

Ports

9.57 There are 11 major and 148 minor ports, which service the Indian coastline. In addition, a new major port at Ennore, 25 km. north of Chennai has been constructed with ADB assistance and operationalised. The responsibility for development and management of major ports rests with respective Port Trusts under the Central Government, while state governments administer the minor ports.

9.58 During 2000-01 approximately 76 per cent of the total port throughput was handled by major ports. The total cargo handled at major ports was about 3 per cent more during 2000-01 than the traffic handled in 1999-2000. About 83 per cent of the total volume of port traffic handled was in the form of dry and liquid bulk, while the remaining 17 per cent consisted of general cargo and containers. During April-November, 2001 cargo handled by major ports registered only 2.3 per cent growth compared with the corresponding period of 2000-01. The highest growth was, however, observed in respect of food grains followed by containerized cargo, and iron ore (Table 9.5).

9.59 As against a total capacity of about 292 million tonnes on March 31, 2001, major ports handled 281 million tonnes of cargo during 2000-01. Capacity addition is being planned according to projected traffic requirements. It is expected

that by the end of the 9th five-year plan, total capacity of major ports would be 344 million tonnes.

9.60 Two mega projects, namely construction of a new port at Ennore and establishment of mechanized coal handling facility at Paradip Port have been completed at a total cost of about Rs.1, 900 crore .

9.61 There has been an improvement at major ports in the principal indicators of port efficiency. The average pre-berthing waiting came down from 0.9 days to 0.5 days and the average turn around time has come down from 5.1 days to 4.3 days between 1999-2000 and 2000-01. Similarly, the average output per ship-berth-day increased from 5871 tonnes in 1999-2000 to 6488 tonnes in 2000-01.

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

9.63 A scheme for joint venture formation between major ports and minor foreign ports has been finalized, between major ports and minor ports, without tender, as well as between major port and company following tender route. The

TABLE 9.5
Trends in Traffic at Major Ports

	1999-00	2000-01*	April-November*		Change over previous year	
			2000	2001	2000-01	2001-02@
	(Million tonnes)				(Per cent)	
1 POL	116.7	106.8	71.0	68.6	-8.5	-3.4
2 Iron Ore	36.1	40.6	24.0	26.8	12.5	11.7
3 Fertilizer & raw materials	10.1	9.1	6.7	6.9	-9.9	3.0
4 Food grains	2.7	1.9	0.7	2.0	-29.6	185.7
5 Coal	37.1	48.1	31.8	30.5	29.6	-4.1
6 Vegetable oil	4.4	3.9	2.7	2.6	-11.4	-3.7
7 Other liquids	4.2	5.9	4.4	4.5	40.5	2.3
8 Containerized cargo	27.7	32.4	21.0	23.9	17.0	13.8
9 Others	32.9	32.4	21.4	22.2	-1.5	3.7
Total	271.9	281.1	183.7	188.0	3.4	2.3

* Provisional. @ April-November.

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. Seventeen private sector projects involving an additional capacity of 60 million tonnes and an investment of Rs.4,527 crore have been approved and are under different stages of implementation. Four projects have been completed.

9.64 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. The age of retirement of employees in the 11 major ports has been rolled back from 60 years to 58 years. The major ports have also introduced voluntary retirement schemes in order to reduce overmaning.