

## Ports

9.56 The total traffic carried by both the Indian major and minor ports during 2004-05 was estimated to be well over 500 million tonnes. India, with an extensive coastline of 7,517 km. (including the Andaman & Nicobar islands), has 12 major ports and 187 minor ports. The 12 major ports carry about three-fourths of the total traffic, with Vishakapatnam as the top traffic handler in each of the last five years.

9.57 An efficient multimodal system, which uses the most efficient mode of transport from origin to destination, is a prerequisite for the smooth functioning of any port. A multimodal system involves coordinating rail and road networks to ensure good connectivity between port and hinterland. There are over 300 multimodal transport operators in India. India is one of the few countries that have a separate law for multimodal transportation. Under the Multimodal Transportation of Goods Act, 1993, the Directorate-General of Shipping is the nodal agency for registering multimodal transport operators in India.

9.58 Traditionally, all over the world, the ownership of ports has been dominated by the public sector. But privatisation of port facilities and services has now gathered momentum and India is also following the

trend. Depending on the nature of facility/service, private operators can enter into a service contract, a management contract, a concession agreement or a divestiture to operate port services.

9.59 In 2005-06 up to December, 2005, cargo handled by major ports registered a 12.4 per cent growth, compared to 11.3 per cent observed in 2004-05 (Table 9.17). About 80 per cent of total volume of ports traffic handled was in the form of dry and liquid bulk, with the residual consisting of general cargo, including containerised cargo.

9.60 There has been an impressive growth of container traffic of 14.2 per cent per annum during the five years ending in 2004-05. Half of the world's traded goods are containerised, and this proportion is expected to increase further. The largest container port in the world in 2004, Hong Kong, processed 21.93 million TEUs (twenty foot equivalent units). The 10th largest port, Dubai, processed 6.43 million TEUs. In contrast, Jawaharlal Nehru Port (JNPT), India's largest container port, handled roughly 2.37 million TEUs in 2004-05.

9.61 The annual aggregate cargo handling capacity of major ports increased from 389.5 million tones per annum (MTPA) in 2003-04 to 397.5 MTPA during 2004-05, with the average turnaround time coming down from 3.45 days to 3.41 days in 2004-05

**Table 9.17 Trends in traffic at major ports**

	2003-04	2004-05*	April – December		Change over previous year.	
			2004	2005*	2004-05	2005-06**
			In million tonnes		In per cent	
1 P.O.L.	122.2	126.4	91.3	102.4	3.4	12.2
2 Iron ore	58.8	76.2	51.0	56.5	29.6	10.8
3 Fertiliser and raw materials	7.5	9.7	7.2	9.3	29.3	29.2
4 Food grains	6.8	3.8	3.1	1.4	44.1	(-)-54.8
5 Coal	48.8	52.8	39.4	43.5	8.2	10.4
6 Vegetable oil	3.8	3.7	2.8	3.1	2.6	10.7
7 Other liquids	8.9	10.3	7.7	8.0	15.7	3.9
8 Containerised cargo	51.0	54.8	40.9	45.8	7.5	12.0
9 Others	37.0	46.1	33.1	40.8	24.6	23.3
<b>TOTAL</b>	<b>344.8</b>	<b>383.8</b>	<b>276.5</b>	<b>310.8</b>	<b>11.3</b>	<b>12.4</b>
* Provisional						
** April-December, 2005						
Source : Department of Shipping						

(Figure 9.2). The average output per ship berth-day went up from 9,079 tonnes in 2003-04 to 9,298 tonnes in 2004-05. The pre-berthing time at major ports on port account, however, increased from 4.9 hours in 2003-04 to 6.0 hours in 2004-05. But inter-port variations in pre-berthing persist. (Table 9.18)

9.62 Investments in the ports sector continued to take place at a substantial scale.

These will be further spurred by institutional reforms in coming years. As at present, 13 private or captive projects with a capacity addition of about 47.60 MTPA and an investment of about Rs.2,662 crore have been completed/operationalised, while 24 others with a capacity addition of around 100.68 MTPA and an investment of Rs.7,910 crore are at various stages of evaluation and implementation.

**Table 9.18 : Selected performance indicators for major ports**

Sl. No.	Name of the Port	Average pre-berthing waiting time (hours) – on Port A/c			Average turnaround time (days)		
		2003-04	2004-05	April-December 2005	2003-04	2004-05	April-December 2005
1.	(a) Kolkata (Kolkata Dock Systems)	0.07	-	0.08	4.29	4.17	4.13
1.	(b) Kolkata (Haldia Dock Complex)	3.36	7.42	30.48	2.87	3.00	4.01
2.	Mumbai	3.60	6.00	5.40	4.10	4.21	4.26
3.	Jawaharlal Nehru	9.36	8.35	8.88 @	2.04	1.84	1.98 @
4.	Chennai	0.90	0.90	0.90	4.60	3.80	3.50
5.	Cochin	4.04	4.16	2.88	2.22	2.33	2.20
6.	Vizag	1.18	1.11	1.68	3.33	3.20	4.04
7.	Kandla	10.80	16.56	21.12	5.06	4.62	4.54
8.	Mormugao	26.64	25.25	16.59	4.47	4.35	4.28
9.	Paradip	5.14	1.62	1.68	3.42	3.41	3.90
10.	New Mangalore	3.12	2.64	1.20	2.35	2.96	3.14
11.	Tuticorin	1.64	1.68	3.60s	2.59	2.66	2.88
12.	Ennore	1.66	0.42	0.28	1.94	1.68	2.13
<b>All Major Ports</b>		<b>4.86</b>	<b>6.03</b>	<b>9.16</b>	<b>3.45</b>	<b>3.41</b>	<b>3.53</b>

@ Note: Including Nhava Sheva International Container Terminal (NSICT)

**Fig 9.2**

**Average turnaround time and pre-berth waiting time**

