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Helpline No. 1800 22 8282 English Hindi The Jawaharlal Nehru Port Authority (JNPA) at Navi Mumbai is a premier container handling Port in India accounting for around 50% of the total containerised cargo volume, across the major ports of India. Commissioned on 26th May 1989, in less than three decades of its operations, JNPA has transformed from a bulk cargo terminal to the premier container port in the country. Ranked 26th among the top 100 Container Ports in the world, JNPA is connected to over 200 ports in the world. READ MORE Shri Sarbananda Sonowal Hon'ble Minister of State of Ports, Shipping and Waterways JNPA has established a multi-product port based Special Economic Zone (SEZ), in line with the objective of port-led industrialization, of Sagarmala vision, under the Ministry of Port, Shipping and Waterways'. This SEZ is strategically located and boasts excellent connectivity via waterways, airways and roadways, making it an ideal hub for export-oriented industries in India. The port has made significant investments in state-of-art infrastructure to support the industries. JNPA is the developer and the Special Planning Authority for the SEZ, having its own Development Control and Promotion Regulations (DCPR), sanctioned by Government of Maharashtra. Key features enhancing the ease of doing business include a streamlined Single Window Clearance approval mechanism for essential services such as building permits, electricity, water, and fire safety. Moreover, JNPA SEZ has obtained all necessary clearances and permissions, including Environmental Clearance from the Government of India (GoI), Consent-to-Establish and Consent-to-Operate from the Maharashtra Pollution Control Board (MPCB), and an Electricity Distribution License from the Maharashtra Electricity Regulatory Commission (MERC). The SEZ's attractiveness is further bolstered by its proximity to critical infrastructure projects, including the Mumbai Trans Harbour Link (MTHL), Suburban rail to Uran, Dedicated Freight Corridor (DFC) rail corridor and upcoming transport infrastructure like Navi Mumbai International airport and Virar-Alibaug Multi-Modal Corridor. These connections position JNPA SEZ as a premier manufacturing destination, aiming to set new benchmarks in port-led industrialization in India. The SEZ covers a total land area of 277.38 hectares (685 acres), with approximately 163 hectares (403 acres) available as leasable land. The SEZ is operational since June 24, 2020. The SEZ allots plots for a 60-year lease period through E-Tender cum E-auction. As of now, 54 plots have been issued LOI comprising 307 Acres of land, with 9 units and 1 Free Trade Warehousing Zone (FTWZ) already in operation. Other Units/ Co-developers are in different stages of development like awaiting approvals or operational documentation process. The operational units are engaged in diverse sectors such as warehousing, food processing, manufacturing, and trading. View Brochure Handbook JNPA SEZ Film (June 2022) Operating Performance Profile Total Traffic JN Port handled 92.12 million tonnes of total cargo during the financial year 2024-25, increase of 7.34% as compared to the previous year. The containerized cargo was 83.97 million tonnes (91.16%), liquid cargo was 5.85 million tonnes (6.35%) & remaining 2.30 million tonnes (2.49%) was miscellaneous cargo of Dry Bulk (Cement) & Break Bulk. The break-up of cargo handled at JN Port is as under: Total Traffic In million tonnes 2023-24 2024-25 Discharge 49.81 51.83 Loading 33.93 35.15 Transhipment 2.08 5.14 Total 85.82 92.12 Container Traffic JN Port handled 7.30 million TEUs of container traffic during the financial year 2024-25, increase of 13.55% from the previous annual container handling of 6.43 million TEUs during the year 2023-24. Of the total traffic of 7.30 million TEUs, the share of BMCT was 2.27 million TEUs (31.09%), the share of GTI was 2.08 million TEUs (28.47%), the share of NSICT was 1.21 million TEUs (16.54%), 1.13 million TEUs (15.48%) were contributed by NSDT, 0.59 million TEUs (8.14%), were contributed by NSFT and remaining 0.020 million TEUs (0.28%) were handled by NSDT. The container handled at JNPA constitute about 53.93% of total container traffic handled by all Major Ports (13,541 million TEUs). The break-up of container traffic handled at JN Port is given below Container Traffic in TEUs 2023-24 2024-25 NSDT NSFT NSICT APMT NSIGT BMCT NSDT NSFT NSICT APMT 51NSIGT BMCT Containers Unload 3,240 265,378 512,183 818,715 489,304 1,021,461 9,471 259,016 566,612 991,017 511,030 1,20,934 Container Load 4,708 270,499 570,146 738,741 604,718 98,042 584,925 996,946 Container Transhipment 00 26,277 49,909 31,029 17,816 38,310 1,558 95,972 68,440 107,462 33,978 152,301 Total 8 of Terminal 7,948 562,154 1,132,238 1,588,485 1,111,838 2,027,781 20,445 594,260 2,107,729 2,078,961 1,129,933 2,270,181 JN Port Total 6,43,444 7,301,509 Bulk Traffic The total Bulk cargo handled during the year 2024-25 was 8.15 million Tonnes as against 7.69 million tonnes handled in the previous year. The increase in Bulk Traffic is 5.92% over previous year. Commodity wise Bulk Cargo Traffic is given below: Commodity In tonnes 2023-24 2024-25 % Variation over previous year Liquid Bulk 5,884,690 5,851,648 -0.56 Cement and Other Dry Bulk Cargo 1,589,545 1,802,117 3.37 Break Bulk 217,471 493,412 126.89 Total Bulk 7,691,706 8,147,177 5.92 The break-up of Import-Export of bulk cargo is given below: Bulk Traffic In Million Tonnes 2023-24 2024-25 Discharge 6,565 7,175 Loading 1,126 0.972 Transhipment - Total 7,691 8,147 Vessels Handled During the year 2024-25, a total of 3,920 cargo handling vessels sailed from JN Port as against 3,948 vessels in the previous year. The year witnessed 12% increase in total sailed vessels. The break-up is given below: Types of Vessel* In Nos. 2023-24 2024-25 Container NSFT 433 390 NSIDT 19 38 NSICT 662 715 APMT 394 511 NSIGT 372 370 BMCT 863 1077 DRY BULK (CEMENT) 89 91 BREAK BULK 60 113 LIQUID 606 615 Total 3,498 3,920 Container movement by Rail This year the rail traffic (In Tonnes) has increased by 2.36% as compared to previous year. ICD Traffic- JN PORT A total of 1,077,425 TEUs were handled through 6,798 rakes during the year 2024-25 as against 1,052,572 TEUs handled through 6,421 rakes in the previous year, showing an increase in rail traffic by 2.36%. The break-up is as under: ICD Traffic(In TEUs) 2023-24 2024-25 % Variation over previous year Import 530,061 533,130 0.58% Export 522,511 544,295 4.17% Total 1,052,572 1,077,425 2.36% NO. OF Rakes 6,421 6,798 5.87% Cargo handled at JNPA's Anchorage JNPA handled 16,727 tonnes of cargo at JNPA Anchorage during FY 2024-25 Vessel Performance Average Berth Stay: The average berth stay of vessels at JNPA is 0.97 days. Types of Vessel* Average on berth stay in days 2023-24 2024-25 CONTAINER NSFT 0.73 0.74 NSICT 0.72 0.67 APMT 0.98 1.10 NSIGT 0.79 0.76 BMCT 0.82 0.91 NSDT 1.31 0.87 DRY BULK (CEMENT) 2.53 2.93 BREAK BULK 0.91 1.0 LIQUID At Berth 1.43 1.44 Overall 0.96 0.97 Average Pre-Berth Waiting Time (Port Account): The average Pre-Berthing Waiting Time of vessels at JNPA decreased from 0.24 days to 0.23 days. Types of Vessel* Average pre-berthing waiting time (Port Account in days) 2023-24 2024-25 Container NSFT 0.00 0.01 NSICT 0.04 0.06 APMT 0.02 0.03 NSIGT 0.03 0.05 BMCT 0.01 0.01 NSDT 0.01 0.04 DRY BULK (CEMENT) 0.46 0.78 BREAK BULK 0.23 0.63 LIQUID 1.20 1.03 Overall 0.24 0.23 Total Average Turn round time (Pilot Boarding to Pilot De-Boarding): The Average Turn round time of vessels from Pilot Boarding to Pilot De-Boarding at JNPA increased from 0.08 days to 1.10 days. Types of Vessel* Average Turn Round Time(Total in days) 2023-24 2024-25 Container NSFT 0.85 0.84 NSICT 0.84 0.84 APMT 1.10 1.15 NSIGT 0.93 0.95 BMCT 0.93 0.95 NSDT 1.44 1.36 DRY BULK (CEMENT) 2.66 3.06 BREAK BULK 1.01 1.12 LIQUID 1.57 1.56 Overall 1.08 1.10 Average Turn round time: The average Turn round time of vessels (Total A/c.) at JNPA decreased from 1.84 days to 1.83 days. Types of Vessel* Average Turn Round Time(Total in days) 2023-24 2024-25 Container NSFT 1.09 1.31 NSICT 1.11 1.18 APMT 1.25 1.38 NSIDT 1.27 2.27 DRY BULK (CEMENT) 3.36 3.86 BREAK BULK 1.36 1.80 LIQUID 4.67 0.5 Overall 1.84 1.83 Average Parcel Size: The average parcel size of container vessels increased from 2,344 TEUs to 2,355 TEUs. Types of Vessel* Average Parcel Size 2023-24 2024-25 Container NSFT 15,540 Tonnes 1,298 TEUs 17,751 Tonnes 1,524 TEUs NSIDT 21,522 Tonnes 1,710 TEUs 20,474 Tonnes 1,689 TEUs APMT 48,201 Tonnes 4,032 TEUS 45,813 Tonnes 4,068 TEUS NSIGT 36,410 Tonnes 2,989 TEUS 30,043 Tonnes 3,054 TEUS BMCT 28,381 Tonnes 3,381 TEUs 24,221 Tonnes 2,108 TEUS NSDT 6,373 Tonnes 538 TEUS DRY BULK (CEMENT) 17,860 Tonnes 19,803 Tonnes BREAK BULK 3625 Tonnes 4344 Tonnes LIQUID 9,711 Tonnes 9,503 Tonnes Overall 24,533 Tonnes 23,500 Tonnes Output Per Ship Berth Day: The average Output Per Ship Berth Day decreased from 28,648 tons to 26,893 tons. Types of Vessel* Output per ship berth day 2023-24 2024-25 Container NSFT 21,198 Tonnes 1,771 TEUs 23,379 Tonnes 2,179 TEUS NSIDT 29,880 Tonnes 2,374 TEUs 28,591 Tonnes 2,359 TEUs APMT 49,108 Tonnes 4,108 TEUs 44,706 Tonnes 3,970 TEUS NSIGT 45,868 Tonnes 3,765 TEUs 41,719 Tonnes 3,743 TEUs BMCT 34,766 Tonnes 2,878 TEUs 29,028 Tonnes 2,529 TEUs NSDT 4,865 Tonnes 319 TEUs 6,788 Tonnes 440 TEUs DRY BULK (CEMENT) 7,069 Tonnes 6,767 Tonnes BREAK BULK 3999 Tonnes 4,343 Tonnes LIQUID 6,795 Tonnes 6,621 Tonnes Overall 28,647 Tonnes 26,893 Tonnes Berth Occupancy%: The berth occupancy increased from 64.47% to 65.05%. Types of Vessel* Berth Occupancy% 2023-24 2024-25 Container NSFT 57.82 74.73 NSIDT 65.14 70.14 APMT 66.73 71.73 NSIGT 80.90 82.71 BMCT 64.16 78.04 NSDT 20.40 25.48 DRY BULK (CEMENT) 76.44 72.96 BREAK BULK 29.72 61.93 LIQUID 66.86 48.28 Overall 64.47 65.05 • M/s. Bharat Mumbai Container Terminals Pvt. Ltd. (PSA) was awarded the development of Fourth Container Terminal on a DBFOT basis through a Concession Agreement on 6th May, 2014. • The project comprises of two phases, each phase comprises 1 Km of quay line, dredging of manœuvring area, 12 quay cranes, 46 RTG Yard cranes, and 4 RMGC cranes for its rail yard generating capacity of 2.4 million TEUs each (total 4.8 MTEU). The cost of Phase I is ₹ 4719 Crs and estimated cost of Phase -II is ₹ 3196 Crs. • As per schedule, the work of Phase I was completed on 22nd December, 2017 and put into operation with a capacity of 30 MTPA. • Amendment in Environmental and CRZ Clearance for revised layout received on 18th October, 2021. • The Phase II works commenced on 17th April, 2022 after fulfillment of condition precedent and expected commissioning by April, 2025. • Increase the overall Port handling capacity to more than 10 million TEUs • Reinforces JNPA's position as the premier container port of India Phase I is put to operation since 22nd Dec. 2017. Environmental Clearance, CRZ Clearance and Consent to Establish for phase-II facilities are received. Phase II work is completed and commercial operation is commenced, in April 2025. JNPA has established a multi-product port based Special Economic Zone (SEZ), in line with the objective of port-led industrialization, of Sagarmala vision, under the Ministry of Port, Shipping and Waterways'. This SEZ is strategically located and boasts excellent connectivity via waterways, airways and roadways, making it an ideal hub for export-oriented industries in India. The port has made significant investments in state-of-art infrastructure to support the industries. JNPA is the developer and the Special Planning Authority for the SEZ, having its own Development Control and Promotion Regulations (DCPR), sanctioned by the Government of Maharashtra. Key features enhancing the ease of doing business include a streamlined Single Window Clearance approval mechanism for essential services such as building permits, electricity, water, and fire safety. Moreover, JNPA SEZ has obtained all necessary clearances and permissions, including Environmental Clearance from the Government of India (GoI), Consent-to-Establish and Consent-to-Operate from the Maharashtra Pollution Control Board (MPCB), and an Electricity Distribution License from the Maharashtra Electricity Regulatory Commission (MERC). The SEZ's attractiveness is further bolstered by its proximity to critical infrastructure projects, including the Mumbai Trans Harbour Link (MTHL), Suburban rail to Uran, Dedicated Freight Corridor (DFC) rail corridor and upcoming transport infrastructure like Navi Mumbai International Airport and Virar-Alibaug Multi-Modal Corridor. These connections position JNPA SEZ as a premier manufacturing destination, aiming to set new benchmarks in port-led industrialization in India. The SEZ covers a total land area of 277.38 hectares (685 acres), with approximately 163 hectares (403 acres) available as leasable land. The SEZ is operational since June 24, 2020. The SEZ allots plots for a 60-year lease period through E-Tender cum E-auction. As of now, 54 plots have been issued LOI comprising 307 Acres of land, with 9 units and 1 Free Trade Warehousing Zone (FTWZ) already in operation. Other Units/ Co-developers are in different stages of development like awaiting approvals or operational documentation process. The operational units are engaged in diverse sectors such as warehousing, food processing, manufacturing, and trading. Conceptually, a MMLP is a terminal situated in the hinterland servicing a region connected with one or several ports by rail and/or road transport and is offering specialized services between the MMLP and the overseas destinations. Normally the MMLP is container-oriented and supplies all logistics facilities including various Value addition opportunities, which are needed for shipping and forwarding agents in a port. The MMLP is situated in Sindi village, Wardha district and is proposed to be constructed over an area of 140 hectares in a phased development, by SPV of JNPA and NHAI (NHML). The planned ICD cum industrial park encompasses the various components of an envisioned successful multimodal logistics park. Concepts, such as the defined and planned above, in conjunction with a focus on the right regulatory and institutional support are the way forward to reduce logistics costs and help build a robust logistics sector in India. This will aid in the development of systems and networks that will address the issues of underdeveloped material handling infrastructure and inefficient modal mix. MoU between JNPT and NHAI was executed for MMLP on 22.10.2021. As per the provisions of MoU, the SPV has been formed and the further development of MMLP project will be executed by NHAI/NHML being a lead member of SPV. The MMLP will be monitored by NHML/M/s. DC Multimodal Park Pvt. Ltd. is selected as operator by NHAI. Conceptually, a MMLP is a terminal situated in the hinterland servicing a region connected with one or several ports by rail and/or road transport and is offering specialised services between the Dry Port and the overseas destinations. Normally the MMLP is container-oriented and supplies all logistics facilities including various Value addition opportunities, which are needed for shipping and forwarding agents in a port. The MMLP is situated in Jalna near the Aurangabad district of Maharashtra and is proposed to be constructed over an area of 182 hectares in a phased development, by SPV of JNPA and NHAI (NHML). The presence of industrial regions with existing and upcoming enterprises helps establish synergies between the industry and its logistic requirement and create an efficient network that shall enable reduced logistics to cost; improved freight aggregation, distribution, storage; and ensure a faster delivery to customers. Thus, the proposed dry cum industrial park has the potential to evolve as a model for other such similar multimodal logistics parks. At the same time, the development of a concept entails the right combination of essential components such as transport connectivity, industrial park facilities, information technology systems, and policy / regulatory reforms. -Operation of Maintenance contract was Awarded to M/s. Container Corporation of India Ltd. for a period of 09 years. LOA issued on 12th March, 2024. -EPC model for development of balance facilities: - Bids for construction of balance facilities like balance work of external connecting road, Warehouse, Admin and Custom office, Container yard, Steel scrap yard, fencing etc. The work is awarded on 30th July, 2024 to M/s. JPT Balaji Infra Pvt. Ltd. The work is in progress. The 90.5% work is completed. Land for Dry Port is available at Niphad Sugar factory and other storage facilities. The Land value is examined by the District Collector and (Administrator of Sugar Factory). The planned ICD cum industrial park encompasses the various components of an envisioned successful multimodal logistics park. Concepts, such as the defined and planned above, in conjunction with a focus on the right regulatory and institutional support are the way forward to reduce logistics costs and help build a robust logistics sector in India. This will aid in the development of systems and networks that will address the issues of underdeveloped material handling infrastructure and inefficient modal mix. Bid for Development & Operation - Bid for development of MMLP invited on 4th March, 2024. After various required approvals from GoI, the work will be awarded. Schedule to be award in July 2025. Rail connectivity is planned from Kasab Sunkane railway station on the Mumbai-Manmad railway line. The "In Principle Approval" (IPA) is received from the Bhusawal railway division, and the work of preparation of ESP is in progress. External road connectivity: An external road connectivity is proposed from Nashik to Aurangabad four, (4) Lane state highway with a ROB for crossing of Mumbai-Manmad railway line Description: The scale of operations of JNPA have increased over the last decade and there is a need for accommodation for various Government Agencies and Private Agencies as well as Commercial organizations in order to accommodate them in the Port area. In the recent past, various meetings were held with stakeholders under the 'Ease of Doing Business' and it is ascertained that there is a need for accommodation for various categories of organizations. In this regard, JNPA has decided to establish a business facilitation center in JNPA to accommodate the Port Users and also provide office space for the trade. These office premises shall be developed with green and smart technology building concept with innovative techniques including facilities to optimize energy, performance, innovation in design within Port Estate. The building near the existing PUB building shall be developed as Business facilitation center having area of 4767 sqm, to accommodate the Government and semi Govt. offices (PGA's). The facility to be created under the subject scheme is as follows: A) BUSINESS FACILITATION CENTRE (near port users building): i) Accommodation for Partner Government Agency related to Port activities. ii) Office premises for Commercial organizations like Banks, Financing Companies, etc. iii) National Accredited Laboratories. iv) Space for Port Users Offices v) Cafeteria and Parking vi) Auditorium B) PORT FACILITATION CENTRE (Inside Port area) i) Offices for seafarers ii) Facilities for seafarers iii) Accommodation for Port pilots and VTS operators iv) Office for immigration, Cafeteria for Port visitors. v) Conference Rooms and Parking. Benefits of the Project: Facilities for seafarers, PGA's, Banks, Finance Companies, Port Users in one roof and office space for JNPA's Marine, CISF Department including accommodation for pilots. Status: The work is completed on 21.01.2025. Description: The JNPA has developed SEZ on 277.38 Ha Area; SEZ has become operational since 24th June 2023. In order to give direct access to the JNPA SEZ, a grade separator is being constructed on SH 54 to ease the movement of the traffic towards JNPA SEZ and port. Hence, in order to give direct access, a grade separator construction work is initiated by JNPA and the structural part (erection of girders, deck slab and RCC crash barrier) above SH 54 are already constructed on the 80 m span. Two RCC retaining walls of 20 meters each on both the sides of both the approaches are constructed. The reinforced earth walls are constructed up to 6-meter height on both side approaches. Further the bridge under the present contract has to be constructed between the RE walls i.e. 190 meter SEZ side and 210 meter on Railway side. Benefits of the Project: To ease the movement of the traffic towards JNPA SEZ and port & Seamless entry / exit to the JNPA SEZ project. Status: The work order has been issued to the contractor M/s. JMMPL-PDPL JV on 16.01.2024 and the intended completion date for the whole of the work is 30th Mar. 2026. As this work is highly technical, the PMC M/s Aakar Abhinav Consultants (I) Pvt. Ltd. is also appointed to assist the JNPA to complete the RCC bridge. The work is in progress. Description: Jawaharlal Nehru Port Authority, to cater to the additional volume of liquid cargo and to address the issues of congestion and vessel waiting time at the Port has constructed Additional Liquid Cargo Berth (LB-3 and LB-4) with a capacity of 4.5 MTPA through EPC mode. The works of "Equipping, Operation, Maintenance and Transfer of Additional Liquid Cargo Berths LB3 and LB4 at JN Port" has been awarded to M/s. JSW Infrastructure Limited through PPP route. Expected Date of Completion - April 2026 Sanctioned/Projected Cost (In Crores)- Rs. 68.87 Expected Cost (In case cost overrun) (In Crores) - NA Physical Progress (%) - Financial Progress (%) fulfillment of condition precedent. Benefits of the Project: Reduced waiting time for the vessels Attract new/additional cargo volumes to JNPA Optimise operational efficiency of the Port Status: Award of Concession has been issued on 22nd August, 2024. Custom custodianship obtained by the concessionaire on 24.10.2024. The concessionaire shall fully operationalize the jetty within 18 months i.e. by February 2026. Description: The work of Distribution of water supply line from Gavhan Phata to Port area in connection with 40 MLD water supply scheme is in progress through Maharashtra Jeevan Pradhikaran (MP) on full deposit scheme. Benefits of the Project: Additional Water Supply Storage capacity in existing Infrastructure. Status: The work is in progress. Description: The estimate for the secondary division works out to Rs. 16,14,70,00/- (Including GST, Contingencies and Press Advertisement Charges). The estimated quantities are based on the structural audit and survey report which are accessed by the structural auditor and estimated rates are based on the SSR 20-21, market rates & DSR 2018-19 (for electrical items). Benefits of the Project: To maintain the structure & increase life of structures. Status: The work is completed on 30.04.2025. Description: M/s. Indian Port Rail & Ropeway Corporation Ltd. is carrying out this rail connectivity project between Jasai and JNPA for the 4th container terminal of JNPA on behalf of JNPA. Benefits of the Project: Creation of Port Rail Connectivity Infrastructure. Status: Project is on the verge of completion. The proposed entrance gate building is expected to serve as an important entry and facility point for JNPA employees, port users, visitors, national and international dignitaries, VIP's etc. Thus, connecting the city and the sea through the terminal building. The proposed passenger terminal building at the landing jetty is planned and conceptualized as a gateway to JNPA from the sea side. It is proposed to be developed as part of an image building and branding initiative of JNPA. This is in addition to its function as a passenger terminal. The space requirements for the Entrance Gate Building at Landing Jetty are kept in view of the current as well as future requirement of daily commuters. As per the data on passenger traffic (last six months) gathered from marine department, currently on an average 500 passengers travel daily to and fro from the jetty. Apart from JNPA, CISF employees and locals, the facility is also used by port users, agents, contractors, customs employees etc. In future, with the development of areas in JNPA such as SEZ, Non-SEZ industrial area, township redevelopment, 12.5% R&R scheme, tourism activities etc. the footfall is expected to increase in future with expected increase in water transport. The foreign delegates, VIPs also use waterways to reach JNPA from Mumbai. The building has a provision of a VIP waiting room with facilities. Benefits of the Project: Ease of doing business & port development. Status: The work is awarded on 07.10.2024 and work is in progress. The Physical Progress is 32.51 % as of the date. 9 nos. building needs immediate repair as per the Structural Audit done by IIT, Bombay. The estimated cost of projects is Rs. 26.96Cr. Benefits of the Project: 1. To maintain the @35 years old building structures. 2. To provide a safe and hygienic structure for the residents. 3. To cope with the requirement of CISF additional staff. Status: Tender is awarded to M/s. Painterior Protective Systems LLP and the work is in progress. Description: Jawaharlal Nehru Port Authority for the third-party quality check. JNPA Township is having cricket ground with seating arrangement; however, there is no walking track and pavilion building with changing room facilities. There was demand from the sport club and the residents of Township to have proper pavilion. Also the existing badminton hall need up gradation. The badminton court / volleyball court is to be provided to schools. The existing lawn tennis at officer's club and staff club require up gradation. There is a long pending demand of construction of swimming pool and synthetic track which required to be planned to motivate the sportsmanship as the port residents and families are participating in the major port tournaments every year. To provide kitchen and dining hall for carrying out various functions for JNPA's employees In the space given above, it is decided to upgrade existing sports facilities in the township Area & add some missing facilities like swimming pool. JNPA appointed consultant M/s. CP&DS Associates to prepare proposal. The consultant has submitted proposal with estimated cost of Rs. 11,14,73,885.00 (Excluding GST). It is decided to take up the proposal for the subject work in a phases manner is prepared for Phase - I and Rs. 9,74,67,854.00 (Excluding GST) for Phase - II which is approved by the Board. Benefits of the Project: To provide updated sports facilities to residents of the Township. To provide a Kitchen and dining hall for carrying out various functions for JNPA employees. To provide public toilet facilities in all three sectors of the Township for the contract workers as well as visitors in JN

