

## PORTS

9.80 Ports not only play a crucial role in facilitating international trade but also act as fulcrum of economic activity in their surroundings and hinterland. The country's coastline of 7,517 km, spread over 13 States/Uts, is studded with 12 major ports and 200 (as per latest information from Maritime States) 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 2006-07 was estimated at around 650 MT. The 12 major ports carry about three-fourths of the total traffic, with Visakhapatnam as the top traffic handler in each of the last six years.

9.81 In 2007-08, up to October 2007, the cargo handled by major ports registered growth of 13.9 per cent against 9.5 per cent in the corresponding seven months of 2006-07. 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 9.15).

9.82 There was an impressive growth of 13.9 per cent per annum in container traffic during the five years ending 2006-07. Half of the world's traded goods are containerized, and this proportion is expected to increase further. The Jawaharlal Nehru Port (JNPT), India's largest container port, handled roughly 3.3 million TEUs in 2006-07.

9.83 The annual aggregate cargo handling capacity of major ports increased from 456.20 MT per annum (MTPA) in 2005-06 to 504.75 MTPA in

2006-07, with the average turnaround time increasing marginally from 3.5 days to 3.6 days in 2006-07. The average output per ship berth-day improved from 9,267 tonnes in 2005-06 to 9,745 tonnes in 2006-07. The pre-berthing waiting time at major ports on port account, however, increased from 8.77 hours in 2005-06 to 10.05 hours in 2006-07. Significant inter-port variations in pre-berthing waiting time continued to persist (Table 9.16).

9.84 Despite having adequate capacity and modern handling facilities, the average turnaround time of 3.6 days, compared with 10 hours in Hong Kong, undermines the competitiveness of Indian ports. Since ports are not adequately linked 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 a 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.

9.85 Traditionally, most ports in the world are owned by the public sector. But privatization of port facilities and services has now gathered momentum and India is also following the global trend. To meet this requirement, an enabling policy framework has already been put in place by the Government. Depending on the nature of facility/

**Table 9.15 Trends in traffic at major ports**

| Commodity                  | 2005-06      | 2006-07      | April-October |                   | Growth (%) |                   |
|----------------------------|--------------|--------------|---------------|-------------------|------------|-------------------|
|                            | M.T.         | M.T.         | 2006          | 2007 <sup>a</sup> | 2006       | 2007 <sup>b</sup> |
| POL                        | 142.1        | 154.3        | 84.6          | 95.9              | 8.6        | 13.4              |
| Iron Ore                   | 79.2         | 80.6         | 42.9          | 47.7              | 1.8        | 11.2              |
| Fertilizer & Raw Materials | 12.2         | 14.9         | 7.5           | 9.4               | 22.1       | 25.3              |
| Foodgrains                 | 2.1          | 5.0          | 2.5           | 1.1               | 138.1      | (-)0.56           |
| Coal                       | 58.8         | 60.0         | 32.8          | 36.8              | 2.0        | 12.2              |
| Vegetable Oil              | 3.9          | 3.6          | 2.5           | 2.5               | 7.7        | -                 |
| Other Liquids              | 10.8         | 10.9         | 6.0           | 7.0               | 0.9        | 16.6              |
| Containerized Cargo        | 62.0         | 73.4         | 40.8          | 50.9              | 18.4       | 24.8              |
| Others                     | 52.5         | 61.1         | 33.9          | 37.3              | 16.4       | 10.0              |
| <b>Total</b>               | <b>423.6</b> | <b>463.8</b> | <b>253.5</b>  | <b>288.6</b>      | <b>9.5</b> | <b>13.9</b>       |

<sup>a</sup> Provisional

<sup>b</sup> April-October 2007 Source: Department of Shipping

**Table 9.16 Selected performance indicators for major ports**

| Name of Port                  | Average pre-berthing waiting time hours - on port A/c |              |                 | Average turnaround time (days) |             |                 |
|-------------------------------|---|--------------|-----------------|--------------------------------|-------------|-----------------|
|                               | 2005-06   | 2006-07      | April-Oct. 2007 | 2005-06                        | 2006-07     | April-Oct. 2007 |
| Kolkata (KDS)                 | 0.09  | 0.13         | -               | 4.12                           | 3.89        | 4.51            |
| Kolkata (Haldia Dock Complex) | 30.37   | 26.05        | 27.82           | 4.00                           | 3.97        | 4.24            |
| Mumbai                        | 4.80  | 5.22         | 5.47            | 4.09                           | 4.63        | 4.30            |
| JNPT                          | 7.40  | 5.45         | 8.88            | 1.96                           | 1.67        | 1.79            |
| Chennai                       | 0.90  | 0.80         | 1.00            | 3.30                           | 3.40        | 3.80            |
| Cochin                        | 2.94  | 0.29         | 1.46            | 2.13                           | 2.19        | 2.08            |
| Visakhapatnam                 | 1.54  | 4.78         | 7.83            | 3.80                           | 3.65        | 4.08            |
| Kandla                        | 19.68   | 35.28        | 21.12           | 4.39                           | 5.46        | 4.62            |
| Mormugao                      | 17.58   | 19.34        | 22.60           | 4.08                           | 4.46        | 3.74            |
| Paradip                       | 1.48  | 1.41         | 23.22           | 3.55                           | 3.54        | 6.04            |
| New Mangalore                 | 0.96  | 1.87         | 5.52            | 3.00                           | 3.14        | 3.69            |
| Tuticorin                     | 3.06  | 3.22         | 3.60            | 2.83                           | 3.67        | 3.57            |
| Ennore                        | 0.36  | 0.31         | 0.91            | 2.23                           | 1.89        | 2.08            |
| <b>All Major Ports</b>        | <b>8.77</b>   | <b>10.05</b> | <b>11.17</b>    | <b>3.50</b>                    | <b>3.62</b> | <b>3.79</b>     |

Source: Department of Shipping

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.