

Ports

9.44 The Indian coastline is serviced by 11 major and 148 minor ports. A new major port at Ennore, 25 km. North of Chennai is being constructed with ADB assistance. Whereas the responsibility for development and management of major ports rests with respective Port Trusts under the Central Government, the state governments administer the minor ports.

9.45 The major ports handled approximately 82 per cent of the All-India port throughput during 1999-2000. During 1999-2000, the total cargo handled at major ports was about 8 per cent more than the traffic handled in 1998-99. About 84 per cent of the total volume of port traffic handled was in the form of dry and liquid bulk, while the remaining 16 per cent consisted of general cargo and containers. During April-December 2000, cargo handled by major ports registered only 3.9 per cent growth compared with the corresponding period of 1999-2000. The highest growth was, however, observed in respect of coal followed by other liquid cargo, containerised cargo etc. (Table 9.5)

9.46 As against the total capacity of 258 million tonnes on March 31, 2000, major ports handled 272 million tonnes cargo during 1999-2000 implying that there is a need to augment port capacity. Capacity addition is being planned according to projected traffic requirements. It is expected that by the end of 9th five-year Plan, total capacity of major ports would be 377 million tonnes. A long-term perspective plan for the Ports Sector spanning up to the year 2020 is under finalisation.

9.47 The Ninth Plan envisages an outlay of Rs. 9,428 crore for the port sector, with the Annual Plan outlay for 2000-01 at Rs. 2,007 crore. Two mega projects, namely construction of a new Port at Ennore and establishment of mechanised coal handling facility at Paradip Port costing a total of Rs. 1,900 crore (approx.) are nearing completion.

9.48 The principal indicators of port efficiency viz. Average turn-around-time and output per-ship-berth-day at major ports have shown improvement during 1999-2000 as compared to the previous year. The average turn around time has come down from 5 days to 4.7 days.

Similarly, the output per ship berth day has increased from 4,915 tonnes in 1998-99 to 5337 tonnes in 1999-2000. Another important indicator i.e. pre-berthing waiting time (on port account), which was 0.9 days during 1998-99, has however, remained the same during 1999-2000.

9.49 At present, Indian cargo is predominantly trans-shipped through the hub ports of the region viz. Colombo, Singapore, Salalah with the result that shipping cost of Indian cargo is high. Keeping this in view, it has been decided to develop a hub each on the East and West Coast of the country.

9.50 A scheme for joint venture formations between Major Port and minor foreign ports has been finalised, between Major Port and Minor Ports, without tender, as well as between major port and company following tender route. The measure is aimed at facilitating Port Trusts to: (i) attract new technology; (ii) introduce better managerial practices; (iii) expedite implementation of schemes; (iv) foster strategic alliances with Minor Ports for creation of optimal port infrastructure; and (v) enhance confidence of private sector in funding ports. The guidelines for joint venture formations have been issued. An amendment to the Major Port Trusts Act for this purpose has also been carried out during the year 2000. Sixteen private sector projects involving an additional capacity of 58 million tonnes and an investment of Rs. 4,427 crore have been approved and are under different stages of construction. Four projects have been completed

9.51 Maritime States Development Council (MSDC) has constituted a Task Force comprising of Central and State Officers to suggest a mechanism for development of major and minor ports in unison. The State Governments of Gujarat, Maharashtra and Andhra Pradesh have taken several initiatives for development of their ports through private participation.

9.52 The process of phased corporatisation has been initiated for the major ports. A beginning has been made by registering Ennore Port Company Ltd., for managing Ennore Port. It has also been decided to corporatise existing major ports starting with Jawaharlal Nehru Port at Navi Mumbai.

TABLE 9.5
Trends in Traffic at Major Ports

	1998-99	1999-00*	April-November*		Change over previous year	
			1999	2000	1999-00	2000-01 @
			<i>(Million tonnes)</i>		<i>(per cent)</i>	
1. POL	107.4	116.7	78.0	70.6	8.7	-9.5
2. Iron Ore	32.5	34.2	21.3	23.9	5.2	12.2
3. Fertiliser & raw materials	9.0	10.2	7.9	6.7	13.3	-15.2
4. Foodgrains	3.7	2.7	2.2	0.6	-27.0	-72.7
5. Coal	39.0	37.1	23.0	31.7	-4.9	37.8
6. Vegetable oil	3.0	4.4	3.4	2.7	46.7	-20.6
7. Other liquids	5.6	5.9	3.9	4.5	5.4	15.4
8. Containerised cargo	23.8	27.7	17.8	20.4	16.4	14.6
9. Others	27.7	33.0	20.4	22.5	19.1	10.3
Total	251.7	271.9	177.7	183.6	8.0	3.3
* Provisional			@ April-November			