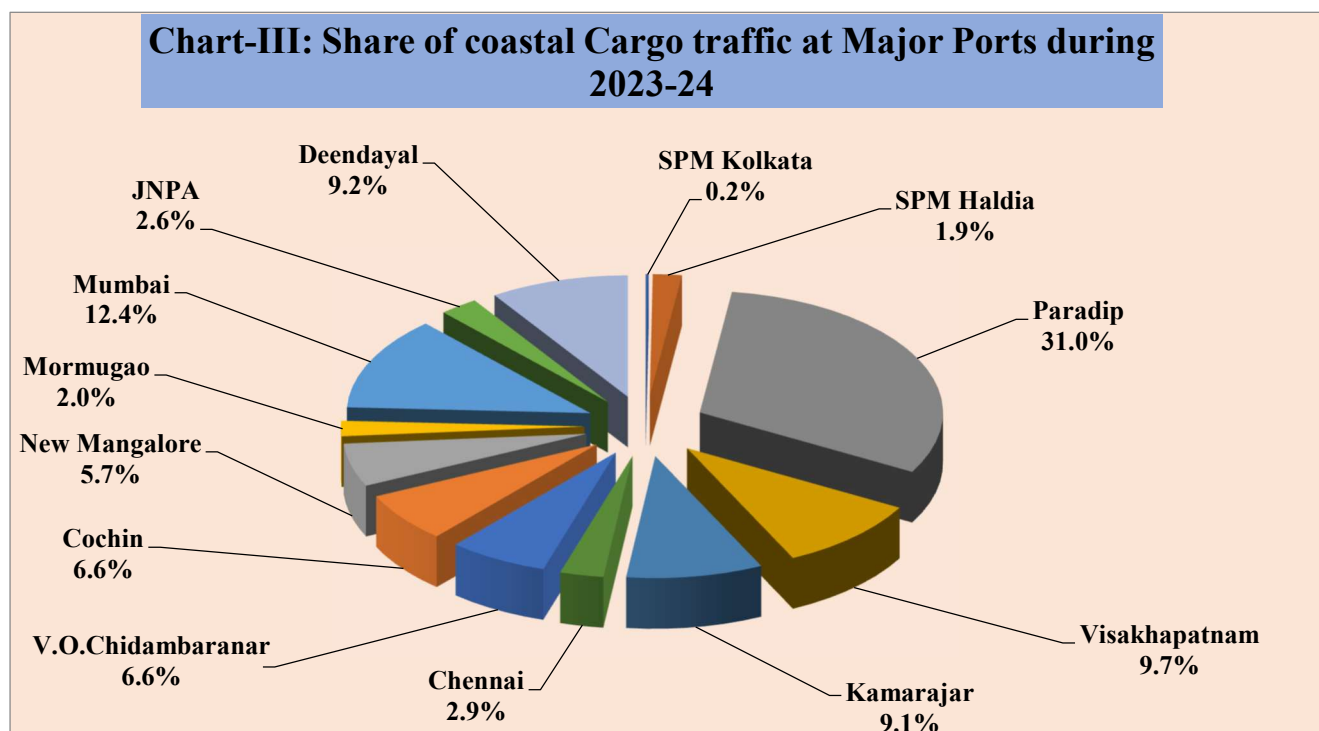
Major/Non-Major	2022-23			2023-24 (P)		
	Overseas	Coastal	Total	Overseas	Coastal	Total
Major Ports	599579	184725	784305	628075	190929	819004
(% Growth)	(9.3)	(7.8)	(8.9)	(4.8)	(3.4)	(4.4)
Non-Major Ports	526034	124983	651017	581600	141811	723411
(% Growth)	(2.9)	(35.3)	(7.8)	(10.6)	(13.5)	(11.1)
All Ports	1125613	309708	1435322	1209675	332740	1542415
(% Growth)	(6.2)	(17.5)	(8.4)	(7.5)	(7.4)	(7.5)

Source- Major Ports and Non-Major Ports / State Maritime Board/ UTs
(P) - Provisional

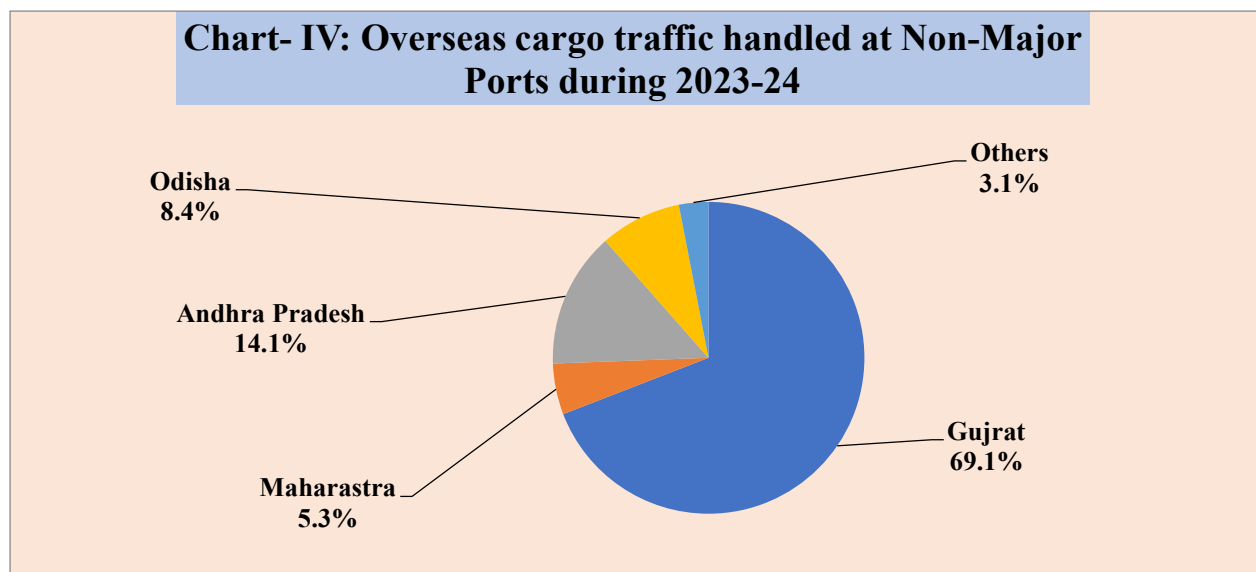
1.2.1.1 Overseas Cargo handled at Major Ports: During 2023-24, among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 114.74 MT with a share of 18.3%. The port wise share of Overseas cargo traffic may be seen in Chart-II.



1.2.1.2 Coastal cargo handled at Major Ports: During 2023-24, among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 59.19 MT with a share of 31.0%. The port wise share of Coastal cargo traffic may be seen in Chart-III.

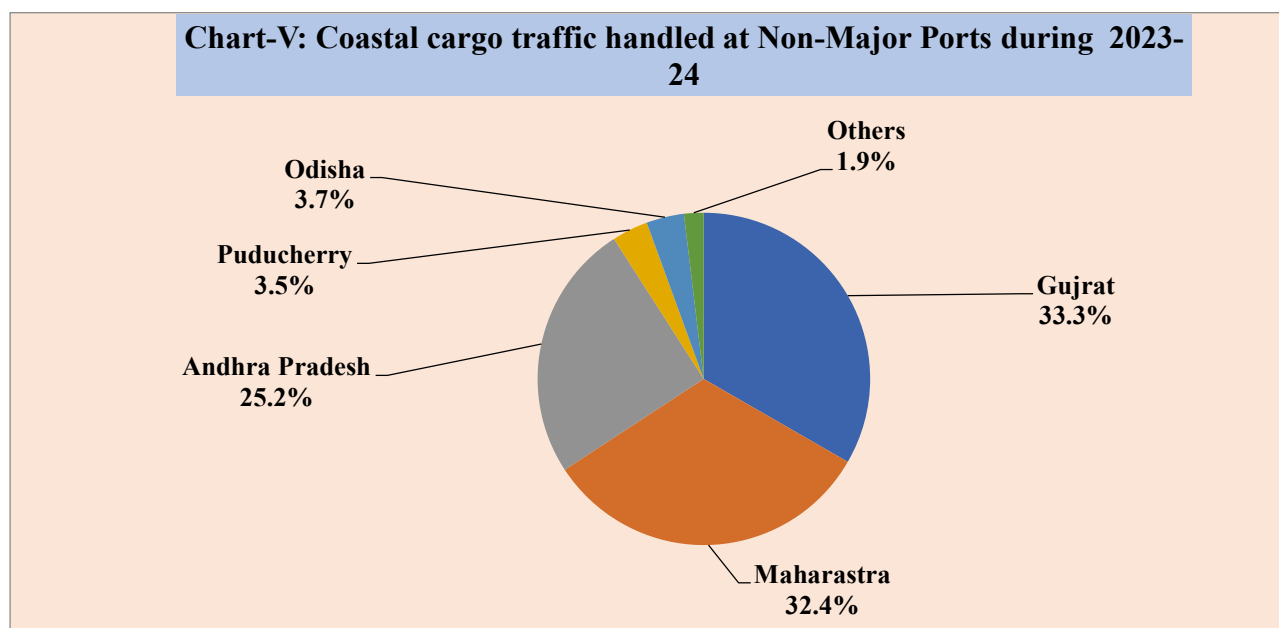


1.2.1.3 Overseas Cargo handled at Non Major Ports: During 2023-24, among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum overseas cargo of 401.98 MT with a share of 69.1%. The SMB/DoP wise share of Overseas cargo traffic may be seen in Chart-IV.



(Note- Others include Tamil Nadu Maritime Board (TNMB), Port Department Puducherry, Directorate of Ports Karnataka and Andaman & Nicobar)

1.2.1.4 Coastal cargo handled at Non-Major Ports: During 2023-24, among the Non-Major Ports, Gujarat Maritime Board (GMB) handled the maximum Coastal Cargo of 47.27 MT with a share of 33.3%. The SMB/DoP wise share of Coastal cargo traffic may be seen in Chart-V.



(Note- Others include Tamil Nadu Maritime Board (TNMB), Andaman and Nicobar, Goa, Lakshadweep and Directorate of Ports Karnataka)

1.3 Cargo Traffic at Major Ports

Cargo traffic at India's 12 major ports during 2023-24 was 819.0 MT registering a growth of 4.4% over 2022-23.

During 2023-24, Paradip Port handled the maximum cargo traffic of 145.38 MT with a share of 17.8%. Murmogao Port recorded highest growth in traffic (19.0%). The port wise cargo traffic handled at Major Port from 2018-19 to 2023-24 may be seen in Table 2.

Ports	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	% change - 2023- 24 w.r.t to 2022-23	Percent Share
1	2	3	4	5	6	7	8	9
SMP Kolkata	63763	63983	61368	58175	65659	65446	-0.3	8.0
SMP Kolkata Port	18551	17303	15900	15298	17051	16909	-0.8	2.1
SMP Haldia Port	45212	46680	45468	42877	48608	48537	-0.1	5.9
Paradip Port	109302	112689	114549	116134	135361	145379	7.4	17.8
Visakhapatnam Port	65301	72722	69843	69030	73750	81811	10.9	10.0
Kamarajar Port	34498	31746	25889	38742	43507	45278	4.1	5.5
Chennai Port	53012	46758	43553	48564	48949	51598	5.4	6.3
V.O.Chidambaranar Port	34342	36076	31790	34119	38041	41402	8.8	5.1
Cochin Port	32021	34038	31503	34551	35256	36315	3.0	4.4
New Mangalore Port	42508	39145	36500	39296	41417	45707	10.4	5.6
Mormugao Port	17683	16017	21988	18456	17334	20628	19.0	2.5
Mumbai Port	60634	60696	53324	59891	63608	67261	5.7	8.2
JNPA	70706	68449	64809	75996	83861	85804	2.3	10.5
Deendayal Port	115401	122607	117566	127100	137561	132373	-3.8	16.2
All Ports	699171	704925	672682	720054	784305	819004	4.4	100

Source: Basic Port Statistics of India and Major Port,
(P) : Provisional

1.3.1 Commodity wise growth of cargo traffic at Major Ports

At broad commodity level, during 2023-24, Iron Ore posted highest growth rate of 30.8%. The details of Commodity wise cargo traffic handled at Major Port from 2018-19 to 2023-24 may be seen in Table 3.

Table 3 : Commodity wise Traffic Handled at Major Ports								
(000' Tonnes)								
Commodities	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	% change 2023-24 w.r.t to 2022-23	Percent Share
1	2	3	4	5	6	7	8	8
POL*	220940	221634	191063	203194	217917	226496	3.9	27.7
Iron Ore @	38814	55681	64330	52236	46420	60702	30.8	7.4
Fertiliser	15414	16154	17947	16091	16166	17723	9.6	2.2
1. Finished	8428	9555	10381	7493	7888	8316	5.4	1.0
2. Raw (DRY)	6986	6599	7566	8598	8278	9407	13.6	1.1
Coal	137481	118879	102928	123246	149949	141907	-5.4	17.3
1. Thermal Coal	99600	78771	68881	87033	111870	105449	-5.7	12.9
2. Coking Coal	37881	40109	34047	36213	38079	36458	-4.3	4.5
Food Grain #	798	406	1555	7033	6955	1490	-78.6	0.2
Container (Tonnes)	145522	146861	143710	167381	170285	181503	6.6	22.2
Others	140202	145310	151149	150873	176613	189184	7.1	23.1
Total	699171	704925	672682	720054	784305	819004	4.4	100

* Includes POL crude and POL Products only

@ includes iron ore fine and pellets only

excludes pulses

P : Provisional

Source: Basic Port Statistics of India and Major Ports

In terms of composition of cargo traffic handled during 2023-24 at Major Ports, the largest commodity group (in terms of percent share in total cargo handled) was POL (27.7%). The commodity wise cargo traffic handled at Major Ports from 2018-19 to 2023-24 may be seen Table 3.

The Port-wise and Commodity-wise shares in total cargo traffic during 2023-24 are depicted in the Chart-VI and Chart-VII respectively.

Chart-VI: Major Ports- Portwise Share in Traffic Handled during 2023-24

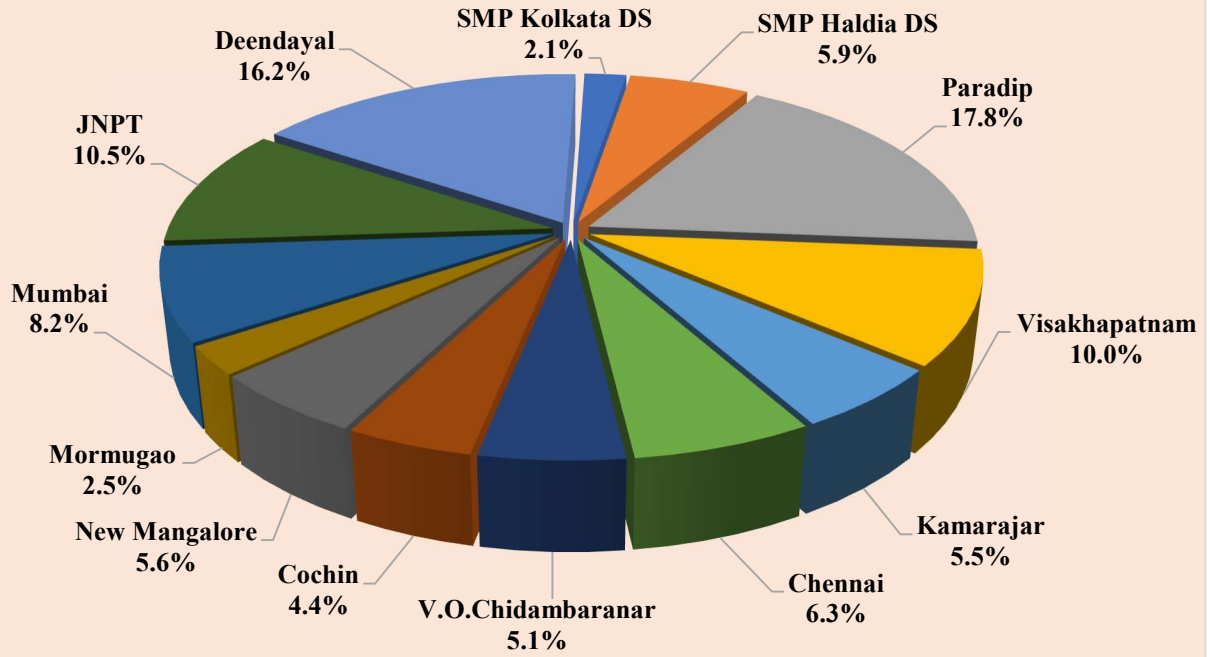
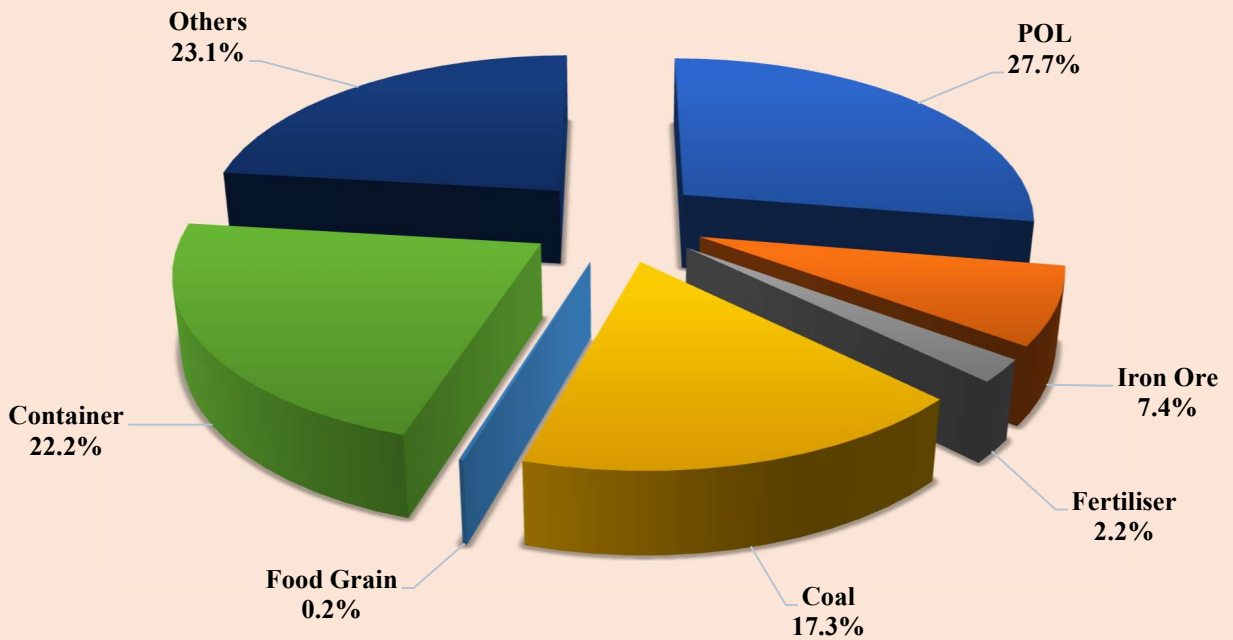


Chart-VII: Major- Ports Composition of Traffic Handled during 2023-24



The Port-wise & commodity-wise traffic handled at Major Ports from 2020-21 to 2023-24 is given at Annexure-I and port wise commodity wise traffic handled in Overseas and Coastal during 2022-23 and 2023-24 is given at Annexure-III.

1.3.2 Container traffic at Major Ports

Container traffic (tonnes), which largely reflects trade in manufactures and components increased by 6.6% during 2023-24 from 170.28 MT during 2022-23 to 181.50 MT handled during 2023-24. In terms of Twenty Foot Equivalent Units (TEUs), containers handled increased by 0.1% from 11.425 MT during 2022-23 to 11.433 MT handled during 2023-24.

Among the major ports, Vishakhapatnam Port recorded highest growth of 30.9% (in terms of tonnage) in container traffic. JNPT continues to be the leading container handling port in the country with a share of 43.0% in terms of tonnage and 50.7% in terms of TEUs in the total container traffic at major ports during 2023-24. The port wise Container cargo traffic and TEUs handled at Major Port from 2018-19 to 2023-24 may be seen in Table 4.

Table 4: Container Traffic at Major Ports (in thousand tonnes/ Thousand TEUs)										
PORT	2021-22		2022-23		2023-24 (P)		% change 2023-24 w.r.t to 2022-23		Percent Share	
	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU
1	2	3	4	5	6	7	8	9	10	11
SMP Kolkata Port	8441	570	8520	602	9887	639	16.0	6.3	5.4	5.6
SMP Haldia Port	3353	165	2067	107	2061	111	-0.3	3.2	1.1	1.0
Paradip Port	184	10	192	12	203	13	5.8	9.5	0.1	0.1
Visakhapatnam Port	8583	512	8460	522	11078	673	30.9	28.9	6.1	5.9
Chennai Port	30925	1602	28377	1470	30678	1590	8.1	8.1	16.9	13.9
Kamarajar Port	9269	480	10617	550	12958	672	22.0	22.1	7.1	5.9
V.O.Chidambanar Port	15905	781	14678	734	14940	747	1.8	1.8	8.2	6.5
Cochin Port	10278	736	9986	695	10179	764	1.9	9.9	5.6	6.7
New Mangalore Port	2309	152	2369	166	2801	196	18.2	18.7	1.5	1.7
Mormugao Port	184	14	28	3	0	0	-100	-100	0.0	0.0
JNPA	69092	5685	76194	6051	78112	5797	2.5	-4.2	43.0	50.7
Mumbai Port	238	25	225	21	157	0.02	-30.2	-99.9	0.1	0.0
Deendayal Port	8620	493	8572	492	8450	230	-1.4	-53.2	4.7	2.0
All Ports	167381	11225	170284	11425	181503	11433	6.6	0.1	100	100

Note: CP - Corresponding period of previous year;

(P) - Provisional; Tn - tonnes; TEU –twenty foot equivalent unit in Thousands

Source: Basic Port Statistics of India and Major Ports

1.4 Cargo Traffic at Non-Major Ports

Non-major ports handled 46.9% of total maritime cargo traffic of the country during 2023-24.

Table 5 represents maritime State-wise share and growth of traffic handled at Non-Major Ports during 2018-19 to 2023-24.

Table 5 : Traffic Handled by Non-Major Ports by Maritime States/UTs									
(000'Tonnes)									
Maritime State/UT	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	% Change over previous year		Percent Share
							2022-23	2023-24(P)	
Gujarat	399197	411791	387572	405394	416359	449255	2.7	7.9	62.1
(% Growth)	(68.5)	(67.0)	(67.1)	(67.1)	(64.0)	(62.1)			
Maharashtra	45786	43661	39844	52474	71257	76871	31.7	7.9	10.6
(% Growth)	(7.9)	(7.1)	(6.9)	(8.7)	(10.9)	(10.6)			
Andhra Pradesh	103334	99905	89637	87984	101432	117423	-1.8	15.8	16.2
(% Growth)	(17.7)	(16.2)	(15.5)	(14.6)	(15.6)	(16.2)			
Goa	15	8	35	27	7.661	11.800	-23.2	54.0	0.0
(% Growth)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
Tamil Nadu	960	11370	7407	7840	9871	10125	5.9	2.6	1.40
(% Growth)	(0.2)	(1.8)	(1.3)	(1.3)	(1.5)	(1.4)			
Karnataka	1044	935	785	787	1057	885	0.3	-16.2	0.12
(% Growth)	(0.2)	(0.2)	(0.1)	(0.1)	(0.2)	(0.1)			
Andaman & Nicobar	1495	1851	1433	1535	1876	2003	7.2	6.8	0.3
(% Growth)	(0.3)	(0.3)	(0.2)	(0.3)	(0.3)	(0.3)			
Odisha	22186	35269	43033	41543	38711	54243	-3.5	40.1	7.5
(% Growth)	(3.8)	(5.7)	(7.5)	(6.9)	(5.9)	(7.5)			
Kerala	222	156	113	140	109	87	23.4	-20.2	0.01
(% Growth)	(0.0)	(0.0)	(0.02)	(0.02)	(0.02)	(0.01)			
Puducherry	8370	10101	7330	5839	10120	12310	-20.3	21.6	1.7
(% Growth)	(1.4)	(1.6)	(1.3)	(1.0)	(1.6)	(1.7)			
Lakshadweep	0	0	116	184	218	197	59.3	-9.9	0.03
(% Growth)	(0.0)	(0.0)	(0.02)	(0.03)	(0.03)	(0.03)			
All M. States / UTs	582609	615046	577303	603747	651017	723411	4.6	11.1	100
(% Growth)	(100)	(100)	(100)	(100)	(100)	(100)			

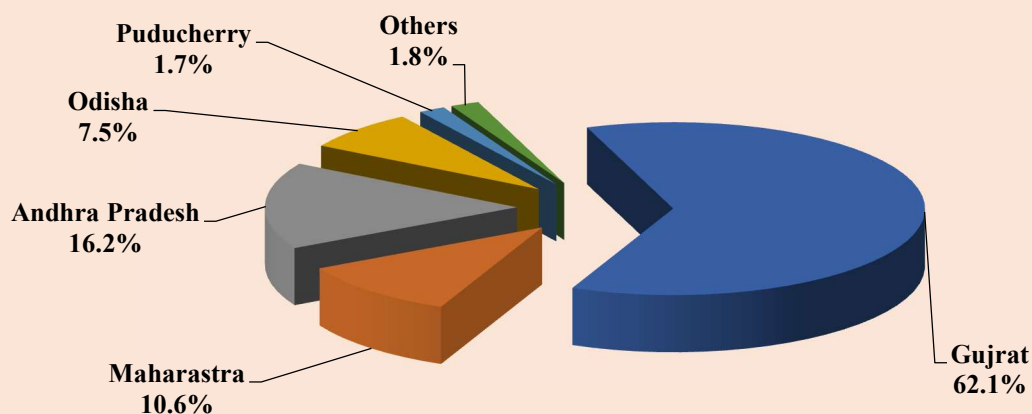
Note: Figure in parenthesis is the percentage share of traffic handled by the maritime state to the total traffic handled by all the maritime states;

P- Provisional

Source: Non-Major Ports/ State Maritime Board/ UTs

The cargo handled by the Non-Major Ports during 2023-24 increased 11.1% from 651.02 MT during 2022-23 to 723.41 MT during 2023-24. Gujarat accounted for 62.1% (maximum) of the traffic handled by the Non-Major Ports. Four Maritime State, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 96.5% of the total cargo traffic handled by Non-Major Ports during 2023-24. The SMB/DoP wise share in total cargo traffic handled during 2023-24 is depicted in Chart-VIII.

Chart VIII : Non-Major Ports-share of Maritime States/UTs in Traffic Handled during 2023-24



(Note- Others include Tamil Nadu Maritime Board (TNMB), Andaman and Nicobar, Goa, Lakshadweep and Directorate of Ports Karnataka)

Table 6 gives the details of commodity-wise traffic handled at Non-Major Ports from 2023-24. The table shows that the two commodities, viz. POL and Coal accounted for three-fifth of the total cargo handled at the non-major ports during 2023-24.

Commodity	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	% Change over previous year		Percent Share
							2022-23	2023-24 (P)	
POL*	191749	197158	157628	163045	164261	193301	0.7	17.7	26.7
(% Growth)	(32.9)	(32)	(27.3)	(27.0)	(25.2)	(26.7)			
Iron Ore**	44823	39968	42989	42453	51848	76454	22.1	47.5	10.6
(% Growth)	(7.7)	(6.5)	(7.4)	(7.0)	(8.0)	(10.6)			
Building Material\$	16162	15004	13885	12697	12479	13768	-1.7	10.3	1.9
(% Growth)	(2.8)	(2.4)	(2.4)	(2.1)	(1.9)	(1.9)			
Coal@	171096	178525	153841	144922	178407	207611	23.1	16.4	28.7
(% Growth)	(29.4)	(29.0)	(26.6)	(24.0)	(27.4)	(28.7)			
Fertilizer & FRM&	16224	15959	13413	13878	14770	18095	6.4	22.5	2.5
(% Growth)	(2.8)	(2.6)	(2.3)	(2.3)	(2.3)	(2.5)			
Others	142555	168433	195547	226753	229252	214181	1.1	-6.6	29.6
(% Growth)	(24.5)	(27.4)	(33.9)	(37.6)	(35.2)	(29.6)			
All	582609	615046	577303	603747	651017	723411	7.8	11.1	100
(% Growth)	(100)	(100)	(100)	(100)	(100)	(100)			

Note: Figure in parenthesis is the percentage share of major commodity groups in the total traffic handled by the Non major ports

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

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

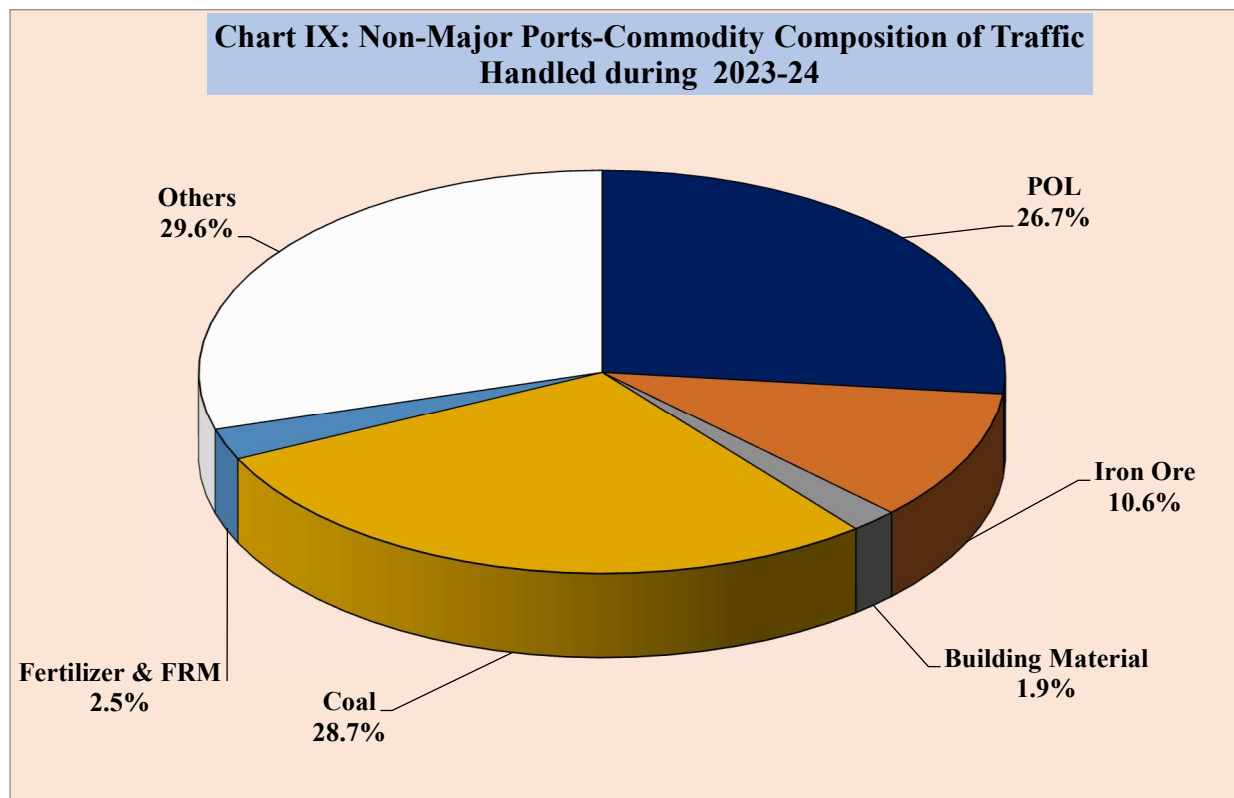
\$ includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

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

Source: Basic Port Statistics of India and Non Major Ports/State Maritime Boards

The percentage share was maximum (29.6%) for Other Cargo having a negative growth of 6.6% during 2023-24. The Commodity-wise composition of traffic handled at Non-Major Ports during 2023-24 is depicted in Chart- IX.



Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2020-21 to 2023-24 is given at Annexure-II and Port-wise/ Commodity-wise Overseas & Coastal traffic handled during 2022-23 and 2023-24 is given at Annexure-IV.

2. PERFORMANCE OF MARITIME STATES

Ports are economic and service provision units of a remarkable importance since they act as a place for the interchange of two transport modes, maritime and land, whether by rail or road. Therefore, the essential aspect of ports lies in their intermodal nature. India has a coast-line of over 7517 Kms with 12 major ports and 217 notified non-major (minor/intermediate) ports along the coast-line and sea-islands. These 217 Non-major ports are located in Gujarat (48), Maharashtra (48), Goa (5), Daman & Diu (2), Karnataka (13), Kerala (17), Lakshadweep (10), Tamil Nadu (17), Puducherry (3), Andhra Pradesh (15), Odisha (14), West Bengal (1) and Andaman & Nicobar Island (24). Out of these 217 Non-major ports, only some ports are well developed and provide all-weather berthing facilities for cargo handling. Only 68 Non-major Ports are cargo handling Ports. The Maritime Ports operate within the statutory framework of the Indian Ports Act 1908 which applies to all the ports. However, the Major Ports Act 1963 applies only to Major Ports. Each Major Port is administered by a 'Port Authority' except for the port of Kamarajar (Ennore) which is a corporatized entity.

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

2.1 Maritime States Development Council (MSDC)

With a view to have an integrated approach for the development of both Major and Non-Major Ports, the **Maritime States Development Council (MSDC)** was constituted in May, 1997 under the Chairmanship of the Hon'ble Minister of Shipping. The Ministers in-charge of Ports in all Maritime States, Union Territories of Puducherry, Andaman & Nicobar Administration, Daman & Diu and Lakshadweep are its members. The deliberations and decisions of the MSDC provide the institutional framework for coordinated development of Major and Non-Major ports. So far seventeen meetings of MSDC have been held. The 18th meeting of MSDC was held on 24.06.2021 at New Delhi under the chairmanship of Hon'ble Minister of State for Shipping (Independent Charge) with Ministers and officials from various Maritime States and Government of India. In the meeting, draft Indian Port Bill, 2021 (**IP Bill, 2021-22) was discussed to replace the Indian Port Act, 1908 along with progress on National Maritime Heritage Museum (NMHC) and review of Sagarmala projects.

2.2 Maritime States – Non-Major Ports

Non-major Ports in India collectively handled 723.41 MT of traffic during 2023-24 as compared to 651.02 MT of cargo handled during 2022-23 recording growth of 11.1%.

2.2.1 GUJARAT

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

Chart- X: Gujarat: Major and Minor Ports



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

The trends in the cargo handled at both major and non-major ports of the State from 2018-19 to 2023-24 are given in Table 7.

Table 7 - Gujarat: Trends in Cargo Handled at Major & Non-Major Ports

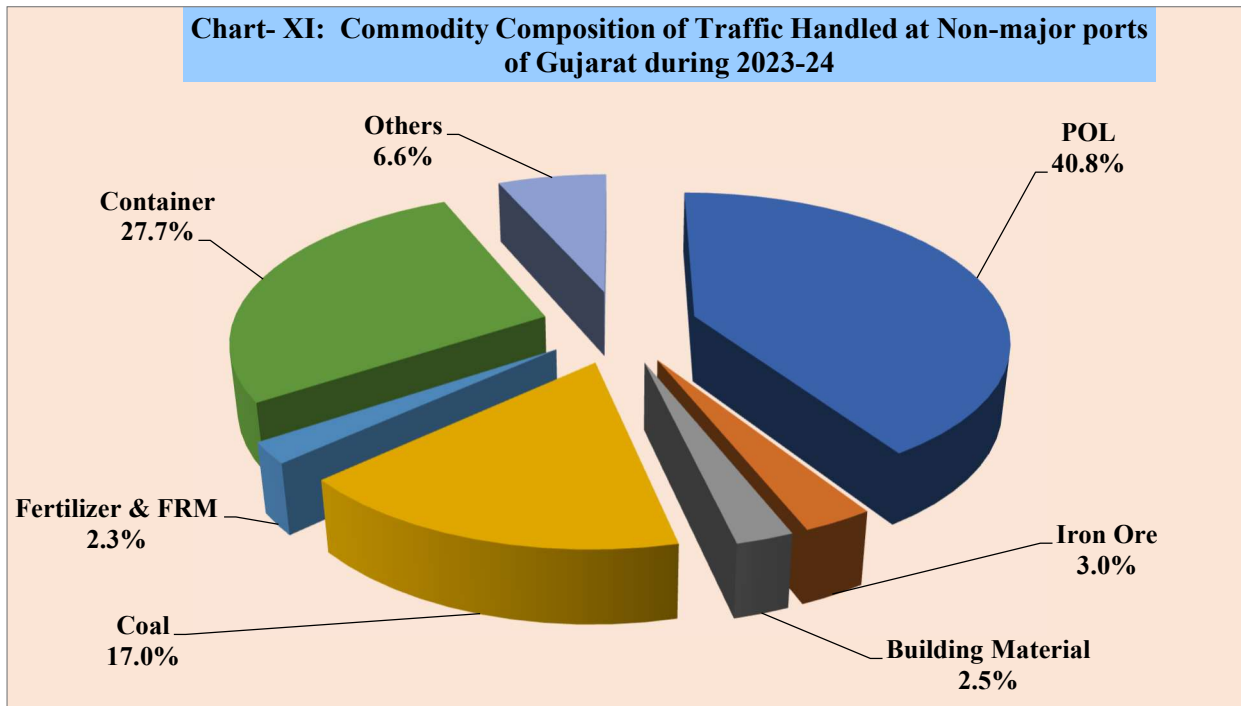
(“000” Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	115402	122606	117566	127100	137560	132375
(% Growth)	(4.8)	(6.2)	-(4.1)	(8.1)	(8.2)	-(3.8)
Non-Major Ports	399197	411791	387572	405394	416359	449255
(% Growth)	(7.2)	(3.2)	-(5.9)	(4.6)	(2.7)	(7.9)
All Ports	514599	534397	505137	532494	553919	581630
(% Growth)	(7.0)	(3.8)	-(5.5)	(5.4)	(4.0)	(5.0)

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

(P) Provisional

It is noteworthy that all ports (major and non-major) located along the coast of Gujarat handled 37.7% of the total cargo handled by Indian ports during 2023-24. The total cargo traffic handled at the major and non-major ports of Gujarat during 2023-24 was 581.63 MT as against 553.92 MT during 2022-23, reflecting an increase of 5.0%. In particular, non-major ports of Gujarat alone handled around 62.1% of total cargo traffic at India’s non-major ports during 2023-24.

Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development non-major ports on its coastline. The share of commodity-wise traffic handled by non-major ports of Gujarat during 2023-24 is depicted in Chart-XI.



Recent trends in cargo handled and capacity creation in non-major ports of Gujarat are captured in the Table 8. It indicates sustained increase in cargo throughput and capacity addition. During the year 2023-24, total cargo handling capacity in the non- major port sector in Gujarat was 598.01 MT. Gujarat Maritime Board (GMB) is the nodal agency for regulation and development of the State’s maritime activities. The table indicates that from the year 2018-19 onwards the capacity of Non-Major Ports increased every year. In 2023-24 the capacity utilization was 75.1%.

Table 8 - Gujarat: Non Major Ports - Capacity & Utilization						
(Million Tonnes)						
Item	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Capacity*	542.81	542.81	544.62	552.00	593.00	598.01
(% Growth)	(3.8)	(0.0)	(0.3)	(1.4)	(7.4)	(0.8)
Cargo Handled	399.20	411.79	387.57	405.39	416.36	449.26
% Utilization	73.5	75.9	71.2	73.4	70.2	75.1

* Including Lighterage Port Capacity;

Figures within parenthesis indicate capacity addition in % age during the year

(P) Provisional

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

2.2.2 MAHARASHTRA

The State has a coastline of around 653 km, with 2 major ports viz. Mumbai port and Jawahar Lal Nehru Port and 48 non-major ports. Out of 48 non-major ports only 16 ports handle cargo. Maharashtra Maritime Board (MMB) is the nodal agency for regulation and development of the State’s maritime activities. Total cargo handled during 2023-24 was 229.94 MT as compared to 218.73 MT handled during 2022-23 registering an increment of 5.1%. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 66.6 % while share of Non-Major Ports was only 33.4%.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to 2023-24 is given in Table 9.

Table 9 - Maharashtra: Cargo Handled at Major & Non-Major Ports						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	131340	129145	118133	135887	147469	153065
(% Growth)	(1.9)	-(1.7)	-(8.5)	(5.2)	(24.8)	(12.6)
Non-Major Ports	45786	43661	39844	52474	71257	76871
(% Growth)	(20.8)	-(4.6)	-(8.7)	(31.7)	(35.8)	(7.9)
All Ports	177126	172806	157977	188361	218726	229936
(% Growth)	(6.2)	-(2.4)	-(8.6)	(19.2)	(16.1)	(5.1)

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

P- Provisional

2.2.3 GOA

Goa with a coastline of about 118 kms is criss-crossed by 7 rivers. Apart from the major port at Mormugao, there are 5 non-major ports all of which are riverine ports with an average depth of about 2 meters except Panaji (which is the lone cargo handling non-major port) with a depth of 4 meters. In Goa State, the cargo handled at Non-Major Ports was very less compared to Major Port. The percentage share of Major port in the total cargo handled in the Goa state was 99.94%.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to 2023-24 is given in Table 10.

Table 10: Goa : Trends in Cargo Handled at Major & Non-Major Ports						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	17683	16017	21988	18456	17334	20628
(% Growth)	-(34.3)	-(09.4)	(37.3)	-(16.1)	-(06.1)	(19.0)
Non-Major Ports	15	8	35	27	8	12
(% Growth)	-(79.2)	-(46.7)	(341.9)	-(23.6)	-(70.4)	(50.0)
All Ports	17698	16025	22023	18483	17342	20640
(% Growth)	-(34.4)	-(09.5)	(37.4)	-(16.1)	-(06.2)	(19.0)

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

(P) Provisional.

2.2.4 KARNATAKA

Karnataka has a coastline of about 280 kms. At present, there is one major sea port, the New Mangalore Port and 13 non-major ports in Karnataka. Out of 13 non-major ports, 2 ports handled cargo during 2023-24 in the state which is: Old Mangalore and Karwar port. During

2023-24, non- major ports in the State handled 0.89 MT cargo as compare to 1.06 MT handled 2022-23. The total cargo handled in the Karnataka state was 46.59 MT during 2023-24 as compared to 42.47 MT during 2022-23.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to 2023-24 is given in Table 11.

Table 11 - Karnataka: Trends in Cargo Handled at Major & Non-Major Ports						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	42506	39145	36500	39296	41417	45707
(% Growth)	(1.1)	-(7.9)	-(6.8)	(7.7)	(5.4)	(10.4)
Non-Major Ports	1044	935	785	787	1057	885
(% Growth)	(53.5)	-(10.4)	-(16.0)	(00.3)	(34.3)	-(16.3)
All Ports	43550	40080	37285	40083	42474	46592
(% Growth)	(1.9)	-(8.0)	-(7.0)	(7.5)	(6.0)	(9.7)

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

2.2.5 KERALA

Kerala has a coastline of 570 kms, with one major port at Cochin and 17 non-major ports. In Kerala, the four cargo handling non-major ports are: Vizhinjam, Neendakara, Beypore and Azhikkal. The total cargo handled during 2023-24 in Kerala state was 36.40 MT as compared to 35.36 MT handled during 2022-23 reflecting growth of 2.9%.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to 2023-24 is given in Table 12

Table 12- Kerala : Trends in Cargo Handled at Major & Non-Major Ports						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	32021	34038	31503	34551	35256	36315
(% Growth)	(9.9)	(6.3)	-(7.4)	(9.7)	(2.0)	(3.0)
Non-Major Ports	222	156	113	140	109	87
(% Growth)	(60.9)	-(29.7)	-(27.6)	(23.8)	-(22.1)	-(20.2)
All Ports	32243	34194	31616	34691	35365	36402
(% Growth)	(10.1)	(6.1)	-(7.5)	(9.7)	(1.9)	(2.9)

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

2.2.6 TAMIL NADU

Tamil Nadu has a coastline of about 906 km, with 3 major ports at Chennai, Kamarajar (Ennore) and Chidambaranar (Tuticorin) and 17 non-major ports. Out of 17 non-major ports, only 6 ports handled Cargo are Cuddalore, Nagapattinam, Kudankulam, Ennore, Kattupalli and Thirukkadaiyur. A Port Policy for promoting private investment for the development of minor ports in Tamil Nadu has been formulated. Its main objectives are to provide exclusive port facilities for import of Coal/Naphtha/Oil/Natural Gas for shore based thermal power plants, promote export oriented and port based industries along the coastal districts of Tamil Nadu, encourage ship-repairing, ship-breaking and manufacture of cranes and floating cranes. In addition, leisure tourism and water sports along the coastline are also aimed.

During 2022-23, the non-major ports in Tamil Nadu collectively handled 9.87 MT of cargo traffic as compared to 10.13 MT in 2023-24, showing growth of 2.6%. The total cargo in Tamil Nadu State has been increased to 148.40 MT in 2023-24 from 140.37 MT in 2022-23 reflecting an increase of 5.7%. The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to 2023-24 is given in Table 13.

Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	121852	114582	101232	121425	130498	138278
(% Growth)	(2.5)	-(6.0)	-(11.7)	(19.9)	(7.5)	(6.0)
Non-Major Ports	960	11370	7407	7840	9871	10125
(% Growth)	-(13.0)	(1084.3)	-(34.9)	(5.8)	(25.9)	(2.6)
All Ports	122812	125952	108639	129265	140369	148403
(% Growth)	(2.3)	(02.6)	-(13.7)	(19.0)	(8.6)	(5.7)

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

(P) Provisional.

2.4.7 ANDHRA PRADESH

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

Non-major ports in Andhra Pradesh collectively handled 117.42 MT of cargo during 2023-24 as compared to 101.43 MT in 2022-23 registering increase of 15.8% in traffic. The total cargo handled during 2023-24 was 199.62 MT compared to 175.07

million tonnes during 2022-23 registering an increase of 13.7% in traffic. The cargo handled at Major port has registered an increase of 10.9% during 2023-24 as compared to 2022-23.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to 2023-24 is given in Table 14.

Table 14 - Andhra Pradesh: Trends in Cargo Handled at Major & Non-Major Ports						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	65301	72722	69843	69030	73750	81811
(% Growth)	(2.8)	(11.4)	-(4.0)	-(1.2)	(6.8)	(10.9)
Non-Major Ports	103334	99905	89637	87984	101432	117423
(% Growth)	(19.8)	-(3.3)	-(10.3)	-(1.8)	(15.3)	(15.8)
All Ports	168635	172627	159480	157014	175182	199234
(% Growth)	(12.6)	(2.4)	-(7.6)	-(1.5)	(11.6)	(13.7)

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

(P) Provisional.

2.2.8 ODISHA

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

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

Non-major ports in Odisha collectively handled 54.24 MT of cargo during 2023-24 as compared to 38.71 MT in 2022-23 registering increase of 40.1% in traffic. The total cargo handled during 2023-24 was 199.62 MT compared to 174.07 MT in the corresponding period of 2022-23 registering an increase of 14.7% in traffic. The cargo handled at Major port has registered an increase of 7.4% during 2023-24 as compared to same period of 2022-23.

The trend in the cargo handled at both major and non-major ports of the State from 2018-19 to 2023-24 is given in Table 15.

Table 15 - Odisha : Trends in Cargo Handled at Major & Non-Major Ports						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	109302	112689	114549	116133	135361	145379
(% Growth)	(07.1)	(03.1)	(01.7)	(01.4)	(16.6)	(07.4)
Non-Major Ports	22186	35269	43033	41543	38711	54243
(% Growth)	-(01.8)	(59.0)	(22.0)	-(03.5)	-(06.8)	(40.1)
All Ports	131488	147958	157582	157676	174072	199622
(% Growth)	(05.5)	(12.5)	(06.5)	(00.1)	(10.4)	(14.7)

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

(P) Provisional.

*: Dhamra Port has started operations in May 2011.

2.2.9 WEST BENGAL

The State of West Bengal has a coastline of about 158 kms which has two Docks at SMP Kolkata Dock System (SMPKDS) and SMP Haldia Dock Complex (SMPHDC) under a single major port and one non- major port. The trend in the cargo handled at major ports of the State from 2018-19 to 2023-24 is given in Table 16.

Table 16 - West Bengal : Trends in Cargo Handled at Major & Non-Major Ports						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Major Ports	63763	63983	61368	58175	65660	65446
(% Growth)	(10.1)	(0.3)	-(4.1)	-(5.2)	(12.9)	-(0.3)
All Ports	63763	63983	61368	58175	65660	65446
(% Growth)	(10.1)	(0.3)	-(4.1)	-(5.2)	(12.9)	-(0.3)

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

P- Provisional

2.2.10 OTHER NON-MAJOR PORTS

The other non-major ports are spread across the Union Territories (UTs) of Daman & Diu, Puducherry, Lakshadweep and Andaman & Nicobar Islands. These ports in the UTs are administered through their respective Departments. Andaman & Nicobar Islands administration has constituted a 'Port Management Board' for the development of ports in the Islands. The trend

in the cargo handled at non-major ports of the Andaman & Nicobar Islands from 2018-19 to 2023-24 is given in Table 17.

Table 17 - Union Territory: Trends in Cargo Handled at Andaman & Nicobar Islands Port						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Andaman & Nicobar	1495	1851	1433	1535	1876	2003
(% Growth)	(5.4)	(23.8)	-(22.6)	(7.1)	(22.2)	(6.8)

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

P- Provisional

In January 2006, the Government of Puducherry entered into a concession agreement with private developers for the development of deep water ports on BOT basis at Puducherry and Kariakal. The commercial operations started in April 2009. Non- Major port of Puducherry collectively handled 12.31 MT of cargo during 2023-24 as compared to 10.12 MT in same period 2022-23 registering increase of 21.6%. The Non-Major Ports of Lakshadweep collectively handled 0.20 MT of cargo 2023-24.

The trend in the cargo handled at non-major ports of the UTs from 2018-19 to 2023-24 is given in Table 18.

Table 18 - Union Territories: Trends in Cargo Handled at Non-Major Ports						
("000" Tonnes)						
Major/Non-Major	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
Lakshadweep		0	116	184	218	197
(% Growth)				(59.0)	(18.5)	-(09.6)
Puducherry	8369	10101	7330	5839	10120	12310
(% Growth)	(3.1)	(20.7)	-(27.4)	-(20.3)	(73.3)	(21.6)
All Ports	8369	10101	7446	6023	10338	12507
(% Growth)	(3.1)	(20.7)	-(26.3)	-(19.1)	(71.6)	(21.0)

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

P- Provisional

3. PERFORMANCE INDICATORS

3.1 Capacity Utilization for Major and Non-Major Ports

Over the years, cargo handling capacity of major ports has steadily increased to cater to the growing volume of internal and external trade. The capacity of the ports which was 172.59 MT at the end of 1993-94 would be increased to a level of 1629.86 MT at the completion of 2023-24. The provisional port-wise capacity during 2023-24 and the traffic handled at Major Ports during 2023-24 are given in Table 19.

Table 19 -Major Port-wise Capacity Utilisation during 2023-24 (P)				
(Million Tonnes)				
S.No.	Name of Ports	Capacity	Traffic**	Capacity Utilisation (%)
1	SMP Kolkata Ports Authority*	93.02	65.45	70.4
2	Paradip Port Authority	289.75	145.38	50.2
3	Visakhapatnam Port Authority	148.18	81.81	55.2
4	Kamarajar Ports Limited	94.00	45.28	48.2
5	Chennai Port Authority	136.00	51.60	37.9
6	V.O.Chidambaranar Port Authority	111.46	41.40	37.1
7	Cochin Port Authority	79.90	36.32	45.5
8	New Mangalore Port Authority	114.96	45.71	39.8
9	Mormugao Port Authority	63.40	20.63	32.5
10	Mumbai Port Authority	84.00	67.26	80.1
11	Jawaharlal Nehru Port Authority	145.87	85.80	58.8
12	Deendayal Port Authority	269.32	132.37	49.2
	Total	1629.86	819.00	50.2

Note: *Haldia Dock Complex included

**Provisional

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

The above table shows that around 50.2% capacity has been utilized at Major Ports during 2023-24. The highest capacity utilization i.e. 80.1% is achieved at Mumbai Port Trust followed by SMP Kolkata Port Authority (including Haldia Dock Complex) (70.4%), JNP Authority (58.8%), Visakhapatnam Port Authority (55.2%), Paradip Port Authority (50.2%), Deendayal Port Authority (49.2%), Kamarajar Port (48.2%), Cochin Port Authority (45.5%) New Mangalore Port Authority (39.8%), Chennai Port Authority (37.9%) and V.O.Chidambaranar Port Authority(37.1%) during 2023-24. The least capacity utilization was at Mormugao Port Authority which was only 32.5% during 2023-24.

Table 20 shows that around 66.9% capacity has been utilized at Non-Major Ports during 2023-24. The highest capacity utilization i.e. 77.5% is achieved at Odisha followed by Gujarat Maritime Board (GMB) (75.1%), Puducherry (68.6%), Andhra Pradesh Maritime Board (56.7%), Maharashtra Maritime Board (MMB) (55.8%), A&N Islands (48.7%), Tamil Nadu (40.4%), Karnataka (17.7%), Kerala Maritime Board (8.1%) and Lakshadweep (3.4%) during 2023-24.

Table 20-Non-Major Port-wise Capacity Utilisation during 2023-24(P) (Million Tonnes)				
S.No.	Name of Ports	Capacity@	Traffic*	Capacity Utilisation (%)
1	Gujarat	598.01	449.26	75.1
2	Maharashtra	137.77	76.87	55.8
3	Goa	9.00	0.01	0.1
4	Tamil Nadu	25.05	10.125	40.4
5	Kerala	1.07	0.087	8.1
6	Karnataka	5.00	0.89	17.7
7	Andhra Pradesh	207.00	117.42	56.7
8	Odisha	70.00	54.24	77.5
9	Puducherry	17.95	12.31	68.6
10	Andaman & Nicobar Islands	4.11	2.00	48.7
11	Lakshadweep	5.82	0.20	3.4
	Total	1080.78	723.41	66.9

Source: State Maritime Board/ Directorate of Ports

* (Provisional)

3.2 Cargo Traffic Targets during 2023-24 & achievement during 2023-24 for Major ports.

Total cargo handled at Major Ports during, 2023-24 was 819.00 MT against the target of 845 MT, achieving 96.92% of the target in the 2023-24.

3.3 Port Efficiency

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

3.3.1 Average Turn-Round Time (TRT)

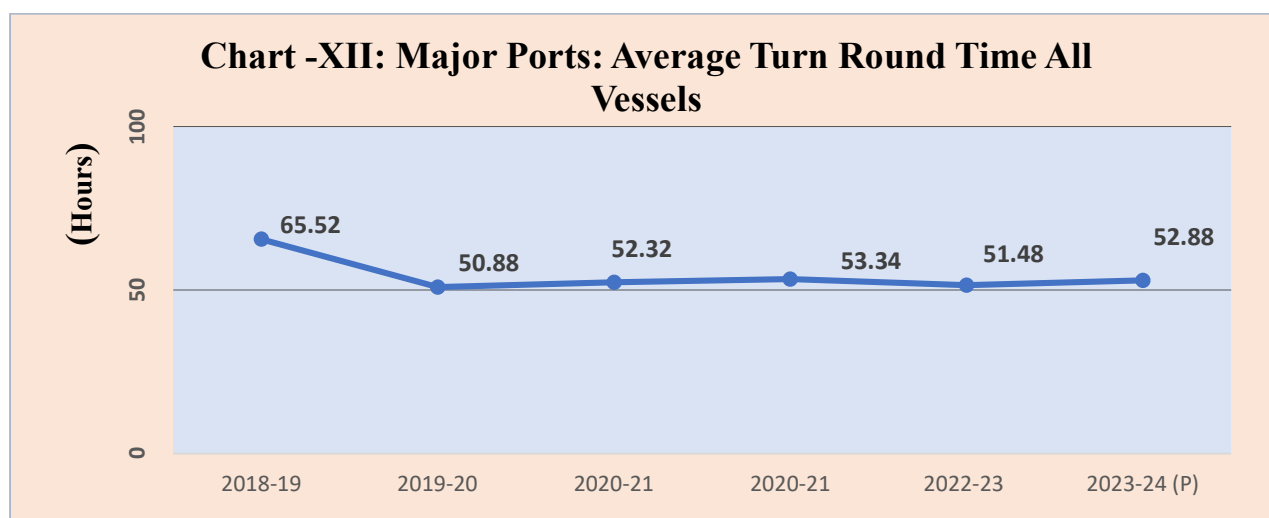
The average TRT during 2023-24 was 52.88 hours as compared to 51.48 hours during corresponding period 2022-23. The average TRT varied in the range between 24.49 hours at JNPA to 98.36 hours at Deendayal Port during 2023-24. Among the 12 major ports; Average TRT has been improved at Paradip Port, Haldia Port, Vishakhapatnam Port, Kamarajar Port, Chennai Port, Cochin Port, New Mangalore Port, JNPA, and Mumbai Port during 2023-24. Port-wise TRT from 2019-20 to 2023-24 is given in Table 21.

Table 21: Average Turn Round Time					
(in hours)					
Port	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
1	2	3	4	5	6
SMP Kolkata D.S	76.14	51.01	82.80	48.88	73.89
SMP Haldia D.C	66.00	69.79	51.19	51.52	50.12
Paradip Port	56.09	58.08	53.16	46.27	41.24
Vishakhapatnam Port	58.27	66.00	73.83	73.19	65.86
Kamarajar Port	41.49	42.96	46.38	45.26	43.36
Chennai Port	48.00	51.36	53.19	48.08	44.92
V.O Chidambaranar Port	40.08	40.80	48.54	46.89	51.46
Cochin Port	34.80	35.76	45.87	39.45	33.46
New Mangalore Port	45.60	47.52	47.99	44.90	40.87
Mormugao Port	55.92	57.84	63.94	54.59	57.78
J.L.Nehru Port	29.54	28.56	28.04	28.27	24.49
Mumbai Port	40.80	49.68	57.99	50.40	46.90
Deendayal Port	60.99	62.16	59.99	77.72	98.36
All Ports	50.88	52.32	53.34	51.48	52.88

Source: Major Ports

P: Provisional

Average Turn Round Time at major ports from 2018-19 to 2023-24 (P) may be seen in Chart-XII.

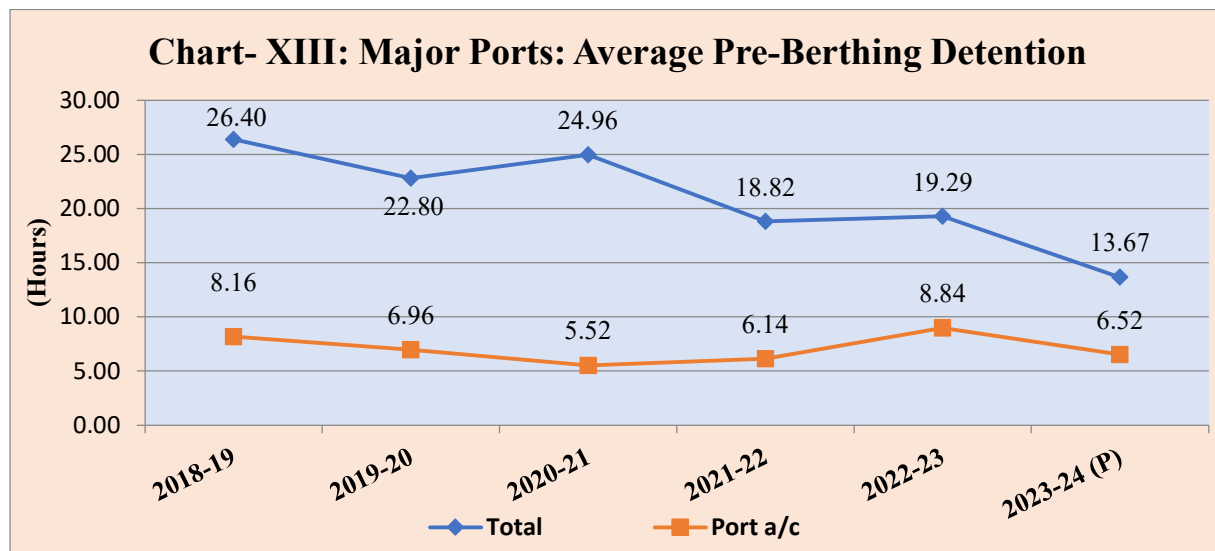


From 2018-19, as per new definition of TRT, from Pilot boarding to de-boarding only.

Source: Major Ports

3.3.2 Average Pre Berthing Detention Time (PBDT)

The average pre berthing detention time during 2023-24 was 13.67 hours as compared to 19.29 during 2022-23. The trajectory of weighted average of pre-berthing detention time at Major Ports – Total and on port account since 2018-19 to 2023-24 (P) may be seen in Chart-XIII.



The Port-wise PBDT from 2019-20 to 2023-24 is given in Table 22.

Port	2019-20	2020-21	2021-22	2022-23 (P)	2023-24 (P)
1	2	3	4	5	6
SMP Kolkata D.S	16.77	12.24	14.75	11.05	19.21
SMP Haldia D.C	70.95	65.04	31.10	27.45	1.15
Paradip Port	15.32	6.24	2.44	1.68	1.22
Vishakhapatnam Port	1.22	1.20	0.90	1.78	0.63
Kamarajar Port	2.88	1.92	0.85	1.06	0.59
Chennai Port	0.00	0.00	0.07	0.00	0.33
V.O Chidambaranar Port	15.61	12.00	11.63	30.52	41.66
Cochin Port	11.44	15.36	11.23	6.04	6.73
New Mangalore Port	30.13	26.16	28.54	31.63	19.80
Mormugao Port	29.05	30.24	18.85	16.15	22.91
J.L.Nehru Port	18.38	21.84	21.58	26.32	13.11
Mumbai Port	3.74	2.40	0.95	0.50	0.00
Deendayal Port	44.43	67.44	56.42	54.21	45.50
All Ports	22.80	24.96	18.82	19.29	13.67

Source: Major Ports,

P: Provisional

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

The Average PBDT on port account during 2023-24 was 6.52 hours as compared to 8.84 hours during 2022-23. Port- wise Average PBDT Port account from 2019-20 to 2023-24 is given in table 22 A.

Table 22 A : Average Pre-Berthing Detention Port Account					(in hours)
Port	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
1	2	3	4	5	6
SMP Kolkata D.S	1.11	0.40	1.10	0.68	17.75
SMP Haldia D.C	24.07	3.17	0.13	1.55	0.05
Paradip Port	15.32	6.20	2.41	1.68	1.22
Vishakhapatnam Port	1.22	1.15	0.90	1.78	0.63
Kamarajar Port	0.00	0.00	0.00	0.00	0.00
Chennai Port	0.00	0.00	0.00	0.00	0.33
V.O Chidambaranar Port	2.83	3.43	4.10	0.42	17.21
Cochin Port	0.47	0.00	0.00	0.00	0.00
New Mangalore Port	13.33	12.54	12.18	7.99	4.22
Mormugao Port	1.49	2.75	2.69	1.81	1.67
J.L.Nehru Port	5.22	6.34	8.07	10.40	4.79
Mumbai Port	0.26	0.95	0.35	0.00	0.00
Deendayal Port	8.32	17.32	22.98	36.74	18.85
All Ports	6.96	5.52	6.14	8.84	6.52

Source: Major Ports,
P: Provisional

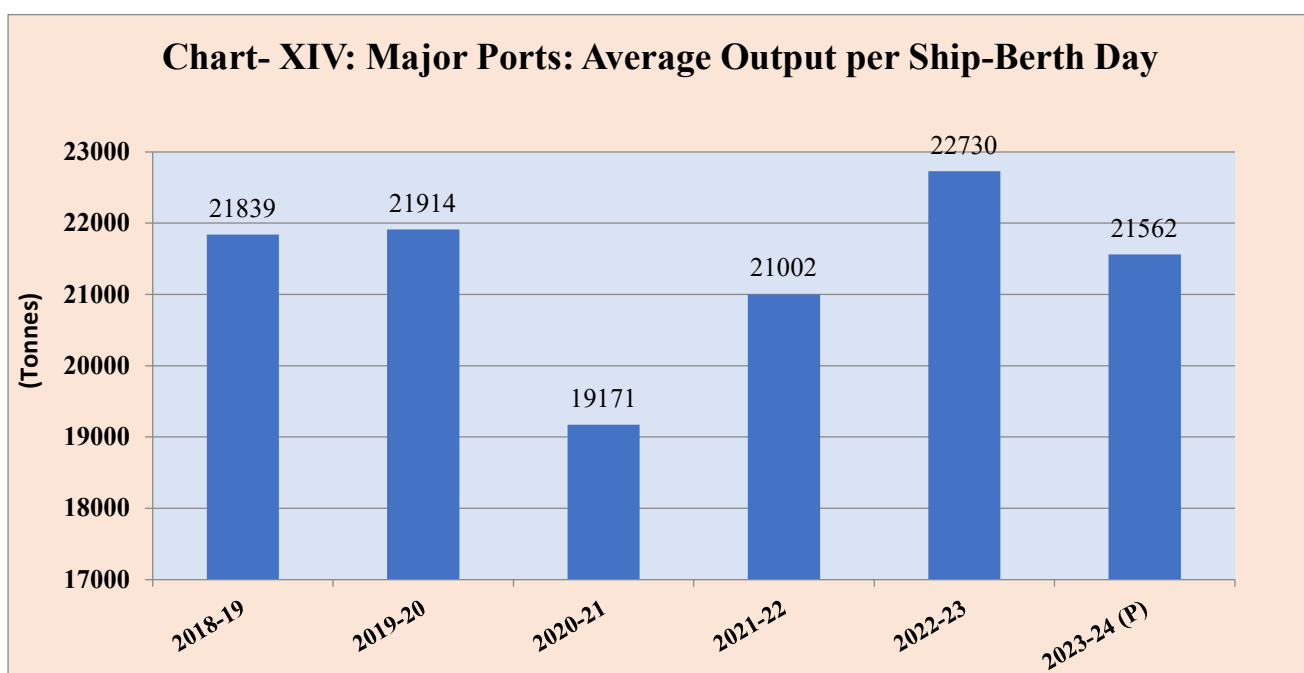
3.3.3 Average Output Per Ship Berth day

During Average Output per Ship Berth day has seen tremendous improvement in last 30 years from 3,372 tonnes in 1990-91 to 21562 tonnes in 2023-24. However, average output per ship berth-day during 2023-24 is marked by substantial variation across major ports ranging from a high 40075 tonnes in Paradip Port to 8565 tonnes at SMP Kolkata Dock. This variation reflects the type of cargo being handled, level of mechanization and labor practices. Port-wise average output per Ship Berth day from 2019-20 to 2023-24 is given in Table 23.

Table 23: Average Output per Ship Berth-day					
(tonnes)					
Port	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
1	2	3	4	5	6
SMP Kolkata D.S	7174	8210	7424	10159	8565
SMP Haldia D.C	15192	14243	14589	15450	15296
Paradip Port	32001	30224	33635	38007	40075
Vishakhapatnam Port	20032	17238	16069	16646	17795
Kamarajar Port	26581	23945	24292	29350	30320
Chennai Port	20340	20331	20152	20249	23057
V.O Chidambaranar Port	19334	19302	19994	18224	18065
Cochin Port	31258	30915	31513	33311	34594
New Mangalore Port	19140	19048	19627	22310	22851
Mormugao Port	19944	24305	18872	24755	20057
J.L.Nehru Port	28296	27711	29418	27634	3241
Mumbai Port	25608	23659	20053	24006	23667
Deendayal Port	21109	10467	18975	20369	22654
All Ports	21914	19171	21002	22730	21562

Source: Major Ports,
P: Provisional

The average output per ship berth day from 2018-19 to 2023-24 (P) is presented in Chart- XIV.



4. PRIVATE SECTOR/CAPTIVE/JOINT SECTOR PORT PROJECTS

Brief details of the ongoing Private Sector/Captive/Joint Sector Port Projects and a list of these projects under consideration as on 31.03.2024 are brought out in Appendix-I & Appendix-II in respect of Major Ports and in Appendix-III & Appendix-IV for Non – Major Ports.

APPENDICES

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

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

Sl. No	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.3.2024
1	2	3	4	5	6
1.	Construction of IOCL captive jetty	Kamarajar Port Ltd.	3.00	921	Work is in progress. Expected completion- 31.12.2024.
2.	Construction and Operation of a Captive Jetty (B.No.15) and Associated Facilities for Handling Bulk Quality of Coal	New Mangalore Port Authority	5.40	3765.20	Commercial operation by M/s UPCL commenced on 22.06.2012.
3.	Mechanization of Berth no.16 by providing handling equipment for handling Bulk Cargo on DBFOT basis	New Mangalore Port Authority	6.73	4694.60	Commercial operation by M/s MCTPL commenced on 08.11.2019.
4.	Mechanization of Berth No.14 for handling container and other Cargo on DBFOT Basis at NMPA	New Mangalore Port Authority	6.02 (in two phases)	280.71	Construction works of Phase-I development completed on 28-03-2022. Commercial operation commenced on 29-03-2022. M/s. Egis India Consulting Engineers Pvt. Ltd, Gurgaon has been appointed as Independent Engineer for Phase-II at their quoted amount of Rs. 2.19 Crores on 10.05.2024.
5.	Deepening and optimization of Inner Harbour facilities including Development of Western Dock on BOT basis to handle Cape size vessels	Paradip Port Authority	25 MTPA	3004.63	Award of Concession issued in favour of the selected Concessionaire on 17.10.2023 for a Concession Period of 30 years. Project is under construction and TDC for Phase-I: 16.10.2026.
6.	Development of fourth container terminal, Phase-II on DBFOT basis.	JNPA	30 MTPA	3196.0	On December, 2014, JNPT awarded the concession for the prestigious 4 th container terminal to M/s. Bharat Mumbai Container (Subsidiary of PSA, Singapore) on DBFOT basis with a capacity of 4.8 million tonnes with Quay length of 2 kms. the project is taken up in 2 phases. the construction of phase-1 is completed and operation was commenced from 22.12.2017.

					The scheduled completion of phase-II is April, 2025.
7.	Conversion of 9 th berth as Container Terminal on DBFOT basis through PPP Mode.	VOCPA	7.2 MTPA (6 Lakh TEUs)	434.17	Construction phase is under progress.
8.	Mechanization of NCB- III for handling Dry Bulk cargoes at VOCPA on DBFOT basis through PPP Mode for a period of 30 years	VOCPA	6.96 MTPA	265.15	➤ Loa issued to H1 bidder M/s. JSW Infrastructure Limited on 23.02.2024. Signing of Concession Agreement is under process
9.	Rejuvenation of Khidderpore Docks (KPD-I West)	SMPA (KDS)	Phase-I 3.00 (incremental capacity of 2.31 MTPA) Phase-II 2.48 (incremental capacity of 1.73MM TPA)	INR 181.81 Cr. (Total) INR 95.66 Cr. (Phase-I) INR 86.15 Cr. (Phase-II)	<ul style="list-style-type: none"> • Concession agreement signed on 26.09.2022. • Work order issued to IE (Voyants) on 06.04.2023 • Award of Concession issued on 24.06.2023. <ul style="list-style-type: none"> ▪ Work under implementation stage. ▪ Procurement of MHC initiated. ▪ Construction of boundary wall completed. Completion of Phase-I expected by March 2025
10.	Development of drainage network at dock zone, HDC (Phase-II, eastern side dock basin)	HDC, SMP, Kolkata	Nil	267.9	Work in Progress. Phy: 42%
11.	Construction of wind screen at dock zone of HDC for Phase-I	HDC, SMP, Kolkata	Nil	125.0	Work in Progress. Phy: 80%
12.	Development of hardstand including drainage facilities behind berth no. 14 HDC.	HDC, SMP, Kolkata	Nil	132.7	Work in Progress. Phy: 24%
13.	Mechanization of Berth No. 2 (previous berth no.3)	HDC, SMP, Kolkata	3.744	298.26	<input type="checkbox"/> Award of concession on 14-07-2023. <input type="checkbox"/> Design & Drawing under scrutiny by Independent Engineer. <input type="checkbox"/> Civil Construction work in progress.

					<input type="checkbox"/> Physical progress – 14%
14	Setting up of Liquid Cargo Handling Jetty along with associated facilities at Shalukkhali, Haldia Dock-II, Haldia Dock Complex, Kolkata Port Trust on DBFOT basis for a period of 30 years	HDC, SMP, Kolkata	2.43	253.65	<input type="checkbox"/> Award of Concession on 17.08.2022 to HOGTPL. <input type="checkbox"/> Land handover by HDC to Concessioner on 31-08-2023. <input type="checkbox"/> Offshore soil investigation completed. <input type="checkbox"/> Physical work to be commenced by Concessioner from May 2024
15.	Development of Multimodal Logistics Park at Mappedu, Chennai	Chennai Port Authority		1423.5	MoRT&H approved the Management model for implementation of “Establishment of Multimodal Logistics Parks (MMLP)” through PPP mode, by forming an SPV with Stakeholders viz. NHLML, ChPA, TIDCO and RVNL (all government bodies) as equity partners and the MMLP infrastructure to be developed by a private developer. MoU was signed between NHLML, ChPA and TIDCO on 12.10.2021, for the “Establishment of Multimodal Logistics Park at Mappedu” and Supplementary MoU has been executed on 24.05.2022, among NHLML, ChPA, TIDCO and RVNL. The Hon’ble Prime Minister has laid the foundation stone for the project on 26.05.2022. Total Estimate Cost: Rs.1423.50 Cr. (including Rs.782.58 Cr. to be invested by the Concessionaire). NHLML is the implementing agency through SPV, “CHENNAI MMLP PRIVATE LIMITED”. Letter of Award (LoA) issued to the Concessionaire, M/s Reliance Industries Limited, Navi Mumbai, on 11.11.2022 “Development, Operation and Maintenance of the Multimodal Logistic Park at Mappedu on DBFOT basis” Concession Agreement executed between the SPV, Chennai MMLP Private Limited and the Concessionaire, M/s Reliance Industries Limited on 26.12.2022. Appointed date notified as 15.02.2024. Sub-Lease deed executed on 13.03.2024, between ChPA and SPV, Chennai MMLP Private Limited. The Development of MMLP will be implemented in 3 Phases; <ul style="list-style-type: none"> • Phase-1 is to be completed by 2 years from Appointed Date i.e., February 2024 at an investment cost

					<p>of Rs.349.78 Cr. – Area – 64 Acres (Approx.) Expected Phase-I completion (CoD) – February 2026.</p> <ul style="list-style-type: none"> • Phase-2 (2034) is to completed within 10 years from the Appointed Date at an investment cost of 122.52 Cr - Area – 64 Acres (Approx.) • Phase-3 (2039) is to completed within 15 years from the Appointed Date at an investment cost of Rs.310.28 Cr - Area – 64 Acres (Approx.) <p>Period of Project: 45 years (including the construction period from the Appointed Date)</p>
16.	Development of Container Terminal at Tuna-Tekra, Deendayal Port on BOT basis under PPP mode	Deendayal Port Authority	32.91 (2.19 MTEUs)	453.984	<p>PPPAC in its meeting held on 09.06.2022 recommended “In principle and Final Approval” for the proposal to the component Authority. The Draft Cabinet note seeking approval of the CCEA for implementation of the Project has been sent to MoPSW.</p> <p>RFQ invited on 01.07.2022 with scheduled Application Due date of 17.08.2022. Five parties have sought clarifications in respect of the RFQ. On 29.07.2022, Pre-application conference was conducted, which was attended by 03 parties.</p> <p>On 04.08.2022, response to the 72 queries raised by the five Parties were uploaded on the website of DPA and sent to all 5 parties. On the Request of the parties the RFQ application due date is extended from 17.08.2022 to 31.08.2022.</p> <p>On 08.08.2022, one party has sought clarification for additional 07 quarries. On 12.08.2022, the Response to additional 07 queries along the amended response to earlier query no 56 & amendment no 01 to RFQ were sent all the 5 parties and also hosted on the website of DPA.</p> <p>On 31.08.2022, 03 Parties have submitted the RFQ and the same were opened.</p> <p>On 02.09.2022, 02 Parties were asked to furnish the information with respect to the Security Clearance Documents and the</p>

				<p>same was furnished on 05.09.2022 & 06.09.2022. The security clearance documents were sent to the MoPSW on 09.09.2022 for obtaining the Security Clearance. On 12.09.2022, 02 Parties were asked to furnish the information with respect to the RFQ Submission and the same was furnished on 18.09.2022&19.09.2022.</p> <p>The Board of DPA vide Resolution No. 114 had Provisionally Pre-Qualified all the RFQ applicants. On 13.10.2022, MoPSW granted Security Clearance to all the 03 Pre-Qualified Bidders. Accordingly, On 14.10.2022, the RFP was invited among all the 03 Pre-Qualified Bidders.</p> <p>The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 12.10.2022 approved the Cabinet Note for the Subject Project. All the Three Pre-Qualified Bidders have deposited the cost for the Purchase of RFP and accordingly, the bidding documents i.e. RFP, DCA &FR were issued to them.</p> <p>On 11.11.2022, 02 Pre-Qualified Bidders have submitted the Queries with respect to Bidding Document. On 15.11.2022, The Pre-Bid conference was held in the presence of Port Officials, TA, M/s. iDECK& Representatives of 03 Provisionally Pre-Qualified Bidders. On 05.12.2022, With the approval of the Competent Authority, The Bid Due Date was extended from 06.12.2022 to 04.01.2023 and the same was intimated to all the Pre-Qualified Bidders. On 28.12.2022, With the approval of the Competent Authority, The Authority's Response to Pre-Bid Queries along with the Addendum and Annexures were sent to all the Pre-Qualified Bidders through E-Mail and the Hard Copies of the same</p>
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					<p>was sent on 30.12.2022. Subsequently, on 28.12.2022, 02 Pre-Qualified Bidders have requested the Authority to Extend the Bid Due Date by 04 Weeks and from 04.01.2023 to 23.01.2023. On 30.12.2022, One Provisionally Pre-Qualified Bidder has raised some queries by referring the Authority's response to Pre-Bid Queries. On 02.01.2023, The Bid Due Date was extended from 04.01.2023 to 20.01.2023 and Accordingly, Addendum No. 02 was issued and the same was intimated to all the Provisionally Pre-Qualified Bidders. On 09.01.2023, One Provisionally Pre-Qualified Bidder have submitted Additional Queries and have also requested to extend the Bid Due Date from 20.01.2023 to 27.01.2023. On 10.01.2023, One Provisionally Pre-Qualified Bidder have submitted Additional Queries and have also requested to extend the Bid Due Date appropriately. On 12.01.2023, Addendum to Pre-Bid Query No. 37 & 110 was issued and the Bid Due Date was extended from 20.01.2023 to 27.01.2023 as per Addendum No. 03 to RFP. The same were intimated to all the Provisionally Pre-Qualified Bidders. On 25.01.2023, all the Provisionally Pre-Qualified Bidders were informed about the Extended Scheduled date for Submission of Bid i.e., 27.01.2023 @ 11:00 Hrs and were also requested to Submit their Bid on or Before 27.01.2023 @ 11:00 Hrs. On 27.01.2023, The RFP (Bid) was opened. Two Provisionally Pre-Qualified Bidders i.e., M/s. Adani Ports and SEZ Ltd., Ahmedabad & M/s. Hindustan Infralog Private Limited, Mumbai have submitted their Bid. Based on the RFP Evaluation Report, M/s. Hindustan Infralog Private</p>
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					<p>Limited, Mumbai was declared as the selected Bidder with the highest royalty offer of Rs. 6500/- Per TEU of Container Cargo. The Bank Guarantee submitted by Both the Provisionally Pre-Qualified Bidders were confirmed from their respective Banks and Accordingly, The Letter of Award (LoA) was issued to M/s. Hindustan Infralog Private Limited, Mumbai and the same was acknowledged and accepted by M/s. Hindustan Infralog Private Limited, Mumbai on 30.01.2023. On the request of M/s. Hindustan Infralog Private Limited, the time period for execution of Concession Agreement between the Authority and SPV was extended time to time up to 30.08.2023. On 25.08.2023 Signing of Concession Agreement between Deendayal Port Authority and M/s. Hindustan Gateway Container Terminal Kandla Private Limited was executed. On 17.10.2023 Hon'ble Prime Minister virtually laid foundation stone for the Project.. On 19.01.2024, the Project Site has been jointly surveyed by Authorized representatives of the Parties. Schedule date of fulfilment of CPs is on 21.02.2024. However, on request of M/s HGCTKPL requesting extension of fulfilment of CP till 15.03.2024 and same has been extended upto 15.03.2024. Upon the fulfilment of the CPs on the part of both Parties, the Concession for the project awarded by DPA to M/s HGCTKPL on 14.03.2024.</p>
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17.	Development of Multipurpose Cargo Berth Off Tuna Tekra Outside Kandla Creek At Kandla on BOT basis	Deendayal Port Authority	18.33	225.064	<p>PPPAC in its meeting held on 09.06.2022 recommended “In principle and Final Approval” for the proposal to the component Authority. Accordingly, RFQ has been invited with last date of 22.08.2022 . The Draft Cabinet note seeking approval of the CCEA for implementation of the Project has been sent to MoPSW. On 03.08.2022, Pre-application conference was conducted, which was attended by 03 parties.</p> <p>On 10.08.2022, response to the 55 queries raised by the five Parties were uploaded on the website of DPA and sent to all 5 parties. On the Request of the parties the RFQ application due date is extended from 23.08.2022 to 06.09.2022.</p> <p>On 12.08.2022, Amendment no 01 to RFQ was sent to all 05 parties and was hosted on website of DPA.</p> <p>On 23.08.2022, one party has requested for extension of RFQ Application due date up to 27.09.2022. On 02.09.2022, One Party has requested for extension of RFQ Application due date up to 01 Month.</p> <p>On 06.09.2022, 04 Parties have submitted the RFQ and the same were opened.</p> <p>On 12.09.2022, 03 Parties were asked to furnish the information with respect to the Security Clearance Documents and the same was furnished on 12.09.2022, 14.09.2022 & 16.09.2022. The security clearance documents were sent to the MoPSW on 16.09.2022 for obtaining the Security Clearance.</p> <p>On 16.09.2022, 02 Parties were asked to furnish the information with respect to the RFQ Submission and the same was furnished on 17.09.2022 & 18.09.2022. The Board of DPA vide Resolution No. 114 had Provisionally Pre-Qualified all the 04 RFQ applicants. Accordingly,</p>
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					<p>On 14.10.2022, Pending Security Clearance from MoPSW, the RFP was invited among all the 04 Provisionally Pre-Qualified Bidders. The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 12.10.2022 approved the Cabinet Note for the Subject Project. All the 04 Provisionally Pre-Qualified Bidders have deposited the cost for RFP and accordingly, the bidding documents i.e, DCA, RFP & FR were issued to them. Meanwhile on 02.11.2022, MoPSW intimated the authority regarding grant of Security Clearance to 03 provisionally Pre-Qualified Bidders. On 14.11.2022 & 16.11.2022, 02 provisionally Pre-Qualified Bidders have submitted the Queries with respect to Bidding Documents. On 18.11.2022, The Pre-Bid conference was held in the presence of Port Officials, TA, M/s. iDECK & Representatives of 03 provisionally Pre-Qualified Bidders. On 05.12.2022, With the approval of the Competent Authority, The Bid Due Date was extended from 09.12.2022 to 09.01.2023 and the same was intimated to all the 04 provisionally Pre-Qualified Bidder. On 28.12.2022, With the approval of the Competent Authority, The Authority's Response to Pre-Bid Queries along with the Addendum and Annexures were sent to all the 04 provisionally Pre-Qualified Bidder through E-Mail and the Hard Copies of the same was sent on 30.12.2022. Subsequently, on 28.12.2022, 02 provisionally Pre-Qualified Bidders have requested the Authority to Extend the Bid Due Date by 05 to 06 weeks and 45 days. On 02.01.2023, The Bid Due Date was extended from 09.01.2023 to 25.01.2023 and further Bid Due Date was</p>
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					<p>extended upto 01.06.2023 and Accordingly, Addendum No. 09 to RFP was issued and the same was intimated to all the Pre-Qualified Bidders.</p> <p>.Due to NO response from the Pre-Qualified Bidders RFP was discharged and same has been intimated to the Pre-Qualified Bidders .Based on the approval of Authority, RFQ (2nd Attempt) floated on 30.06.2023. Due to poor response from the market the last date of entire bidding schedule was further extended upto 21 days for 5th time upto 10.11.2023. Only one party has submitted pre-bid query and one party has purchased RFQ. Last. date for receiving RFQ queries is 13.10.2023.RFQ pre-Application conference conducted on 20.10.2023 and one party attended Pre-Application conference and Authority uploaded response to prebid queries in DPA website on 25.10.2023. No applicant submitted RFQ application till 11 am on 10.11.2023 and the bid due date further extended for 1 month upto 12.12.2023.No bidder submitted the bids till 12.12.2023 .</p> <p>The Project has been restructured in Consultation with stakeholders revised bidding documents has been sent to MOPSW on 31.01.2024 for approval. On 12.02.2024 MOPSW have intimated all the Ports to Float the tenders through online mode only. accordingly Bid document (RFQ & RFP) have been revised and sent to MOPSW for approval on 26.02.2024.</p> <p>On 12.03.2024 Ministry requested to submit PPPAC Memorandum. Same has been prepared and sent to Ministry on 28.03.2023.</p>
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18.	Development operation and maintenance of Oil jetty No 09 on PPP mode.	Deendayal Port Authority	3.2	12.34	<ul style="list-style-type: none"> • SFC Memo along with RFP, DCA, F.R. & RFQ sent to MoS on 27/07/2020 • Observations on SFC Proposal from D.W. (MoS), DoEA (MoF) & NitiAayog, IFW (MoS) and Deptt. of Legal affairs have been complied. • Resultantly, revised SFC Memos for OJ-9 & 10 and Revised DCAs sent to MoS • TAMP approved Tariff for OJ-9&10 • SFC meeting for OJ 10 held on 26.11.20. • SFC meeting for OJ 09 held on 10.12.20. • SFC recommendations and Ministry approval for OJ- 9&10, under PPP Mode received on 19/04/2021. • Clarification/guidance sought from the Ministry regd. issuance of global RFQ. • MoPSW has sent a letter to DoEA, MoF to seek above clarifications. • On 01.09.2021, Department of Expenditure, MoF, through MoPSW clarified that the restrictions imposed on issue of Global Tender Enquiry (GTE), vide this Department's OM No. F. 12/17/2019-PPD dated 15.05.2020, are not applicable in selection of partners for Public Private Partnership (PPP) infrastructure projects. • However, as per approval, initially only Oil jetty no 09 will be implemented. The Award for Oil Jetty No.10 shall be issued only after 04 months from date of Award of Concession for Oil Jetty No.09. Same analogy with Oil Jetty 11. • Accordingly, RFQ for OJ-9 issued w.e.f 10/9/2021 with Application Due Date as 27/10/2021 and extended upto 16/11/2021. No party requested for further extension. However, no response / RFQ received.
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					<ul style="list-style-type: none"> • During the VC review meeting conducted by the Secretary (PSW), the DPT was directed to issue the revised RFQ, modified based on the new MC-2021 immediately and all revised bidding documents, modified based on the MCA-2021, will be approved at respective Board level. • Accordingly, RFQ for OJ-9 issued w.e.f 14/12/2021 with Application Due Date as 29/01/2022. The same is extended to 31.01.2022. • On 31.01.2022, 05 parties have submitted their RFQ applications. • In the meantime, as directed by the MoPSW in the meeting held on 17.01.2022, the RFP, along with bidding documents FR and DCA (based on MCA 2021 & approved by the Board on 10.01.2022) invited along with RFQ. • The pre-bid conference held on 21/02/2022. • The “Authority’s Response to RFP pre-bid queries” uploaded on 28/02/2022. • Meantime, the Transaction Advisor, while evaluating RFQ application of M/s. APSEZL raised a legal issue w.r.t. Cl. 2.2.8 of RFQ document. Subsequently, opinion was obtained from the Port Advocate at Gujarat High court and accordingly UNDERTAKING obtained from the RFQ applicant M/s. APSEZL, that decision regarding qualification of APSEZL in OJ-9 shall be taken based on the final decision of prequalification of APSEZL in 14th Cargo Berth at DPA under PPPP. • Subsequently, the Board has resolved to disqualify M/s. APSEZL in 14th Cargo Berth project in line with Cl. 2.2.8 of RFQ.
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					<ul style="list-style-type: none"> • Accordingly, the RFQ Evaluation Report submitted by the Transaction Advisor and same approved by the Board in its meeting held on 12/08/2022, wherein, 03 parties have qualified and 02 parties disqualified for 2nd stage of bidding i.e. RFP. • Meantime, M/s. APSEZL, vide letter dtd. 08/09/2022, along with Hon'ble Supreme Court, ORDER passed on 05/09/2022, have requested DPA to review its decision of disqualifying APSEZL in OJ-09 in context of supreme Court order which has mention of not considering the Termination Order of VPT dtd. 26/12/2020, as a non-compliance of Cl. 2.2.8 of RFQ. • In this regard, Legal opinion received by the Port Legal Advisor and also from ASG, New Delhi. • Accordingly, the T.A. has submitted the REVISED RFQ EVALUATION REPORT thereby Qualifying M/s. APSEZL for OJ-09. • The Board has approved to Qualify the M/s. APSEZL in the subject project & same intimated to the party. • Meantime, M/s. KOTPL has filed a CMA-66/2021 in Gandhidham District Court and also invoked ARBITRATION under provision of C.A. w.r.t. Oil Jetty cum Ship bunkering project under PPP, thereby challenging the development and operation of Oil Jetties 7 to 11. Both the statutory litigations are being dealt and appropriately defended by the DPA. • In the meantime, MoPSW vide letter dated 22.06.2022 communicated the Security Clearance of all five RFQ Applicants. • As advised by the Port Advocates, legal opinion from ASG has been sought for moving
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					<p>forward in the project in context of litigations and arbitration invoked against development of OJ 7 to 11 by M/s. KOTPL.</p> <ul style="list-style-type: none"> • ASG vide communication dtd.24/07/2022 has issued his OPINION. • As per opinion of ASG, modifications are to be done in the bidding docs i.e. RFP & DCA by inserting some caveats in order to safeguard the interest of the Authority. Hence, these modified docs shall again require approval of the SFC. Accordingly, the supplementary SFC memo along with modified bidding documents i.e. RFP and DCA have been sent to MOPSW on 13/12/2022 for approval. SFC Meeting held on 31/03/2023. As per direction of MOPSW Proposal for revised bid document's, invitation of fresh RFQ and discharge of current RFP approved by competent authority. Global NIT for RFQ (4th attempt) issued on 5th May 2023 and earlier RFP dated 21/01/2022 discharged. • Application Due Date was on 22.06.2023 and NIL response from the market for the Subject Project. • In Consistency with the decision taken in the chintan shivir held in May 2023, MoPSW has been requested to Accord in principal approval to develop the jetty through EPC. • MOPSW has sought some clarification. In the meeting with MoPSW held on 01.11.2023, it was informed to MoPSW the clarification to queries will be furnished after finalization of tenders for auctioning the land for green hydrogen. <p>The Project has been restructured in Consultation with stakeholders revised bidding documents has been sent to MOPSW on 31.01.2024 for approval. On 12.02.2024 MOPSW have</p>
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					<p>intimated all the Ports to Float the tenders through online mode only. accordingly Bid document (RFQ & RFP) have been revised and sent to MOPSW for approval on 26.02.2024.</p> <p>On 15.03.2024 Clarification sought by NITI Aayog. Reply to the clarification has been prepared and under approval of Authority and on 20.03.2024 & 26.03.2024 clarification raised by Development wing, MOPSW & Department of Expenditure, Ministry of Finance. Reply to the clarification is under preparation.</p>
19.	Development operation and maintenance of Oil jetty No 10 on PPP mode	Deendayal Port Authority	3.2	12.312	<ul style="list-style-type: none"> •SFC Memo along with RFP, DCA, F.R. & RFQ sent to MoS on 27/07/2020 •Observations on SFC Proposal from D.W. (MoS), DoEA (MoF) & NitiAayog, IFW (MoS) and Deptt. of Legal affairs have been complied. •Resultantly, revised SFC Memos for OJ-10 and Revised DCAs sent to MoS •TAMP approved Tariff for OJ-10 •SFC meeting for OJ 10 held on 26.11.20. •SFC recommendations and Ministry approval for OJ- 10, under PPP Mode received on 19/04/2021. However, as per approval, Award for Oil jetty No. 10 shall be issued only after four months from date of Award of Concession of Oil Jetty-09 project. •The Project has been restructured in Consultation with stakeholders revised bidding documents has been sent to MOPSW on 31.01.2024 for approval. On 12.02.2024 MOPSW have intimated all the Ports to Float the tenders through online mode only. accordingly Bid document (RFQ & RFP) have been revised and sent to MOPSW for approval on 26.02.2024.

					<ul style="list-style-type: none"> •On 15.03.2024 Clarification sought by NITI Aayog. Reply to the clarification has been prepared and under approval of Authority and on 20.03.2024 & 26.03.2024 clarification raised by Development wing, MOPSW & Department of Expenditure, Ministry of Finance. Reply to the clarification is under preparation.
20.	Development operation and maintenance of Oil jetty No 11 on PPP mode	Deendayal Port Authority	3.2	36.17	<ul style="list-style-type: none"> • Feasibility Report and RFQ document approval by the Board. • RFQ invited on 09/07/2020 • Pre-application conference held on 10/08/2020 • As directed by the MoS, RFQ for OJ-11 discharged. • SFC Memo along with RFP, DCA, Revised F.R. & Revised RFQ sent to MoS on 09/09/2020 • Observations on SFC Proposal from DoEA (MoF) & NitiAayog, IFW (MoS) and Dept. of Expenditure (MoF) have been complied. • Resultantly, revised SFC Memos for OJ-9 & 10 and Revised DCAs sent to MoS • TAMP approved the Tariff for Oil Jetty no 11. • SFC meeting for OJ 11 held on 10.12.20. • SFC recommendation and Ministry approval received on 19/04/2021. • However, as per approval, Award for Oil jetty No. 11 shall be issued only after four months from date of Award of Concession of Oil Jetty-10 project. • The Project has been restructured in Consultation with stakeholders revised bidding documents has been sent to MOPSW on 31.01.2024 for approval. On 12.02.2024 MOPSW have intimated all the Ports to Float the tenders through online mode only. accordingly Bid document (RFQ & RFP) have

					<p>been revised and sent to MOPSW for approval on 26.02.2024.</p> <ul style="list-style-type: none"> •On 15.03.2024 Clarification sought by NITI Aayog. Reply to the clarification has been prepared and under approval of Authority and on 20.03.2024 & 26.03.2024 clarification raised by Development wing, MOPSW & Department of Expenditure, Ministry of Finance. Reply to the clarification is under preparation.
21.	Development of Marine Liquid Terminal Facilities consisting of SPM and two product jetties in DPT waters at OOT, Vadinar for handling Crude and Petroleum Products on Captive Use Basis	Deendayal Port Authority	24.5	44.8	<p>Total LD levied on M/s CETL (period of delay 16/2/2021 to 12/11/2023) is 22,40,00,000.00 (specified limit of 5% of estimated project cost exhausted).</p> <ul style="list-style-type: none"> • 25/11/2022 The Chairperson of the - Conciliation & Settlement Committee (CSC) conducted meeting with DPA officials & M/s CETL officials w.r.t. matter referred to the CSC dated 12(13)/9/2022 i.e. Recovery of outstanding License Fee payable by M/s CETL to DPA. • 20/12/2022 M/s NEL again requested DPA for time limit extension for completion of construction up to August, 2026. • 29/12/2022- With reference to request of M/S NEL video communication dated 8/4/2022 & 20/12/2022, a request letter has been sent to the MoPSW, Gol to give further advice/direction in the matter. • 14/02/2023 In reference to DPA Letter dated 29(30)/12/2022, the MoPSW, GOI asked certain clarifications from DPA (Cost Benefit/Loss analysis on account of three years requested extension during which no business being carried out in the period of extension). • 18/04/2023 Letter sent to M/s CETL to confirm that they

					<p>would compensate Rs 62.04 Crores, on Commencement to Commercial Operations, which would otherwise be a loss to DPA.</p> <ul style="list-style-type: none"> • 25/04/2023 M/s CETL submitted response stating as under: We request DPA to kindly waive the requirement to DPA, we agree to the compensation of Rs 62.04 Crores in five equal installments i.e 12.40 Crores every year once CETL starts Commercial Operation. • 25/04/2023 M/s CETL submitted response stating as under: We request DPA to kindly waive the requirement to DPA, we agree to the compensation of Rs 62.04 Crores in five equal installments i.e 12.40 Crores every year once CETL starts Commercial Operation. • 25/04/2023 In response to MoPSW letter dated 14/02/2023, DPA submitted desired details to MoPSW, GOI and requested that MoPSW may take a holistic view before arriving at final decision in the matter. • In continuation to DPA letter dated 25/4/2023, an email dated 3/5/2023 has been sent to the MoPSW, GOI highlighting para (f) (which was already contained in the letter dated 25/4/2023) i.e. "The Land leased by DPA is actually in the sea and has zero alternate use. As already EOI for Captive use has been invited 3 times and third time only one application has been received". • In continuation to DPA email dated 3/5/2023 , a letter has been sent to MoPSW , GOI incorporating following "this project will add 24.5 MMTPA to the capacity of Deendayal Port Authority and the land has no alternate economic use In view of the above, it is recommended that, the
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					<p>MOPSW.GOI may kindly consider the request of M/s CETL for extension of time period for completion of construction up to August, 2026".</p> <ul style="list-style-type: none"> • On 08/05/2023 CSC was conducted. • On 15/5/2023, the MOPSW,Gol has requested DPA to confirm from M/s Nayara energy (CETL) that by which date, they will complete the expansion of its existing refinery as the utilization of subject facilities depends on completion of the expansion of the existing refinery. • Accordingly, a letter sent to M/s CETL to provide clarification asked by the MoPSW,Gol on 16/05/2023 • In continuation to letter dated 15/5/2023, the MoPSW,Gol asked additional clarifications on 17/05/2023. • On 18/5/2023 In response to DPA letter,M/s CETL submitted response w.r.t. MOPSW letter dated 15/5/2023. • On 19/5/2023, DPA submitted desired details to the MoPSW,Gol (w.r.t. MoPSW letter & Email dated 15/5/23 & 17/5/2023) • A joined meeting through VC under the Chairmanship of JS (Ports) MoPSW,GOI with DPA and M/s Nayara Energy Limited held on 07.06.2023, the MOPSW directed that “ Nayara Energy Limited will submit the firm timelines for the each of the activities including Preliminary Study, Detailed Feasibility Study, completion of expansion of their existing Refinery and execution/implementation of the subject project. Moreover, Nayara Energy will also submit their firm commitment regarding completion of expansion of their existing Refinery and execution/implementation of the subject project within the
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					<p>requested extension of construction time period i.e. up to August 2026”.</p> <ul style="list-style-type: none"> The MoPSW vide letter dated 13.06.2023 requested DPA to get the aforementioned timelines and commitments from Nayara Energy Limited in the matter and examine the same and submit a consolidated proposal with the recommendation of the Port Authority to the Ministry, by 23.06.2023. On 14.06.2023, DPA requested M/s CETL to submit details asked by the MoPSW, GOI latest by 20/06.2023. <p>Accordingly Nayara Energy submitted details vide letter dated 22.06.2023.</p> <p>*After obtaining approval of the Competent Authority, desired details will be sent to MoPSW, GOI in response to MoPSW letter dated 13.06.2023</p> <ul style="list-style-type: none"> On 22/06/2023 , M/S CETL to submitted details . On 05.07.2023, A letter sent to M/s CETL informing that M/s CETL has not provided firm timelines for the each of the activities including Preliminary Study, Detailed Feasibility Study, completion of expansion of their existing Refinery and execution/ implementation of the subject project. Further, M/s CETL has also not provided firm commitment regarding completion of expansion of existing Refinery of M/s NEL and accordingly, requested M/s CETL to submit details as was asked by DPA vide letter dated 14/6/2023, by 7/7/2023. On 28/07/2023, Reminder sent to CETL to submit desired details without further delay. Response of CETL is awaited. On 28/07/2023, MOPSW,GoI forwarded NEL letter dated 21/7/23 addressed to JS (Ports), MOPSW and requested
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					<p>DPA to confirm that information sought has been provided by NEL and if so, considered views of DPA on the request of NEL may also be shared with Ministry.</p> <ul style="list-style-type: none"> • On 04/08/2023, Reminder 2 sent to CETL incorporating reference of the MOPSW,GoI letter dated 28/7/2023 to submit desired details without further delay. • On 16/08/2023, M/s CETL submitted response. • On 31/08/2023, In the reference to Mopsw, GOI letter dt 13/06/2023, DPA submitted reply to the Mopsw, GOI. • On 22/09/2023 The MOPSW,GoI asked DPA to confirm whether the Board resolution (Regarding levy of LD on M/s CETL as per Article 6.9 of the CA - Board Meeting 10/1/2022) holds good even today. If not, fresh approval of the Board with exact details of the proposal may be obtained, which needs to be considered by the Ministry. • On 03/10/2023 Response submitted to the MOPSW incorporating that the Board resolution no. 134 passed by the Board of DPA in its meeting held on 10/1/2022 holds good even today. Further, the entire matter has been proposed for deliberation in ensuing Board Meeting to be held • on 13/10/2023 and the details of the same will be communicated to the MOPSW Gol. The entire matter reg. Extension request of M/s CETL placed before the Board for information & further direction, if any in the matter. • On 18/10/2023, as decided in the Board Meeting, a letter submitted to the MOPSW,GoI by DPA informing that the specified limit of levy of Liquidated Damages as per Article 6.9 of the Concession Agreement i.e. 5% of
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					<p>the Estimated Project Cost (Rs.22,40,00,000.00) will be exhausted on 12/11/2023 & also requested Ministry to kindly give direction/advice expeditiously.</p> <ul style="list-style-type: none"> • On 7/11/2023, D.O. letter to the JS (Ports & PPP), MoPSW under the signature of chairman, DPA sent to the MoPSW requesting to give direction expeditiously so as to enable DPA to take further necessary action, in the matter. • 8/12/2023 As the specified limit of levy of LD as per as per Article 6.9 of the Concession Agreement i.e. 5% of the Estimated Project Cost (Rs.22,40,00,000.00) exhausted on 12/11/2023 and direction from the MoPSW,GoI is awaited, the Board Item is submitted (Board Meeting scheduled to be held on 8/12/2023) for information, deliberation & further direction, in the matter. • 14/12/2023 As per the Minutes of the Board Meeting held on 8/12/2023, the Board decided that a proper Roadmap may be prepared by the Civil Engineering Department with full justification/relaxation, line of action to be taken and send the proposal to the Ministry for taking a final decision in the matter. In the meantime, the Party may be called to confirm the decision of the Board. • 14/12/2023 The Chairman & Head of Refinery, M/s NEL once again requested DPA for grant of extension of time limit up to Aug, 2026. The same has been referred to the TA, M/s Ideck for perusal & advice. • 15/12/2023 A letter along with a copy of Minutes of the Board meeting, sent to the Transaction Advisor, M/s Ideck, for further necessary action, accordingly.
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					<ul style="list-style-type: none"> • 03/01/2024 A reminder sent to CETL to pay LD levied by DPA i.e.Rs.22.4 crores on top priority. • 09/01/2024 As per the discussion with the MoPSW,Gol with regard to a specific provision (Article 21.9) of the CA, a letter submitted to . the MOPSW,Gol and accordingly, requested MoPSW, Gol to kindly give direction in the matter. • 12/01/2024 In response to DPA reminder to M/s CETL dated 3/1/24 to remit LD, M/s CETL by citing ref. of their earlier submission dated 8/4/22 (agree to pay LD if DPA grants extension up to Aug, 26) has once again requested DPA to grant extension of time up to 31/8/2026. • 06/02/2024 M/s CETL submitted original extended performance guarantee (extended up to 28.02.2025) to DPA • Board of DPA in its meeting held on 11.03.2024 resolved to approve the request made by M/s Coviva Energy Terminals Limited (CETL) (Concessionaire) for grant of extension of time period for completion of construction of the project up to 31/8/2026, subject to concurrence by the MoPSW, GoI. • On 14.03.2024, M/s CETL communicated that they have remitted LD amount of RS 22,40,00,000.00 Crore. <p>Note:</p> <p>1) Total LD levied on M/s CETL (period of delay 16/2/2021 to 12/11/2023) is 22,40,00,000.00 (specified limit of 5% of estimated project cost exhausted).</p> <p>2) Direction from the MoPSW is awaited.</p> <p>Note: PRESENT STATUS: The construction Period (revised) 42 months have elapsed on 15/02/2023 but M/s CETL not initiated project Implementation.</p>
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22.	Development of Oil Jetty to handle Liquid Cargo and Ship Bunkering Terminal at Old Kandla	Deendayal Port Authority	3.39	34.3	<p>Awarded on 11.12.2020 Completion Time: 24 Months (by 10.12.2022) KOTPL could not complete construction of project in the given time. Prior to completion of Scheduled construction period, M/s KOTPL has sought extension of construction period up to 31/12/2024 on account of Force Majeure. The same was not accepted by DPA. Project has been DELAYED. Delay Attributed to Concessionaire. Interim 2nd, 3rd, 4th & Final 5th Milestones were delayed and Liquidated Damages were imposed on M/s KOTPL. On time to time M/s KOTPL paid LD upto July 2023. Further, DPA raised Demand note up to 30.04.2024. Due date for the payment is 30.03.2024 On 23.09.2023, 30.09.2023, 30.10.2023, 30.11.2023, 04.01.2024, 31.01.2024 & 07.03.2024 M/s KOTPL deposited Rs 71,24,800, Rs 36,20,800, Rs 35,04,000, Rs 36,20,800, Rs 36,20,800 Rs 33,87,200 & Rs 36,20,800 towards LD under protest for the period from 01.08.2023 to 31.03.2024. Construction works at site was stopped from 05/02/2023 to 31.10.2023. Due to occurrence of Event of Default as per Article 15.1(a)(i)&(ii) DPA has issued Consultation Notice on 27.06.2023 to Concessionaire & Lenders. One of the lenders Indian Bank Ltd. vide mail dated 11.07.2023, informed the Authority that M/s KOTPL has repaid the entire outstanding on term loan and they are no more part of the Facility while another Lender L&T Financial Services Ltd. informed the Authority vide mail dated</p>
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					<p>08.07.2023 that they have withdrawn the facility issued to M/s KOTPL for the Project.</p> <p>On 12.07.2023 based on the request of M/s KOTPL Consultation meeting rescheduled from 12.07.2023 to 20.07.2023.</p> <p>As jointly agreed between parties in the Consultation meeting M/s. KOTPL submitted the documents and same were sent to IE for scrutiny.</p> <p>Based on the recommendation of IIT Madras and opinion of TA, On 06.09.2023 DPA granted the remedial time for completion of remaining construction work by 05.09.2024 subject to fulfilling certain conditions. On 23.11.2023, M/s KOTPL placed work order for Piling work for Tank farm.</p> <p>As per one of the condition under DPA letter dated 6.9.2023 granting extension of remedial period, M/s KOTPL was required to achieve financial closure by 29.11.2023. In this regard, M/s KOTPL informed that the final approval by Bank for financial closure is expected by 15.12.2023. But not achieved the financial closure</p> <p>As Approved by Board, Authority has issued show cause notice to M/s KOTPL for not fulfilling the condition specified by DPA. As mentioned in 06.09.2023 letter. KOTPL submitted response for show cause Notice along with proposal for debt financing by their group company as an interim arrangement till finalization of lenders, which was approved by the Board of DPA. However, till date they have not arranged any debt financing. Except LD KOTPL failed to achieve conditions of 6.9.2023 letter. IE recommended to review the project in Mid of Feb 2024. On reviewing the work programme and actual construction, IE stated that the balance works cannot be</p>
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					<p>completed within the remedial period on or before 05.09.2024. M/s KOTPL vide letter dated 15.02.2024 has requested the Authority to grant additional time till the end of February 2026 to complete the construction. The request of KOTPL for extension of remedial period upto end of Feb 2026 has been declined by the Board in its meeting held on 11.03.2024.</p> <p>Demand note was issued to M/s KOTPL on 10.11.2023 to pay the annual License Fee in advance for the period 01.12.2023 to 30.11.2024. amounting to Rs 5,01,44,863/- (Rupees Five Crores One Lakhs Forty-Four Thousand, Eight Hundred and Sixty-Three only) on 19.01.2024 M/s KOTPL has paid Rs 1 crore toward License fee. Authority send Reminder to M/s KOTPL for the payment of Balance License Fee.</p> <p>By invoking the Arbitration, M/s KOTPL has disputed the followings:</p> <ul style="list-style-type: none"> • Operationalization of Additional Oil jetties no 7 to 11. • Ligated damages levied by DPA due to non-achieving of the Milestones. <p>M/s KOTPL by filing Amended SOC has prayed for:</p> <ul style="list-style-type: none"> • Extension of time under Project Schedule until July 31,2024. • Award M/s KOTPL the licence fee paid for the particular period as damages since the project site was not fully available. • Claim of Rs 6,62,25,600/- along with interest from 15.07.2023 till payment and further amount paid towards LD along with interest <p>All the disputes are pending adjudication.</p>
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23..	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa. On BOOT basis a)Bulk cargo Berth No. 5A&6A b)Enhancement of Cargo Handling capacity by installing rapid in motion wagon loading facility by SWPL	Mormugao Port Authority	(a) 5.00 (b) 2.50	(a) 250.0 (b) 45.0	(a) Terminal operational since 19.06.2004 (b) Rapid in motion wagon loading facility operational from 26.07.2014
24.	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port , Goa on DBFOT basis	Mormugao Port Authority	4.61	404.97	Terminal in operation since 06.06.2014
25.	Development of International & Domestic Cruise Terminal & other allied facilities at Mormugao Port . O&M	Mormugao Port Authority	NIL	21.0	Concession Agreement signed on 21.09.2023
26.	Operation & Maintenance of Berth no. 10 & 11 on PPP-OMT basis.	Mormugao Port Authority	6MTPA	139.63	Concession Agreement signed on 14.12.2023
27.	Setting of a Floating Storage Regasification Unit (FSRU) in Mumbai Harbour	Mumbai	5	900	Condition precedent in progress
28.	Development of Kanhoji Angre Island as Tourist destination.	Mumbai	200 pax	50	Condition precedent in progress.
29.	Development, Operation and Maintenance of Mumbai International Cruise Terminal at Indira Dock, Mumbai on DBFOT (PPP) basis.	Mumbai	500 cruise ships per annum	192	Work in progress.
30.	upgradation of existing hospital of 243 beds to 600 bedded Superspeciality Hospital	Mumbai	357 Hospital beds	693	Financial closure not achieved. The financial document submitted by Concessionaire was not acceptable. The matter is before the High Power Committee set up by the MoPSW. Report awaited.
31.	Development of Container Terminal on BOT basis	Mumbai	0.8	1015	<ul style="list-style-type: none"> • Project stalled & declared as NPA since 2013. • ICTPL Claims: Rs.2967Cr. • MbPA filed counter claim of Rs.2406Cr. • Arbitration process has been deferred. • Referred to CSC. • CS proceedings on.

32.	Mechanization of coal handling Facilities and upgradation of General Cargo Berth(GCB) at outer Harbour of Visakhapatnam Port Authority to cater to 200000 DWT vessels on DBFOT basis.	Visakhapatnam Port Authority	10.18 MTPA	444.10	The terminal is under commercial Operations
33.	Up-gradation of the existing Outer Harbour facility(Phase-i) at Visakhapatnam Port Authority for Iron ore handling on DBFOT basis.	Visakhapatnam Port Authority	16.2 MTPA	580.89	The terminal is under commercial Operations
34.	Establishing of Container Terminal and to operate, maintain and manage the same on B.O.T, Basis Including Supply, Installation and Operation of Container Handling Equipment at multipurpose Berth, Outer Harbour.	Visakhapatnam Port Authority	0474 MTEUs.	100	The terminal is under commercial Operations
35.	Extension of existing Container Terminal at Outer Harbour of Visakhapatnam Port on DBFOT basis.	Visakhapatnam Port Authority	0.54 MTEUs	6333.11	The terminal is under commercial Operations
36.	Development of East Quay-10 berth in the Northern Arm of Inner Harbour of Visakhapatnam Port on DBFOT basis.	Visakhapatnam Port Authority	1.84 MTPA	55.38	The terminal is under commercial Operations
37.	Construction and license out equipping, operation, management and maintenance of two multipurpose berths EQ8 & EQ9 in the Northern arm of Inner Harbour of Visakhapatnam Port for handling Coal, limestone, Rock phosphate, Sulphur and other bulk cargo or general cargoes or container or liquid bulk cargo (Non-hazardous) on Build, operate and transfer (BOT) basis	Visakhapatnam Port Authority	2.08 MTPA	Rs.327.30 Crores	The Terminal is under operations.

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

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

Sl. No	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 31.03.2024
1	2	3	4	5	6
1.	Mechanization of CQ-III Berth	Paradip Port Authority	10	410.0	Techno-Economic Feasibility Report under finalization
2.	Development of NDC-3 Berth	Paradip Port Authority	12	614.0	Techno-Economic Feasibility Report under preparation.
3.	Development of NDC-4 Berth	Paradip Port Authority	12	614.0	Techno-Economic Feasibility Report under preparation.
4.	Mechanization of SQ Berth	Paradip Port Authority	5	200.0	Techno-Economic Feasibility Report under preparation.
5.	Mechanization of CQ-I & CQ-II Berths	Paradip Port Authority	15	1100.0	Techno-Economic Feasibility Report under preparation.
6.	Mechanization of MPB	Paradip Port Authority	5	600.0	Techno-Economic Feasibility Report under preparation.
7.	Augmentation of IOB and construction of SQ-II Berth	Paradip Port Authority	15	500.0	Techno-Economic Feasibility Report under preparation.
8.	Development of JNPA hospital on PPP basis.	JNPA		48.0	Under tendering process.
9.	Construction of Entrance Gate Building at Landing Jetty and Development of its surrounding area at JN Port	JNPA		27.04	Under tendering process.
10.	Dredging in front of NCB III	VOCPA	6.96	232.0	NIT published on 23.05.24
11.	Development of Outer Harbour Container Terminal Project on DBFOT basis	VOCPA	80	705.60	Schedule date of opening of RFQ on 31.05.24

12.	Deployment of 4 Nos of HMC up to 10 years of 120 T or above capacity on license mode	VOCPA	----	----	Tender Document under Finalisation
13.	Re-Construction of berth No. 8 and Mechanization of berth Nos. 7 & 8 at NSD of KDS, SMPK on DBFOT basis under PPP	SMPA (KDS)	6.1 MMTPA	698.84	RFQ floated. Target Issue of LoI: 31.12.2024
14.	Mechanization of Berth No. 5 at HDC	HDC, SMP, Kolkata	5	365.88	<input type="checkbox"/> RFP issued on 21-07-2023 <input type="checkbox"/> RFP opening date has been extended upto 03- 06-2024
15.	Berth No.26B (BD-I) and Berth No.27B (BD-III) for handling POL	Chennai Port Authority	32.40 MTPA	195	BD I and BD III berths are presently being utilized by M/s.CPCL and M/s.IOCL for handling crude and POL. M/s.CPCL showed interest in taking up these berths on Captive Basis. Hence, this proposal was identified for Asset Monetization. However, later CPCL informed that as these berths were constructed way back in 1972 and 1987, these berths can be taken up only after carrying out rehabilitation works. Action was taken to take up the rehabilitation works through NTCPWC. Subsequently, during the Review meeting convened by JS (Ports), through VC on 18.01.2024, to review the “leasing of Berth 26-B (BD-I) and Berth No:27-B (BD-III) of Chennai Port to Port Dependent Industries on Captive Basis”, Chairperson, ChPA informed that as the berths are very old, action is initiated to undertake the rehabilitation of both the berths and this process will take a long period of time. Further, it was informed that, CPCL being the major operator of the berths has no expansion plans beyond the current capacity of 10.05 MTPA of their Refinery in Chennai in the near future and there is no proposal to increase their cargo handling beyond their current levels of 12 MTPA for both the berths. In addition, no one showed interest to take up these berths other than CPCL / IOCL. Hence, it was proposed to drop the proposal of Leasing of BDI and BD III on Captive / PPP Basis. This was also informed by Chairperson, ChPA during the VC meeting convened by Secretary, MoPSW on 13.02.2024.

					Following which, a letter was addressed to the Ministry vide ChPA letter dated 11.03.2024, to remove the said project from the list of Chennai Port Projects identified for Asset Monetization. Approval of Ministry is still awaited.
16.	Redevelopment of Berth No. 9 and three Barge Berths	Mormugao Port Authority	NIL	Rs. 98.40	<p>1) Project Re-structured for Redevelopment of berth no. 9 & three barge jetties for 842 cr.</p> <p>2) Project approved by MoPSW on 25.04.2022.</p> <p>3) MoEF & CC issued EC/CRZ clearance on 06/07/2023.</p> <p>4) RFP Bids opened on 27.06.2023. Pre qualified bidders not participated in Bid.</p> <p>5) Port vide letter no. CE/P&C-59/2023/01424 dtd. 04.08.2023 informed Ministry that Port is exploring alternative options for monetization of assets.</p> <p>6) As alternative measure, Port has planned for Development of Dry Dock & Ship Repair Yard in place of existing Barge Jetties on PPP mode for 30 yrs at a project cost of Rs. 984 Cr</p> <p>7) SFC meeting held on 19.02.2024.</p> <p>8) Project approved by Ministry on 29.02.2024</p> <p>9) Tender uploaded on E-portal on 12.03.2024</p>
17.	Mechanization of WQ-7 & WQ-8 Berths through PPP Mode at Visakhapatnam Port Authority on DBFOT basis.	Visakhapatnam Port Authority	6.14 MTPA	288.47	<p>➤ Concession Agreement signed on 09.05.2023.</p> <p>➤ Scheduled date of Award of Concession is June 2024 (likely)</p> <p>Completion of work is June 2026(likely).</p>
18.	Mechanization of EQ-7 Berth through PPP Mode at Visakhapatnam Port Authority on DBFOT basis.	Visakhapatnam Port Authority	3.61 MTPA	200.99	<p>➤ Concession Agreement signed on 10.03.2023.</p> <p>➤ Scheduled date of Award of Concession is June 2024(likely).</p> <p>➤ Completion of work is June 2026(likely).</p>
19.	Revamping of Existing West Quay-6 (WQ-6) terminal in the Northern Arm of Inner Harbour of Visakhapatnam Port for handling of Dry Bulk Cargo on DBFOT basis.	Visakhapatnam Port Authority	5.18 MTPA	66.12	<p>➤ Concession Agreement was signed on 26.03.2024.</p> <p>➤ Compliance to the condition precedent is under progress as per the provisions of Concession Agreement.</p> <p>➤ Award of Concession September 2024(likely) Completion March 2026(likely)</p>

20.	Development and Mechanization of Existing EQ-6 Berth in the Inner Harbour of Visakhapatnam Port for handling of all type of cargoes on DBFOT basis.	Visakhapatnam Port Authority	2.62 MTPA	66.12	LOA issued to the Bidder, M/s.EVER SUN Mantine Trade Pvt Ltd on 22.02.2024.
21.	Establishment of a Super Specialty Hospital on PPP mode	NMPA	150 Bedded Hospital	107.0	MoPSW vide letter dated 15.03.2024 has conveyed security clearance of the Bidder. LOA issued to the selected concessionaire, M/s Srinivas Institute of Medical Sciences and Research Centre, Mangalore on 15.03.2024. The Signing of Concession Agreement will take place after approval from the Election Commission or Relaxation of Model Code of Conduct, whichever is earlier.
22.	Concessioning of Berth No. 9 for handling LPG/POL products and chemicals on PPP model	NMPA	6.15	316.4	Final DPR received on 19.12.2023. Hydrodynamics study and wave tranquility study to be carried out by CWPRS. Board approved the proposal and minutes received on 08.05.2024. Marine and mangroove study to be conducted by Deccan Education Society Pune/NIO Goa is in approval stage. After approval it will be placed to the Board. M/s Resurgent India Ltd, Gurugram has been appointed as transaction advisor for Concessioning of Berth No. 9 on 18.03.2024.
23.	Handing of Berth.No.13 on Captive Mode for handling LPG/POL products	NMPA	4	100.0 (tentative)	M/s HPCL submitted Feasibility study Report. The Transaction Advisor M/s Resurgent India Ltd. furnished comments on the Feasibility study Report and is under review. Transaction Advisor M/s.Resurgent India Ltd has submitted draft RFQ, MCA & SFC. The Existing Policy on awarding of existing berths on captive basis to the Port Users do not provide for award on nomination basis.
24.	Construction of Harbour Wall Berths	Mumbai	3.5	150.00	Bids opened. Security clearence awaited.
25.	Development of Marina in Mumbai Port on PPP basis.	Mumbai	300 yachts	575.00	SFC clearence received on 28.4.2023. Revised RFP invited. Bid due on 10.10.2023.
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

Appendix – III

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

Sl. No	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2024
1	2	3	4	5	6
1.	GCPL Proposal 2 nd berth & allied infrastructure	Dahej (Gujrat)	6.5	3322	DPR is approved and construction permission has been granted. Construction is in progress.
2.	GCPL Proposed 3 rd jetty by Petronet LNG Ltd.	Dahej (Gujrat)	5	1656.15	In principle approval for the development of 3 rd jetty has been granted. Approval for DPR and construction permission are under issuance.
3.	Development of Bulk General Cargo Terminal under Phase- II at Hazira	Hazira Gujarat	12-15	2559.6	Multipurpose Berth under Phase II, Construction of One berth of total 182 m quay length has been completed and operational. DPR for remaining assets of Phase – II is approved by GMB and the construction is in progress.
4.	Development of Chhara Port.	Chhara Port Gujarat	8	3886	CA signed on 29.1.2015. DPR has been approved and construction is in progress.
5.	Development of LNG Terminal at Chhara Port .	Chhara Port Gujarat	5	4239	HPCL LNG Ltd. Has achieved Mechanical Completion of the Chhara Port LNG terminal.
6.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujrat)	5	4269	Construction is in Progress.
7.	Development of CNG and other terminal at North side of Bhavnagar Port.	Bhavnagar (Gujarat)	4.5	4024	Letter of Intent has been issued on 15/09/2020. DPR has been approved. Draft Concession Agreement has been approved Government.
8.	Multipurpose jetty terminal at Mankhurd (Dist. Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt. Ltd.	Trombay (Maharashtra)	0.2	75	Phase- 1 of the project is operational with coastal cargo movement. Dredging of navigation channel is in progress. Project Proponent is awaiting ISPS and NSPC clearance, EXIM cargo operations to start, post dredging and receipt of required clearances.
9.	Multipurpose jetty terminal at village chanje (Tal. Uran, Dist. Raigad) in Karanja creek by M/s Karanja	Karanja (Maharashtra)	5.0	100	The total berth length planned is 1000 m. Out of these 1000m. the company has developed 400 m, of berth length with, berthing facility on either side thereby providing a total quay length of 800 m. Additionally, the company has

	Terminal & Logistics Pvt. Ltd.				developed another 200m. whaft on east side. Therefore, total quay length available is 1000 m. the balance berth length will be constructed in a phase manner commensurate with the growth of port traffic. In the yar 2022-23, the port has handled 1.31 MMT of cargo.
10.	Expansion of existing captive jetty facilities at village Vave (Tal. Pen, Dist. Raigad)in Dharamtar creek by M/s JSW Dharamtar Port Pvt. Ltd.	JSW Dharamtar	34.0	280	The total expansion planned is for 1420 m quay length. Out of this is length, 1200 m quay is completed and under operational for cargo handling. Balance work is expected to be completed by November-2025. The port has a capacity to handled 28 MMTPA. In the year 2023-24, the port has handled about 25.26. MMT of cargo.
11.	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	JSW Jaigad	50.0	2800	Expansion of the port comprises LPG and LNG LPG Berth- Out of the total planned capacity of 2 MTPA, LPG berth has commenced operations with Phase-I capacity pf 0.6 MMTPA LNG Berth- Out of total planned capacity of 8 MTPA, Phase- 1 of 2 MTPA with floating storage and Regasification UNIT (FSRU) is completed. LNG operations are yet start. Phase- II of the project is yet to start. JSW Jaigarh Port, operating with 7 berths, handled 37.06 MMT of cargo traffic in the year 2023-24.
12.	Construction of Terminal Building.	Panaji Port	N.A.	252.00 Million	Construction work is in Progress, Expected to be ready by September 2024
13.	Captive Port facility M/s. Udangudi Power Corporation Limited.	Udangudi in Thoothukudi, Tamil Nadu	6 MMTPA	1902	Port Construction works are in progress. Expected completion by December, 2024.
14.	Expansion, Development and Operation of Gopalpur Port.	Gopalpur Port Limited Odisha	20	2362.36	All project components has been completed for the current stage of development
15	Additional export berth (BB-4) explansion of Dhamra Port	Dhamra Port Bhadrak Odisha	13 MMT	1282	Under execution
16.	Development of Honnavar Port by	Honnavar Port	5 MTPA	580	M/s Honnavar Pvt. Ltd, Hyderabadis constructing a port in

	M/s Honnavar port Pvt, Ltd. Hyderabad	Karanataka			<p>the leased 40,000 Sqm port land at Kasarkod Tonka in Honnavar taluka of Utter Kannada district at a project cost of Rs.580 Cr and 5 MTPA capacity/ national Highways authority of India has taken up the work of construction of 4 lane road connectivity from NH-66 to the project site under 1st Phase of Bharatmala Pariyojana at cost of Rs.91.51Cr. Meanwhile, Smt. Damayanti Subray Mesta. Honnavar has filed the petition on the Hon'ble national green tribunal, Chennai vide- O.A. 76/2022 against the construction of 4 lane road.</p> <p>The Port department had submitted an application for CRZ clearance for the construction of 4 lane dedicated road corridor from NH-66 provide road connectivity for the port project of Honnavar Poer Pvt. Ltd. In the Parivesh portal of MoEFCC.</p> <p>Expert appraisal committee (EAC) of MOEFCC Department of Central Government in its meeting dated: 26.09.2023 asked to approach SEIAA regarding permission of 4 lane road connecting NH-66 to port area. Action is being taken accordingly. At present, the Hon'ble NGT has permitted to use the kachcha road connecting to the port area.</p> <p>The Construction of Private Port by HPPL is under progress.</p>
17.	Operation Management, Development and maintenance of Lakshadweep Port facilities	Lakshadweep	NA	NA	<p>The Union Territory of Lakshadweep Administration (UTLA) has entered into a Quadripartite Agreement with Cochin port authority, Cochin shipyard Ltd and the Lakshadweep Development corporation Ltd for port infrastructure Development Projects and shipping operations and maintenance of UTLA vessels signed on 22.02.2023 with the approval of Ministry of Ports, Shipping & Waterways. Henceforth all technical matters</p>

					related to port facilities will be undertaken by Cochin Port Authority. Including development projects under State/ Central sEctor and approved under Sgarmala Scheme.
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

Appendix – IV

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

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2024
1	2	3	4	5	6
1.	Phase-III Development of Mundra Port.	Mundra Gujarat	196	24999	Phase – 3 DPR for development of Phase -3 has been submitted and the same under consideration.
2.	Development of LPG Terminal Chhara Port.	Chhara Port Gujarat	2.5	1400	In- principal approval is granted by Government to develop the project under sub- concession.
3.	Development of Liquid berth by M/s Gujarat Pipavav Port Ltd. At Pipavav	Pipavav (Gujarat)	3.2	735.2	The company has submitted Per-Feasibility report (PFR) for development of 2 nd liquid berth and requested Gujarat Maritime Board to grant approval to develop the jetty. In-principle approval for thr said project in under issuance.
4.	Development of Nargol Port.	Valsad Gujarat	Bidding process under review.		
5.	Development of Dahej Port.	Bharuch (Gujarat)	Bidding process under review.		
6.	Expansion of Capative Jetty by M/s Shanghi Cement Ltd.	Jakhau, Gujarat	2	150	Environmental clearance is awaited.
7.	Captive Jetty by M/s Archana Chemical Budh Bunder.	Jakhau, Gujarat	2	135	Environmental clearance is awaited.
8.	M/s Adani Cementation Ltd.	Dhnuay, Kutch	2	845	In-principal approval granted. DPR submitted by company and applied for EC & CRZ clearance.
9.	M/s. Shree Cement Ltd.	Dhunay, Kutch	3	166	In-principal approval granted. DPR preparation is in progress.
10.	HPCL(Mittal Pipelines ltd. (HMPL).	Mandvi Kutch	9	2781.37	In-principal approval grnated. DPR prepared and EC & CRZ clearance is awaited.
11.	Captive Jetty development by HPCL (Hindustan Petroleum Corporation Ltd).	Dahej Bharuch Gujarat	5	1183	IN- principal approval granted.
12.	RSPL Limited at Devbhumi Dwarka	Devbhumi Dwarka Gujarat	1.2	249	IN- principal approval granted.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2024
1	2	3	4	5	6
13.	HPCL Mittal Energy Ltd.(HMEL)	Mandavi. Kuch (Gujarat)	8	1406.6	As per the resolution of GMB Board proposal to be submitted to Government for the principle approval of the project.
14.	Development of Captive jetty at Suvali, Surat by M/s AMNS India Ltd.	Suvali, Surat (Gujarat)	65	7545	As per the resolution of GMB Board proposal to be submitted to Government for the principle approval of the project.
15.	Construction of all-weather and multipurpose port at village (Dist. Palghar)	Satpati Maharashtra	18.60	4259	The project has received “In- Principle” approval in the 79 th Board meeting of MMB held on 31/10/2023 and tender process for selection of port developer, as per Swiss Challenger process under the Maharashtra Maritime Development Policy – 20233, is underway. The commercial operations are expected from year 20230.
16.	Construction of captive jetty at village Korlai (Tal. Murud-Janjira, Dist. Raigad) in Revdanda creek by M/s Indo Energy International Ltd.	Revdanda Maharashtra	11.75	437	The project has received environmental clearance from MoEF vide letters dtd. 31.08.2021 and 31./8.2021 (corrigendum). The project proponent has submitted for proposal for charge of classification of the project from captive jetty to multipurpose jetty. The proposal has recently been approved in the 79 th Board meeting of MMB held on 31.10.2023 and now, the tenders will be invited as per Swiss Challenge Process under Maharashtra Maritime Development Policy- 2023.
17.	Construction of captive jetty in Dharamtar in creek near village Shahabaz (Tal. Alibag Dist. Raigad) by M/s Adani Cementation Ltd.	Dharamtar Maharashtra	1.0	350	Letter of Intent (Lol) has been issued to Project Proponent (PP) on 03.07.2018. The project has received environmental clearance from MoEF & CC vide letter dated 29.12.2023. now, PP is process of obtaining permission from Hon. High Court from cutting of mangroves for the construction of jetty & related infrastructure facilities.
18.	Expansion of existing multipurpose jetty facility on Dharmatar creek near village Shahbaz (Tal. Alibag, Dist. Raigad) by M/s PNP Maritime Services Pvt. Ltd.	Dharamtar	5.0	990	PP has obtained EC from MoEF & CC. DPR is ready. Pre -construction activities are in progress.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2024
1	2	3	4	5	6
19.	Construction of captive jetty at village Nate (Tal. Rajapur, Dist. Ratnagiri) by M/s I-Log Ports Ltd.	Jaitapur	5.0	135	ToR has been received from MoEF. The process of obtaining environmental clearance is underway.
20.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/S White Orchid Estate Pvt. Ltd.	Kiranpani	0.5	28	Consideration of jetty facilities completed. However, the status quo was imposed by the court due to legal matters pending in the Court/ NGT. The NGT matters has been disposed off. Now, the project proponent is planning to start cargo operations. the process of renewal of the contract by signing long terms agreement is in peecess
21.	Development of port at Redi (Tal. Vengurla, Dist. Sawantwadi) by Redi port Ltd.	Redi	5.16	716	All clearance for the port project are in place. Tendering for various work under progress. The construction of the project will start, post transfer for forest land to the project proponent by the State Govt.
22.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Shri Sai Baba sand dredging Co. Pvt Ltd.	Ulwa-Belapur	0.3	3	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance and technical studies are being carried out CWPRS, as advised by MCZMA. Project delayed due to covid-19 pandemic.
23.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Famous dredging Corporation.	Ulwa-Belapur	0.2	5	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance and technical studies are being carried out CWPRS, as advised by MCZMA. Project delayed due to covid-19 pandemic.
24.	Construction of multipurpose jetty in Vasai creek near village Ghodbunder (Tal. Mira Bhayander. Dist Thane) by M/s Famous dredging Company.	Vasai	0.2	5	Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance project delayed due to covid-19 pendemic

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2024
1	2	3	4	5	6
25.	Modernisation of 7 existing Jetties under Sagarmala Programme.	Panaji Port	N.A.	600.30 Million	1) The Project has been handed over to (GSIDC) Goa State Infrastructure Development Corporation for implementation and execution. 2) Requisite documents of 7 Jetties have been submitted to Sagarmala, Ministry of Ports, Shipping and Waterways for Appraisal, Approval and Release of funds for the said project.
26.	Dredging/Desilting of Chapora River.	Panaji Port	N.A.	84.80 Million	This Department proposed to commence maintenance Dredging at mouth of River Chapora, to facilitate free movement of Vessels. Work will be commenced on obtaining administrative approval.
27.	Re-development of Maritime School at Britona.	Panaji Port	N.A.	300.00 Million	The council of Ministers has approved the re-development of existing Maritime School at Britona into a “Goa Institute of Maritime Excellence (GIME), on DBFOT basis to the successful single bidder, namely M/s. Ganpat University, Gujrat. The letter of award to the bidder is already issued.
28.	Dredging/Desilting of Mapusa River.	Panaji Port	N.A.	39.90 Million	Department also intends to undertake desilting of River Mapusa from Mapusa Highway Bridge at Tar upto Moira, to prevent flooding in low lying areas and to facilitate Navigation. Awaiting due to model code of conduct.
29.	Development of Deep-Water All-Weather Greenfield Port at Keni-Belekeri in Uttar Kannada District, Karnataka.	Belekeri	30	4118	The letter of Award has issued to M/s JSW Infrastructure Limited for development of 30 MTPA capacity Deep Water all weather Greenfield Port at Keni Akola, Uttara Kannada District under Public Private Partnership (PPP) mode at a project cost of Rs.4118Cr and the Chief Executive officer, Karnataka Maritime Board has executed the Concession Agreement on 29.11.2023 for a concession period of 30 years. As pe the concession Agreement , for review of the detailed Project Report (DPR) of the project. Survey of map and documents. Supervision and monitoring during construction and other port development related works, the appointing an independent engineer through tender is process.
30.	Development of Captive Port at Pavinkurve in	Pavinkurve	14	3047	Request for proposal (PFA) has been invited twice for Development of 14 MTPA capacity all Weather Port of at

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2024
1	2	3	4	5	6
	Honnavar Taluka of Uttar Kannada District.				Pavinakurve in Honnavar taluk of Uttara Kannada district under public private partnership (PPP) mode at a project cost of Rs. 3047 Cr. As no bidder have participated in the tender action is being taken to float 3 rd call tender.
31.	Operation Management, Development and maintenance of Lakshadweep Port facilities	Lakshadweep	NA	NA	The Union Territory of Lakshadweep Administration (UTLA) has entered into a Quadripartite agreement with Cochin Port Authority, Cochin Shipyard Ltd and the Lakshadweep Development Corporation Limited for port Infrastructure Development Projects and Shipping operations and maintenance of UTLA vessels signed on 22.02.2023 with the approval of Ministry of Ports, Shipping & Waterways Henceforth all technical matters related to port facilities will be under taken by cochin Port Authority including development projects under State/ central sector and approved under Sagarmala Scheme.
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

Annexure-I

Commodity-wise Traffic Handled at Major Ports

(000 Tonnes)

Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs (in '000 Nos.)	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata Port	2020-21	306	0	0	0	134	3348	571	206	8237	538	3098	15900
	2021-22	316	0	0	0	165	1736	306	815	8441	570	3518	15298
	2022-23	297	0	0	0	1432	1321	441	413	8519.74	602	4628	17051
	2023-24 (P)	306	0	29	0	177	2315	750	3	9887	639	3442	16909
SPM Haldia Port	2020-21	4204	4848	3947	522	7587	7739	553	0	2927	149	13141	45468
	2021-22	4609	5474	948	95	7687	6131	556	51	3353	165	13973	42877
	2022-23	4103	5586	927	0	11825	8273	452	6	2067	107	15369	48608
	2023-24 (P)	4212	5570	1779	0	9387	10411	484	0	2061	111	14633	48537
Paradip Port	2020-21	33118	0	28451	23037	10317	1355	5402	0	279	16	12590	114549
	2021-22	35126	0	20143	30866	13585	252	5191	0	184	10	10786	116133
	2022-23	37806	0	18506	42398	9660	10466	5507	0	192	12	10827	135361
	2023-24 (P)	37962	0	25824	43932	10626	9913	5913	0	203	13	11007	145379
Visakhapatnam Port	2020-21	13675	1828	12643	695	5423	5878	3033	98	8178	481	18392	69843
	2021-22	12309	1940	14913	2594	4428	7826	2674	613	8583	512	13150	69030
	2022-23	14201	1896	14924	1566	4908	12560	2839	793	8460	522	11603	73750
	2023-24 (P)	17311	1672	16071	198	6459	11427	3522	327	11078	673	13746	81811
Chennai Port	2020-21	10230	0	0	0	0	0	337	0	26768	1387	6218	43553
	2021-22	11850	0	0	0	0	0	268	84	30925	1602	5437	48564
	2022-23	14148	0	0	0	0	0	280	32	28377	1470	6112	48949
	2023-24 (P)	14744	0	0	0	0	0	289	0	30678	1590	5887	51598
Kamarajar Port	2020-21	2420	2402	0	14330	859	240	0	20	3871	198	1747	25889
	2021-22	2571	2358	0	19255	1878	398	0	0	9269	480	3014	38742
	2022-23	2504	2196	0	22333	1851	60	0	0	10617	550	3946	43507
	2023-24 (P)	2676	2305	0	21920	2200	72	0	0	12958	672	3148	45278
V.O.Chidambaranar Port	2020-21	396	58	0	6675	0	0	1344	0	15023	762	8294	31790
	2021-22	283	70	25	7488	0	4177	1109	0	15905	781	5063	34119
	2022-23	205	94	25	15553	0	5395	1405	35	14678	734	652	38041
	2023-24 (P)	169	298	0	9904	161	8512	1641	53	14940	747	5724	41402
Cochin Port	2020-21	18553	1024	0	0	0	0	256	0	9550	690	2120	31503
	2021-22	21067	1024	0	0	0	0	319	0	10278	736	1864	34551
	2022-23	21267	956	0	0	0	0	171	0	9986	695	2875	35256
	2023-24 (P)	22918	1268	0	0	0	0	190	0	10179	764	1761	36315
New Mangalore Port	2020-21	19109	2783	4729	0	94	3300	852	0	2291	150	3343	36500
	2021-22	20549	2663	5152	0	201	3814	549	0	2309	152	4059	39296
	2022-23	24040	2799	2832	81	608	4335	612	30	2369	166	3710	41417
	2023-24 (P)	23277	3096	4498	0	299	7450	548	0	2801	196	3738	45707
Mormugao Port	2020-21	410	0	7010	1456	7693	0	163	0	307	22	4949	21988
	2021-22	497	0	3552	1832	7331	0	63	0	184	14	4997	18456
	2022-23	609	0	2284	2776	7440	0	94	0	28	3	4103	17334
	2023-24 (P)	585	0	5001	3738	6608	0	153	0	0	0	4543	20628
J. L. Nehru Port	2020-21	2550	1040	0	0	0	0	0	0	57745	4677	3474	64809
	2021-22	2136	1238	0	0	0	0	0	0	69092	5685	3530	75996
	2022-23	2299	983	0	0	0	0	0	0	76194	6190	4386	83861
	2023-24 (P)	2387	990	0	0	0	0	0	0	78112	5797	4317	85804
Mumbai Port	2020-21	33226	1273	7175	3544	969	0	362	0	255	25	6520	53324
	2021-22	35580	1273	6739	5088	290	0	470	20	238	25	10193	59891
	2022-23	36525	1320	6045	6279	0	0	411	19	225	21	12784	63608
	2023-24 (P)	38583	1262	5484	8108	0	0	554	44	157	0	13069	67261
Deendayal Port	2020-21	52866	0	375	18622	971	0	5074	1231	8279	515	30148	117566
	2021-22	56301	1731	764	19815	648	0	4585	5450	8620	493	29186	127100
	2022-23	59912	0	877	20885	355	0	3954	5626	8572	494	37379	137561
	2023-24 (P)	61367	2883	2017	17649	540	0	3679	1063	8450	230	34726	132373
All Ports	2020-21	191062	15255	64330	68881	34047	21860	17947	1555	143710	9610	114035	672682
	2021-22	203194	17770	52236	87033	36213	24334	16091	7033	167381	11225	108770	720054
	2022-23	217917	15830	46420	111870	38079	42410	16166	6955	170284	11566	118373	784305
	2023-24 (P)	226496	19343	60702	105449	36458	50100	17723	1490	181503	11433	119741	819004

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

P : Provisional

Source: Major Ports.

Annex-II

Commodity-wise Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material S	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2020-21	151503	12430	10665	65415	9706	90878	6353	46975	387572
	2021-22	160373	15849	8214	52724	7894	103236	7661	57103	405394
	2022-23	161439	13381	9656	60846	7931	105157	7838	57949	416359
	2023-24 (P)	183474	13602	11106	76462	10225	124645	8818	29741	449255
Maharashtra	2020-21	177	9439	1785	18988	408	1	0	9046	39844
	2021-22	146	15261	2599	22758	334	0	0	11377	52474
	2022-23	0	27215	2085	28338	386	0	0	13232	71257
	2023-24 (P)	3027	34346	1765	26456	153	0	0	11124	76871
Andhra Pradesh	2020-21	1359	7662	798	46540	2315	5797	345	25165	89637
	2021-22	1416	4431	1196	45859	4855	2431	146	27797	87984
	2022-23	1155	4657	175	59136	6048	1828	118	28433	101432
	2023-24 (P)	2065	11032	50	69334	7016	2222	126	25704	117423
Goa	2020-21	0	7	0	0	0	0	0	29	35
	2021-22	0	2	0	2	0	0	0	24	27
	2022-23	0	0	0	0	0	0	0	8	8
	2023-24 (P)	0	6	0	4	0	0	0	2	12
Tamil Nadu	2020-21	525	0	210	0	0	6143	535	529	7407
	2021-22	309	0	0	0	0	6367	433	1164	7840
	2022-23	747	0	0	0	0	8168	681	956	9871
	2023-24(P)	6	0	153	0	0	8416	701	1550	10125
Karnataka	2020-21	0	0	19	0	0	0	0	766	785
	2021-22	260	0	39	0	0	6	0	483	787
	2022-23	350	0	26	0	31	4	0	645	1057
	2023-24 (P)	366	38	27	0	42	0	0	411	885
Puducherry	2020-21	427	54	0	5510	436	0	0	902	7330
	2021-22	351	0	0	4014	348	0	0	1126	5839
	2022-23	338	169	34	8722	92	0	0	765	10120
	2023-24 (P)	25	502	0	10638	185	0	0	960	12310
Odisha	2020-21	3446	13398	0	17387	548	0	0	8254	43033
	2021-22	0	6909	150	19565	446	0	0	14472	41543
	2022-23		6426	0	21366	281	0	0	10639	38711
	2023-24 (P)	4113	16928	0	24717	473	0	0	8011	54243
Kerala	2020-21	25	0	0	0	0	0	0	88	113
	2021-22	0	0	0	0	0	7	0	133	140
	2022-23	11	0	0	0	0	0	2	98	109
	2023-24 (P)	10	0	0	0	0	0	0	77	87
A & N	2020-21	147	0	369	0	0	550	56	367	1433
	2021-22	173	0	407	0	0	508	52	446	1535
	2022-23	191	0	407	0	0	614	0	664	1876
	2023-24 (P)	204	0	595	0	0	613	64	591	2003
Lakshadweep	2020-21	18	0	40	0	0	0	0	57	116
	2021-22	17	0	92	0	0	0	0	75	184
	2022-23	30	0	96	0	0	0	0	93	218
	2023-24 (P)	10	0	72	0	1	40	0	74	197
Total	2020-21	157628	42989	13885	153841	13413	103369	7290	92179	577303
	2021-22	163045	42453	12697	144922	13878	112554	8292	114199	603747
	2022-23	164261	51848	12479	178407	14770	115771	8638	113481	651017
	2023-24 (P)	193301	76454	13768	207611	18095	135936	9710	78244	723411

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

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

\$ includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

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

Source: Non Major Ports/State Maritime Boards

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

(000 Tonnes)

Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs (in '000 Nos.)	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata Port	2022-23 (O)	74	0	0	0	1432	1321	441	413	8464	596	4516	16660
	2022-23 (C)	224	0	0	0	0	0	0	0	55	6	112	391
	2023-24 (O)	68	0	29	0	177	2315	750	3	9829	633	3361	16532
	2023-24 (C)	238	0	0	0	0	0	0	0	58	6	82	377
SMP Haldia Port	2022-23 (O)	1153	5586	719	0	11085	8142	452	6	1396	71	15117	43656
	2022-23 (C)	2950	0	208	0	740	131	0	0	671	36	252	4952
	2023-24 (O)	1384	5570	1690	0	9380	10393	484	0	1517	82	14452	44870
	2023-24 (C)	2828	0	89	0	7	18	0	0	544	29	181	3667
Paradip Port	2022-23 (O)	33360	0	8612	133	9254	10334	5507	0	23	1	9716	76938
	2022-23 (C)	4446	0	9894	42265	406	132	0	0	169	11	1111	58423
	2023-24 (O)	33617	0	16799	0	10562	9812	5913	0	14	2	9477	86194
	2023-24 (C)	4346	0	9025	43932	64	101	0	0	189	11	1530	59186
Visakhapatnam Port	2022-23 (O)	10441	1896	1919	437	4908	12553	2839	793	7958	462	10856	54600
	2022-23 (C)	3760	0	13005	1129	0	7	0	0	502	60	747	19150
	2023-24 (O)	13573	1672	3126	198	6459	11391	3522	327	10391	601	12586	63245
	2023-24 (C)	3738	0	12945	0	0	36	0	0	687	72	1160	18566
Chennai Port	2022-23 (O)	10767	0	0	0	0	0	280	32	26399	1368	5554	43032
	2022-23 (C)	3381	0	0	0	0	0	0	0	1978	102	558	5917
	2023-24 (O)	11872	0	0	0	0	0	289	0	29254	1516	4675	46090
	2023-24 (C)	2872	0	0	0	0	0	0	0	1424	74	1212	5508
Kamarajar Port	2022-23 (O)	71	2196	0	7273	1851	60	0	0	10617	550	3938	26006
	2022-23 (C)	2433	0	0	15060	0	0	0	0	0	0	8	17501
	2023-24 (O)	44	2305	0	7252	2200	72	0	0	12958	671	3125	27955
	2023-24 (C)	2632	0	0	14668	0	0	0	0	0	0	23	17323
V.O.Chidambaranar Port	2022-23 (O)	116	94	25	6056	0	5395	1405	35	12190	610	154	25470
	2022-23 (C)	89	0	0	9497	0	0	0	0	2488	124	498	12572
	2023-24 (O)	92	298	0	366	161	8503	1641	53	12418	621	5264	28796
	2023-24 (C)	77	0	0	9538	0	9	0	0	2522	126	460	12606
Cochin Port	2022-23 (O)	17131	956	0	0	0	0	171	0	4288	358	603	23150
	2022-23 (C)	4135	0	0	0	0	0	0	0	5698	337	2273	12106
	2023-24 (O)	17353	1268	0	0	0	0	190	0	4241	383	672	23724
	2023-24 (C)	5566	0	0	0	0	0	0	0	5938	381	1089	12592
New Mangalore Port	2022-23 (O)	18985	2799	1309.0	0	608	4335	612	30	1091	78	2571	32341
	2022-23 (C)	5055	0	1523.0	81	0	0	0	0	1278	88	1139	9075
	2023-24 (O)	16472	3096	2362	0	267	7436	548	0	1767	131	2841	34789
	2023-24 (C)	6806	0	2136	0	32	15	0	0	1034	66	897	10919
Mormugao Port	2022-23 (O)	0	0	1684	2554	7328	0	94	0	28	3	3913	15601
	2022-23 (C)	609	0	600	222	112	0	0	0	0	0	190	1733
	2023-24 (O)	0	0	3460	2131	6578	0	153	0	0	0	4407	16729
	2023-24 (C)	585	0	1541	1607	30	0	0	0	0	0	136	3899
J. L. Nehru Port	2022-23 (O)	677	983	0	0	0	0	0	0	74201	6008	3024	78884
	2022-23 (C)	1623	0	0	0	0	0	0	0	1993	182	1362	4977
	2023-24 (O)	461	990	0	0	0	0	0	0	76860	5656	2569	80880
	2023-24 (C)	1925	0	0	0	0	0	0	0	1252	142	1747	4924
Mumbai Port	2022-23 (O)	21043	1320	0	6270	0	0	411	19	4	0	11939	41006
	2022-23 (C)	15482	0	6045	9	0	0	0	0	221	21	845	22602
	2023-24 (O)	21965	1262	155	6980	0	0	554	44	1	0	12575	43536
	2023-24 (C)	16618	0	5329	1128	0	0	0	0	156	0	494	23725
Deendayal Port	2022-23 (O)	52380	0	198.70	20813	354	0	3954	5626	3217	172	35693	122236
	2022-23 (C)	7532	0	678.30	72	2	0	0	0	5355	322	1686	15325
	2023-24 (O)	51747	2883	888	17239	500	0	3679	1063	4014	100	32723	114736
	2023-24 (C)	9620	0	1128	410	40	0	0	0	4435	130	2003	17637
All Ports	2022-23 (O)	166198	15830	14467	43536	36819	42140	16166	6955	149877	10277	107592	599580
	2022-23 (C)	51719	0	31953	68334	1260	270	0	0	20407	1290	10780	184725
	2023-24 (O)	168647	19343	28510	34166	36285	49921	17723	1490	163264	10396	108727	628075
	2023-24 (C)	57849	0	32193	71283	173	179	0	0	18239	1037	11013	190929

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

P : Provisional

Source: Major Ports.

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

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
1	2	3	4	5	6	7	8	9	10	11
Gujarat	2022-23 (O)	142266	993	1632	59859	7931	104796	7796	52501	369978
	2022-23 (C)	19173	12388	8024	987	0	361	42	5447	46381
	2023-24 (O)	164621	176	3288	75886	10225	123854	8752	23931	401981
	2023-24 (C)	18853	13426	7818	576	0	791	66	5810	47274
Maharashtra	2022-23 (O)	0	1492	74	15405	386	0		10082	27439
	2022-23 (C)	0	25724	2011	12932	0	0		3151	43818
	2023-24 (O)	3027	5825	0	12751	153	0	0	9124	30880
	2023-24 (C)	0	28521	1765	13705	0	0	0	2000	45991
Andhra Pradesh	2022-23 (O)	4	1828	61	41525	6048	1005	57	27924	78395
	2022-23 (C)	1150	2829	114	17611	0	824	61	509	23037
	2023-24 (O)	210	4472	0	44242	6978	1284	69	24570	81756
	2023-24 (C)	1855	6561	50	25091	39	938	56	1134	35667
Goa	2022-23 (O)		0				0		0	0
	2022-23 (C)		0				0		8	8
	2023-24 (O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	0	6	0	4	0	0	0	2	12
Tamil Nadu	2022-23 (O)	742				0	7938	661	623	9302
	2022-23 (C)	5				0	230	19	334	569
	2023-24 (O)	3	0	153	0	0	8412	701	1236	9804
	2023-24 (C)	4	0	0	0	0	4	0	314	321
Karnataka	2022-23 (O)	313		0		31	0		627	971
	2022-23 (C)	37		26		0	4		18	86
	2023-24 (O)	295	38	0	0	42	0	0	258	633
	2023-24 (C)	71	0	27	0	0	0	0	154	252
Puducherry	2022-23 (O)	24	0	0	3571	92	0		641	4328
	2022-23 (C)	314	169	34	5150	0	0		124	5791
	2023-24 (O)	24	0	0	6299	185	0	0	866	7374
	2023-24 (C)	1	502	0	4339	0	0	0	94	4936
Odisha	2022-23 (O)		5221		20965	281	0		8993	35461
	2022-23 (C)		1204		401	0	0		1645	3250
	2023-24 (O)	4021	14906	0	21914	473	0	0	7709	49022
	2023-24 (C)	92	2022	0	2804	0	0	0	302	5220
Kerala	2022-23 (O)	0					0		0	0
	2022-23 (C)	11					0	2	98	109
	2023-24 (O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	10	0	0	0	0	0	0	77	87
A & N	2022-23 (O)	0		0			0		160	160
	2022-23 (C)	191		407			614		503	1716
	2023-24 (O)	14	0	0	0	0	0	0	136	150
	2023-24 (C)	191	0	595	0	0	613	64	455	1853
Lakshdweep	2022-23 (O)	0		0					0	0
	2022-23 (C)	30		96					93	218
	2023-24 (O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	10	0	72	0	1	40	0	74	197
Total	2022-23 (O)	143349	9534	1766	141326	14770	113738	8515	101551	526034
	2022-23 (C)	20911	42314	10713	37081	0	2033	123	11930	124983
	2023-24 (O)	172214	25416	3441	161092	18056	133551	9523	67830	581600
	2023-24 (C)	21087	51038	10327	46520	40	2385	187	10415	141811

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

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

\$ includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

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

O=Overseas, C=Coastal

Source: Non Major Ports/State Maritime Boards

Capacity at Major Ports

(In MTPA)

Port	2016-17	Re-rated Capacity *	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
SMP Kolkata	96.1	78	82.57	82.57	82.57	90.77	92.77	92.77	93.02
Paradip	143.44	234	239	239	249	259	289.75	289.75	289.75
Visakhapatnam	110.75	121	131.09	131.09	134.18	134.18	134.18	143.68	148.18
Kamarajar	57	66	84	91	91	91	91	91.00	94.00
Chennai	93.44	134	134	134	135	135	135	136.00	136.00
V.O. Chidambaranar	65.9	79	94.83	111.46	111.46	111.46	111.46	111.46	111.46
Cochin	56.57	74	74.50	78.60	78.60	78.60	78.60	79.90	79.90
New Mangalore	87.63	98	98	98	104.73	104.73	108.96	114.96	114.96
Mormugao	50.04	63	63	63.4	63.4	63.4	63.4	63.40	63.40
Mumbai	65.33	78	79	79	79	84	84	84.00	84.00
JNPT	89.37	88	118	138.87	138.87	141.37	141.37	141.37	145.87
Deendayal	150.26	246	253.2	267.10	267.10	267.10	267.10	269.10	269.32
Total:	1065.83	1359.00	1451.19	1514.09	1534.91	1560.61	1597.59	1617.39	1629.86

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

(#) Include SMP Haldia Dock Complex

(P): Provisional

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

Annexure-VI

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

(Million Tonnes)

S.No.	States	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)
1	Gujarat	501.00	523.00	542.00	542.81	544.62	552.00	593.00	598.01
2	Maharashtra	85.80	100.90	102.40	125.00	125.00	125.00	117.55	137.77
3	Goa	0.12	0.07	0.02	9.00	9.00	9.00	9.00	9.00
4	Tamil Nadu	1.17	1.10	2.15	26.15	25.05	25.05	25.05	25.05
5	Kerala	0.01	0.01	0.55	0.55	1.07	1.07	1.07	1.07
6	Karnatka	0.71	0.68	17.80	5.00	5.00	5.00	5.00	5.00
7	Andhra Pradesh	154.40	178.00	178.00	193.40	193.40	193.40	207.00	207.00
8	Odisha	27.50	34.50	47.50	65.00	70.00	70.00	65.00	70.00
9	Puducherry	14.90	14.90	16.90	16.96	16.96	16.96	17.95	17.95
10	Andaman & Nicobar Islands	3.00	3.00	3.00	4.11	4.11	4.11	4.11	4.11
11	Lakshadweep						5.82	5.82	5.82
	Total	788.61	856.16	910.32	987.98	994.21	1007.41	1050.55	1080.78

Source: Non-Major Ports /State Maritime Board