

Ports

9.40 India has a very long coastline. There are 11 major ports, and 148 minor operable ports along the coastline. The major ports handle approximately 90 per cent of the all-India port throughput. A new major port at Ennore, 25 kms. North of Chennai is being constructed with the help of ADB Loan with a capacity to handle 16 Million Tonnes of Coal at an estimated revised cost of Rs.927 crore. During 1998-99 the total cargo handled at major ports was 251.7 million tonnes, which is almost equal to the traffic handled in 1997-98. About 83 per cent of the total volume of port traffic were in the form of dry and liquid bulk, while the remaining 17 per cent consisted of general cargo, including containers. During April-November, 1999, 177.7 million tonnes of cargo was handled by major ports, registering a 9.6 per cent growth compared to 162.1 million tonnes in the corresponding period of 1998-99. The highest growth was, recorded in respect of vegetable oils followed by fertilizer and raw-materials (Table 9.5).

9.41 Indian ports continue to show lower productivity in comparison to efficient ports in the Asian region in terms of labour and equipment productivity norms. Nevertheless, the principal indicators of port efficiency viz. Pre-berthing detention, average turn-around-time and output per-ship-berth-day at major ports have shown a marked improvement during 1998-99 as compared to previous year. The

average pre-berthing detention and the average turn around time have come down from 2.4 days and 6.6 days in 1997-98 to 2.1 days and 5.9 days in 1998-99 respectively. Similarly, the output per ship berth day has increased from 4634 tonnes in 1997-98 to 4915 tonnes in 1998-99.

9.42 The existing port infrastructure is insufficient to handle trade flows effectively. As against the total capacity of 240 million tonnes on March 31,1999, major ports handled 251.7 million tonnes as on end-March 1999, resulting in pre-berthing delays and longer ship turn-around time. Further creation of capacity is being planned according to projected traffic requirements.

9.43 The Ninth Plan envisages an outlay of Rs.9428 crore, for the port sector, with the Annual Plan outlay for 1999-2000 at Rs.1624 crore. Private sector participation would serve to bridge the resources gap, which is estimated to be about Rs.8000 crore during the 9th plan period. Guidelines have been issued regarding private investment in the port sector. So far 12 proposals of Private Sector aggregating 48.50 million tonnes capacity and involving an estimated investment of Rs.3676 crore have been approved.

9.44 A Tariff Authority for Major Ports (TAMP) set up under the Major Port Trusts Act, 1963 to fix and revise various port charges to be collected by private providers of port facilities has started functioning from April, 1997.

TABLE 9.5
Trends in Traffic at Major Ports

	1997-98	1998-99*	April-November*		Change over previous year	
			1998	1999	1998-99	1999-2000@
			<i>(Million tonnes)</i>		<i>(per cent)</i>	
1. POL	104.0	107.4	67.5	77.9	3.3	15.4
2. Iron Ore	40.7	34.3	20.0	20.4	-15.7	2.0
3. Fertiliser & raw materials	8.9	9.0	6.0	7.9	1.1	31.7
4. Foodgrains	3.0	3.5	2.5	2.0	16.7	-20.0
5. Coal	38.9	39.0	26.7	23.0	0.3	-14.0
6. Vegetable oil	1.9	3.0	2.2	3.4	57.9	54.5
7. Other liquids	2.2	2.6	3.3	3.8	18.2	15.2
8. Containerised cargo	23.1	23.8	15.7	17.4	3.0	10.8
9. Others	29.0	29.1	18.2	21.9	0.3	20.3
Total	251.7	251.7	162.1	177.7	0.0	9.6
* Provisional			@ April-November			

Although the development of minor ports is the responsibility of State Governments, it is also receiving the attention of the Union Ministry of Surface Transport. To have an integrated approach towards development of major and minor ports, the Maritime States Development Council (MSDC) has been formed. It is likely to emerge as a forum for framing an integrated policy for the entire Indian Port Sector, including the minor ports. The State Governments of Gujarat, Maharashtra and Andhra Pradesh have

embarked upon ambitious port development programs through private participation.

9.45 An Empowered Committee on Environment Clearances (ECEC) has been constituted. In this regard, transparent and simplified guidelines for environment clearance have been issued. The ECEC has quickened the pace of according environmental clearance to port projects and ensuring that the goals of development and environmental protection are balanced.