

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

RAJYASABHA
UNSTARRED QUESTION NO. 950
ANSWERED ON 03.12.2024

AVERAGE TURNAROUND TIME OF MAJOR PORTS

950. SHRI M. MOHAMED ABDULLA:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

- (a) whether the average turnaround time for the major ports has decreased by about 50per cent over the past decade, if so, the steps taken thereon;
- (b) turnaround time in the major ports of India, port-wise;
- (c) whether Government has developed any integrated planning for berthallocation andvessel sequencing in major ports in the country in the last five years;
- (d) if so, the details thereof, if not, the reasons therefor; and
- (e) the steps taken by Government to access channel depths and increase the number ofberths across all major ports in India in the last five years?

ANSWER

MINISTER OF PORTS, SHIPPING AND WATERWAYS
(SHRI SARBANANDA SONOWAL)

(a) & (b) The average turnaround time for the Major Ports has reduced from 93.59 hours in 2013-14 to 48.06 hours in 2023-24, a reduction of 48.65%. The government has taken various steps to improve the turnaround time such as the construction of new berths, terminals, and parking plazas, mechanization/ modernization/ optimization of existing berths and terminals, streamlining of processes through digitalization, expansion of hinterland connectivity through rail and road, etc. The details of port-wise turnaround time of Major Ports for the financial years 2023-24 are given below:

Ports	FY 2023-24 (in hours)
Deendayal Port	54.24
Mumbai Port	62.97
Jawaharlal Nehru Port	26
Mormugao Port	65.61
New Mangalore Port	40.44
Cochin Port	33.4
V.O. Chidambaranar Port	51.36

Chennai Port	44.92
Kamarajar Port	44.37
Visakhapatnam Port	65.86
Paradip Port	41.61
Syama Prasad Mookerjee Port	60.85
Overall	48.06

(c) to (e) Yes. Berth allocation and vessel sequencing in Major Port is done as per the Berthing Policy issued by Ministry. Infrastructure development and capacity augmentation of Major Ports is a continuous process. It involves the construction of new berths and terminals, mechanization of existing berths and terminals, capital dredging for deepening of drafts for attracting larger vessels, development of road and rail connectivity etc.
