

PORTS

9.91 India's coastline of 7,517 km, spread over 13 states/UTs, is studded with 12 major ports and 200 non-major ports. Of the non-major ports, about 60 are handling traffic. The total traffic carried by both the major and minor ports during 2007-08 was estimated at around 723 MT. The 12 major ports carry about three-fourths of the total traffic, with Visakhapatnam as the top traffic handler in each of the seven years.

Traffic growth

9.92 In 2008-09, the cargo handled by major ports registered growth of 2.1 per cent against 13.9 per cent in the corresponding period of 2007-08. About 80 per cent of the total volume of ports' traffic handled was in the form of dry and liquid bulk, with the residual consisting of general cargo, including containerized cargo (Table 9.23). There was an impressive growth of 14.8 per cent per annum in container traffic during the five years ending 2007-08. Half of the world's traded goods are containerized, and this proportion is expected to increase further. The Jawaharlal Nehru Port Trust (JNPT), India's largest container port, handled roughly 4.1 million TEUs in 2007-08.

Capacity addition

9.93 The annual aggregate cargo handling capacity of major ports increased from 504.75 MT per annum (MTPA) in 2006-07 to 532.07 MTPA in 2007-08. The average turnaround time increased marginally from 3.6 days to 3.9 days.

9.94 The average output per ship berth-day improved from 9,745 tonnes in 2006-07 to 10,071 tonnes in 2007-08. The pre-berthing waiting time at major ports on port account, however, increased from 10.05 hours in 2006-07 to 11.40 hours in 2007-08 and reduced to 9.59 hours in 2008-09. Significant inter-port variations in pre-berthing waiting time continued to persist (Table 9.24).

9.95 Despite having adequate capacity and modern handling facilities, the average turnaround time is 3.85 days during 2008-09, compared with 10 hours in Hong Kong, undermines the competitiveness of Indian ports. Since ports are not adequately linked

Table 9.23 : Traffic at major ports

Commodity	(million tonnes)			
	2006-07	2007-08	2008-09	Growth% over 2007-08
POL	154.3	168.7	174.4	3.4
Iron ore	80.6	91.8	94.1	2.5
Fert. & raw materials	14.9	16.6	18.2	9.6
Foodgrains	5	2.2	2.2	0.0
Coal	60	77.5	70.6	-8.9
Vegetable oil	3.6	3.8	4.8	26.3
Other liquids	10.9	8.5	11.9	40.0
Containerized cargo	73.4	87.8	93.1	6.0
Others	61.1	62.4	61.1	-2.1
Total	463.8	519.3	530.4	2.1

Source : Department of Shipping

to the hinterland the evacuation of cargo is slow leading to congestion. 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. The NHAI has taken up port connectivity as major component of NHDP. An efficient multi-modal 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 ports and the hinterland.

9.96 Traditionally, most ports in the world are owned by the public sector. But privatization of port facilities and services has now gathered momentum. An enabling policy framework has been put in place by the Government. 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 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.

Table 9.24 : Inter-port variations at Indian ports

Name of port	Average pre-berthing waiting time (hours) (on port A/c)			Average turnaround time (days)		
	2006-07	2007-08	2008-09	2006-07	2007-08	2008-09
	Kolkata (KDS)	0.13	0.24	1.27	3.89	4.87
Haldia Dock Complex	26.05	33.44	24.46	3.97	4.26	4.21
Mumbai	5.22	5.07	7.20	4.63	4.44	4.73
JNPT	5.45	10.20	9.84	1.67	1.85	1.96
Chennai	0.80	1.00	0.93	3.40	4.60	4.15
Cochin	0.29	1.21	1.31	2.19	1.99	2.14
Visakhapatnam	4.78	5.10	4.35	3.65	3.91	3.93
Kandla	35.28	32.64	28.08	5.46	5.13	5.20
Mormugao	19.34	18.35	11.48	4.46	4.03	3.61
Paradip	1.41	1.48	1.30	3.54	5.54	4.78
New Mangalore	1.87	1.92	0.96	3.14	3.21	3.00
Tuticorin	3.22	4.32	3.36	3.67	3.80	3.66
Ennore	0.31	0.75	0.73	1.89	2.08	2.35
All Major Ports	10.05	11.40	9.59	3.62	3.93	3.85

Source : Department of Shipping