

## Ports

9.54 Ports not only play a crucial role in facilitating international trade but also act as fulcrums of economic activity in their surroundings and hinterland. The country's coastline of 7,517 kms spread over 13 States/UTs is studded with 12 major ports and 187 non-major ports. Of the non-major ports, around 60 are handling traffic. The total traffic carried by both the major and minor ports during 2005-06 was estimated at around 570 MT. The 12 major ports carry about three-fourths of the total traffic, with Vishakapatnam as the top traffic handler in each of the last six years. Despite having adequate capacity and modern handling facilities, average turnaround time is 3.5 days as compared with 10 hours in Hong Kong, which undermines the competitiveness of Indian ports. Congestion is due primarily to the slow evacuation of cargo rather than a lack of handling capacity, since ports are not adequately linked to the

hinterland. To this end, all port trusts have set up groups with representatives from NHAI, the Railways, and State governments to prepare comprehensive plans aimed at improving road-rail connectivity of ports. 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. It involves coordinating rail and road networks to ensure good connectivity between port and hinterland.

9.55 Traditionally, all over the world, the ownership of ports has been dominated by the public sector. But privatization of port facilities and services has now gathered momentum and India is also following the trend and an enabling policy framework has already been put in place. 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. Areas that

<b>Table 9.19 : Trends in traffic at major ports</b>							
	2004-05	2005-06*	April – October		Change over previous year.		
			2005	2006*	2005-06	2006-07**	
			In million tonnes				In per cent
1. P.O.L.	126.4	142.1	77.7	84.6	12.4	8.9	
2. Iron Ore	76.2	79.2	42.5	42.9	3.9	0.9	
3. Fertiliser & Raw Materials	9.7	12.2	6.8	7.5	25.8	10.3	
4. Food Grains	3.8	2.1	1.2	2.4	44.7	100.0	
5. Coal	52.6	58.8	34.5	32.7	11.8	-5.2	
6. Vegetable Oil	3.7	3.9	2.6	2.5	5.4	-3.8	
7. Other Liquids	10.3	10.8	6.3	6.0	4.9	-4.8	
8. Containerized Cargo	54.8	62.0	35.4	40.8	13.1	15.3	
9. Others	46.3	52.5	30.6	34.1	13.4	11.4	
<b>TOTAL</b>	<b>383.8</b>	<b>423.6</b>	<b>237.6</b>	<b>253.5</b>	<b>10.4</b>	<b>6.7</b>	
* Provisional							
** April-October, 2006							
Source : Department of Shipping							

have been opened up to the private sector on a BOT basis include construction of cargo-handling berths and dry-docks, container terminals and warehousing facilities and ship-repair facilities.

9.56 In 2006-07, up to October 2006, cargo handled by major ports registered growth of 6.6 per cent, down from 10.4 per cent observed in the corresponding seven months of 2005-06 (Table 9.19). 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.

9.57 There was an impressive growth of 13.6 per cent per annum in container traffic during the five years ending in 2005-06. Half of the world's traded goods are containersied, and this proportion is expected to increase further. The largest container port in the world

in 2005, Singapore, processed 23.19 million TEUs (twenty foot equivalent units). The 10<sup>th</sup> largest port, Los Angeles in the USA processed 7.49 million TEUs. In contrast, Jawaharlal Nehru Port (JNPT), India's largest container port, handled roughly 2.67 million TEUs in 2005-06.

9.58 The annual aggregate cargo handling capacity of major ports increased from 397.5 MT per annum (MTPA) in 2004-05 to 456.20 MTPA in 2005-06, with the average turnaround time increasing marginally from 3.4 days to 3.5 days in 2005-06. The average output per ship berth-day improved from 9,240 in 2004-05 to 9,267 tonnes in 2005-06. The pre-berthing waiting time at major ports on port account, however, increased from 6.03 hours in 2004-05 to 8.77 hours in 2005-06. Significant inter-port variations in pre-berthing waiting time continued to persist. (Table 9.20).

**Table 9.20 : 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)		
		2004-05	2005-06	April-October 2006	2004-05	2005-06	April-October 2006
1. (a)	Kolkata (Kolkata Dock Systems)	0.00	0.09	0.04	4.17	4.12	3.98
1. (b)	Kolkata (Haldia Dock Complex)	7.42	30.37	27.60	3.00	4.00	4.02
2.	Mumbai	6.00	4.80	5.06	4.21	4.09	4.70
3.	Jawaharlal Nehru	8.35	7.40	6.24	1.84	1.96	1.85
4.	Chennai	0.90	0.90	0.80	3.90	3.30	3.40
5.	Cochin	4.16	2.94	0.44	2.33	2.13	2.18
6.	Vizag	1.11	1.54	0.96	3.20	3.80	3.51
7.	Kandla	16.56	19.68	36.00	4.62	4.39	5.49
8.	Mormugao	25.25	17.58	19.52	4.35	4.08	4.88
9.	Paradip	1.62	1.48	1.35	3.41	3.55	3.40
10.	New Mangalore	2.64	0.96	1.92	2.96	3.00	3.30
11.	Tuticorin	1.68	3.06	4.56	2.66	2.83	3.63
12.	Ennore	0.42	0.36	0.32	1.68	2.23	1.93
<b>All Major Ports</b>		<b>6.03</b>	<b>8.77</b>	<b>9.96</b>	<b>3.41</b>	<b>3.50</b>	<b>3.63</b>