# ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು

ವಿಶೇಷ ರಾಜ್ಯ ಪತ್ರಿಕೆ

| ಭಾಗ – ೧<br>Part – I | ಬೆಂಗಳೂರು, ಮಂಗಳವಾರ ೦೨, ಡಿಸೆಂಬರ್, ೨೦೨೫ (ಮಾರ್ಗಶಿರ, ೧೧, ಶಕವರ್ಷ, ೧೯೪೭)<br>BENGALURU, TUESDAY 02, DECEMBER, 2025 (MARGASHIRA, 11, SHAKAVARSHA, 1947) | ನಂ. ೭೮೩<br>No. 783 |
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## ಕರ್ನಾಟಕ ಸರ್ಕಾರದ ನಡವಳಿಗಳು

**ವಿಷಯ:** ಕರ್ನಾಟಕ ರಾಜ್ಯದ ಕಿರುಬಂದರುಗಳಿಂದ ಕಬ್ಬಿಣದ ಅದಿರು ರಫ್ತು ಮಾಡುವಾಗ ಅನುಸರಿಸಬೇಕಾದ ಕರ್ನಾಟಕ ಕಿರು ಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರು ನಿರ್ವಹಣಾ ನೀತಿ-2025" ಎಂಬ ಪ್ರಮಾಣಿತ ಕಾರ್ಯನಿರ್ವಹಣಾ ವಿಧಾನ (Standard Operating Procedure) ಜಾರಿಗೆ ತರುವ ಕುರಿತು.

**ಓದಲಾಗಿದೆ:** 1. ಸರ್ಕಾರದ ಆದೇಶ ಸಂಖ್ಯೆ: ಲೋಇ 186 ಪಿಎಸ್‌ಪಿ 2010, ದಿನಾಂಕ:26.07.2010.
2. ಗೌರವಾನ್ವಿತ ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯವು ರಿಟ್ ಪಿಟಿಷನ್ ಸಂಖ್ಯೆ:562 /2009, ರಲ್ಲಿ ದಿನಾಂಕ:20-05-2022 ರಂದು ನೀಡಿರುವ ತೀರ್ಪು.
3. ಮುಖ್ಯ ಕಾರ್ಯನಿರ್ವಹಣಾಧಿಕಾರಿ, ಕರ್ನಾಟಕ ಜಲಸಾರಿಗೆ ಮಂಡಳಿ, ಕಾರವಾರ ಇವರ ಪತ್ರ ಸಂಖ್ಯೆ: CEO/KMB-01/BM/2023,dt:13/11/2023.

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**ಪ್ರಸ್ತಾವನೆ:-**

ಕರ್ನಾಟಕ ರಾಜ್ಯವು 343.3 ಕಿ.ಮೀ. ಉದ್ದದ ಕರಾವಳಿ ತೀರವನ್ನು ಹೊಂದಿದ್ದು, 1 ಬೃಹತ್ ಬಂದರಾದ ನವಮಂಗಳೂರು ಬಂದರು ಪ್ರಾಧಿಕಾರವು ಕೇಂದ್ರ ಸರ್ಕಾರದ ಬಂದರು ಹಡಗುಗಳು ಮತ್ತು ಜಲಸಾರಿಗೆ ಸಚಿವಾಲಯದ ಆಡಳಿತದಲ್ಲಿ ಮತ್ತು 13 ಕಿರು ಬಂದರುಗಳು ರಾಜ್ಯ ಸರ್ಕಾರದ ನಿಯಂತ್ರಣದಲ್ಲಿರುವ ಕರ್ನಾಟಕ ಜಲಸಾರಿಗೆ ಮಂಡಳಿಯ ಅಡಿಯಲ್ಲಿ ಕಾರ್ಯನಿರ್ವಹಿಸುತ್ತಿವೆ.

ಕರ್ನಾಟಕ ರಾಜ್ಯವು ದೇಶದಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರು ಉತ್ಪಾದಿಸುವ ಪ್ರಮುಖ ರಾಜ್ಯಗಳಲ್ಲಿ ಒಂದಾಗಿದ್ದು, ಬಳ್ಳಾರಿ, ಚಿತ್ರದುರ್ಗ ತುಮಕೂರು ಮತ್ತು ಚಿಕ್ಕಮಗಳೂರು ಜಿಲ್ಲೆಗಳಲ್ಲಿ ಪ್ರಮುಖವಾಗಿ ಕಬ್ಬಿಣದ ಅದಿರು ನಿಕ್ಷೇಪಗಳು ಲಭ್ಯವಿರುತ್ತದೆ. ಕಬ್ಬಿಣದ ಅದಿರು ರಫ್ತು ವಲಯವು ರಾಜ್ಯದ ಆರ್ಥಿಕತೆಗೆ ಪ್ರಮುಖ ಆದಾಯದ ಮೂಲವಾಗಿರುತ್ತದೆ.

ಮೇಲೆ ಓದಲಾದ ಕ್ರ.ಸಂ.1ರ ಆದೇಶದಲ್ಲಿ ರಾಜ್ಯದಿಂದ ಅನಧಿಕೃತ/ಅಕ್ರಮ ಖನಿಜಗಳ ಸಾಗಾಣಿಕೆ/ರಫ್ತು ತಡೆಗಟ್ಟುವ ನಿಟ್ಟಿನಲ್ಲಿ ಪರಿಣಾಮಕಾರಿಯಾಗಿ ಅಗತ್ಯ ಕ್ರಮಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳಲು ರೂಪು ರೇಷೆಗಳನ್ನು ಸಿದ್ಧಪಡಿಸುತ್ತಿರುವ ಹಿನ್ನಲೆಯಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಹಾಗೂ ಸರ್ಕಾರದ ನಿಯಮಗಳನ್ನು ಸಮರ್ಪಕವಾಗಿ ಅನುಷ್ಠಾನಗೊಳಿಸುವ ದೃಷ್ಟಿಯಿಂದ Indian Ports Act 1908 ಮತ್ತು Karnataka Ports (Landing & Shipping Fees) Act 1961( Karnataka Act 20 of

1961) ರಲ್ಲಿ ಪ್ರದತ್ತವಾದ ಅಧಿಕಾರವನ್ನು ಚಲಾಯಿಸಿ ರಾಜ್ಯದ ಈ ಕೆಳಕಂಡ 10 ಸಣ್ಣ ಬಂದರುಗಳಿಂದ ಕಬ್ಬಿಣದ ಅದಿರು ರಫ್ತು ಮಾಡುವುದನ್ನು ನಿಷೇಧಿಸಲಾಗಿರುತ್ತದೆ.

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| 1. ಕಾರವಾರ ಬಂದರು | 2. ಬೇಲಿಕೇರಿ ಬಂದರು |
| 3. ತಡದಿ ಬಂದರು | 4. ಹೊನ್ನಾವರ ಬಂದರು |
| 5. ಭಟ್ಕಳ ಬಂದರು | 6. ಕುಂದಾಪುರ ಬಂದರು |
| 7. ಮಲ್ಪೆ ಬಂದರು | 8. ಹಂಗಾರಕಟ್ಟಾ ಬಂದರು |
| 9. ಹಳೇ ಮಂಗಳೂರು ಬಂದರು | 10. ಪಡುಬಿದ್ರಿ ಬಂದರು |

ಮೇಲೆ ಓದಲಾದ ಕ್ರ.ಸಂ.2 ರಲ್ಲಿ ಗೌರವಾನ್ವಿತ ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯವು ರಿಟ್ ಪಿಟಿಷನ್ ಸಂಖ್ಯೆ:562/2009, ದಿನಾಂಕ:20-05-2022 ರ ತೀರ್ಪಿನಲ್ಲಿ ಈ ಕೆಳಗಿನಂತೆ ನಿರ್ದೇಶಿಸಿರುತ್ತದೆ.

> "We also grant permission to the applicants to export the iron ore and pellets manufactured from the iron ore produced from the mine situated in the State of Karnataka, to countries abroad, as is being done in the rest of Country, but strictly in terms of the extant policy of the Government of India.

ಮೇಲೆ ಓದಲಾದ ಕ್ರ.ಸಂ.3ರಲ್ಲಿ ರಾಜ್ಯದ ಕಿರು ಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರಿನ ಆಮದು/ ರಫ್ತು ವಿಧಾನವನ್ನು ಸರಳೀಕರಿಸಲು ಕರ್ನಾಟಕ ಜಲಸಾರಿಗೆ ಮಂಡಳಿಯು ಕರಡು "ಕರ್ನಾಟಕ ಕಿರು ಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರು ನಿರ್ವಹಣಾ ನೀತಿ-2025" (Standard Operating Procedure-2025) ಅನ್ನು ಸಿದ್ಧಪಡಿಸಿ ಮಾನ್ಯ ಮುಖ್ಯಮಂತ್ರಿಗಳ ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ನಡೆದ ಕರ್ನಾಟಕ ಜಲಸಾರಿಗೆ ಮಂಡಳಿಯ 9ನೇ ಸಭೆಯಲ್ಲಿ ಮಂಡಿಸಿದ್ದು, ಸಭೆಯಲ್ಲಿ ಈ ಕಳಗಿನಂತೆ ನಿರ್ಣಯಿಸಲಾಗಿರುತ್ತದೆ.

> "RESOLVED THAT, CEO, KMB IS HEREBY AUTHORIZED TO SUBMIT THE STANDARD OPERATING PROCEDURE (SOP) TO THE INFRASTRUCTURE DEVELOPMENT PORTS & INLAND WATER TRANSPORT DEPARTMENT (IDP&IWT), GOVERNMENT OF KARNATAKA FOR APPROVAL."

ಕರ್ನಾಟಕ ಜಲಸಾರಿಗೆ ಮಂಡಳಿಯ 9ನೇ ಸಭೆಯ ನಿರ್ಣಯದಂತೆ ಕರ್ನಾಟಕ ರಾಜ್ಯದ ಕಿರು ಬಂದರುಗಳಿಂದ ಕಬ್ಬಿಣದ ಅದಿರನ್ನು ರಫ್ತು ಮಾಡುವಾಗ ಅನುಸರಿಸಬೇಕಾದ "ಕರ್ನಾಟಕ ಕಿರು ಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರು ನಿರ್ವಹಣಾ ನೀತಿ-2025" ಎಂಬ ಪ್ರಮಾಣಿತ ಕಾರ್ಯನಿರ್ವಹಣಾ ವಿಧಾನ (Standard Operating Procedure-2025)ವನ್ನು ರೂಪಿಸುವ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಮುಖ್ಯ ಕಾರ್ಯನಿರ್ವಹಣಾಧಿಕಾರಿ, ಕರ್ನಾಟಕ ಜಲಸಾರಿಗೆ ಮಂಡಳಿ ಇವರು ಸರ್ಕಾರದ ಪರಿಶೀಲಿನೆಗೆ ಸಲ್ಲಿಸಿರುತ್ತಾರೆ.

ರಾಜ್ಯದ ಕಿರುಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರಿನ ಆಮದು/ ರಫ್ತು ಚಟುವಟಿಕೆಗಳನ್ನು ಪುನ: ಪ್ರಾರಂಭಿಸುವುದರಿಂದ ರಾಜ್ಯದಲ್ಲಿ ನೈಸರ್ಗಿಕವಾಗಿ ಲಭ್ಯವಿರುವ ಕಬ್ಬಿಣದ ಅದಿರಿನ ಪರಿಣಾಮಕಾರಿಯಾದ ಬಳಕೆ ಸಾಧ್ಯವಾಗುತ್ತದೆ ಮತ್ತು ಇದರಿಂದ ದೇಶೀಯ ಹಾಗೂ ಅಂತಾರಾಷ್ಟ್ರೀಯ ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ವ್ಯಾಪಾರವು ಮತ್ತಷ್ಟು ಬಲಗೊಳ್ಳುತ್ತದೆ. ಈ ಕ್ರಮವು ಕರಾವಳಿ ಪ್ರದೇಶದಲ್ಲಿ ನೇರ ಮತ್ತ ಪರೋಕ್ಷ ಉದ್ಯೋಗ ಅವಕಾಶಗಳನ್ನು ಸೃಷ್ಟಿಸುವುದರ ಜೊತೆಗೆ ಕರಾವಳಿ ಸಮುದಾಯದ ಜೀವನೋಪಾಯವನ್ನು ಸುಧಾರಿಸುತ್ತದೆ. ಇದಲ್ಲದೇ ಈ ಮೂಲಕ ಬಂದರು ಆಧಾರಿತ ಕೈಗಾರಿಕೆಗಳಿಗೆ ಹೆಚ್ಚಿನ ಪ್ರೋತ್ಸಾಹ ದೊರೆಯುತ್ತದೆ.

ಈ ಹಿನ್ನಲೆಯಲ್ಲಿ ಕರ್ನಾಟಕ ಕಿರು ಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರು ನಿರ್ವಹಣಾ ನೀತಿ-2025 ಎಂಬ ಪ್ರಮಾಣಿತ ಕಾರ್ಯನಿರ್ವಹಣಾ ವಿಧಾನ (Standard Operating Procedure-2025)ವನ್ನು ಪರಿಶೀಲಿಸಿ, ಸಂಬಂಧಪಟ್ಟ ವಿವಿಧ ಇಲಾಖೆಗಳೊಂದಿಗೆ

ಸಮಾಲೋಚಿಸಿ ವಿವಿಧ ಇಲಾಖೆಗಳ ಅಭಿಪ್ರಾಯವನ್ನು ಕರಡು ನೀತಿಯಲ್ಲಿ ಅಳವಡಿಸಿ, ಕರ್ನಾಟಕ ಕಿರು ಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರು ನಿರ್ವಹಣಾ ನೀತಿ-2025 ಯನ್ನು ಜಾರಿಗೊಳಿಸಲು ಸರ್ಕಾರವು ತೀರ್ಮಾನಿಸಿದ್ದು, ಅದರಂತೆ ಈ ಕೆಳಕಂಡ ಆದೇಶ.

**ಸರ್ಕಾರದ ಆದೇಶ ಸಂಖ್ಯೆ:IDD/07/PSP/2024 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:02.12.2025**

ಪ್ರಸ್ತಾವನೆಯಲ್ಲಿ ವಿವರಿಸಿರುವ ಅಂಶಗಳ ಹಿನ್ನಲೆಯಲ್ಲಿ, ರಾಜ್ಯದ ಕಿರುಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರಿನ ಆಮದು/ ರಫ್ತು ಚಟುವಟಿಕೆಗಳನ್ನು ಪುನ: ಪ್ರಾರಂಭಿಸುವ ಸಲುವಾಗಿ ಈ ಕೆಳಕಂಡಂತೆ ಆದೇಶಿಸಿದೆ.

1. ಸರ್ಕಾರದ ಆದೇಶ ಸಂಖ್ಯೆ: ಲೋಇ 186 ಪಿಎಸ್ ಪಿ 2010, ದಿನಾಂಕ:26/07/2010 ಅನ್ನು ಹಿಂಪಡೆದಿದೆ.

2. ಕರ್ನಾಟಕ ಕಿರು ಬಂದರುಗಳಲ್ಲಿ ಕಬ್ಬಿಣದ ಅದಿರು ನಿರ್ವಹಣಾ ನೀತಿ-2025 ಎಂಬ ಪ್ರಮಾಣಿತ ಕಾರ್ಯನಿರ್ವಹಣಾ ವಿಧಾನ (Standard Operating Procedure-2025) ರನ್ನು ಅನುಬಂಧದಲ್ಲಿರುವಂತೆ ಜಾರಿಗೊಳಿಸಿದೆ.

ಈ ಆದೇಶವನ್ನು ಆರ್ಥಿಕ ಇಲಾಖೆಯ ಟಿಪ್ಪಣಿ ಸಂಖ್ಯೆ:ಆಇ 46 ವೆಚ್ಚ-1/2024, ದಿನಾಂಕ:26.03.2024, ಕಾನೂನು ಇಲಾಖೆಯ ಟಿಪ್ಪಣಿ ಸಂಖ್ಯೆ:ಲಾ 677 ಅಭಿ 2025, ದಿನಾಂಕ:02-09-2025 , ವಾಣಿಜ್ಯ ಮತ್ತು ಕೈಗಾರಿಕೆ ಇಲಾಖೆಯ ಟಿಪ್ಪಣಿ ಸಂಖ್ಯೆ: ಸಿಐ 97 ಎಂಎಂಎಂ 2024, ದಿನಾಂಕ:01/04/2025, ಕಂದಾಯ ಇಲಾಖೆಯ ಟಿಪ್ಪಣಿ ಸಂಖ್ಯೆ: RD-LGP/19/2024, ದಿನಾಂಕ:20.05.2025, ಒಳಾಡಳಿತ ಇಲಾಖೆಯ ಕಡತ ಸಂಖ್ಯೆ: ಐಡಿಡಿ/7/PSP/2024(ಭಾಗ-4)ರ ನೋಟ್-7, ದಿನಾಂಕ:12.11.2025 ಮತ್ತು ಸಾರಿಗೆ ಇಲಾಖೆಯ ಟಿಪ್ಪಣಿ ಸಂಖ್ಯೆ: ಟಿಡಿ 232 ಟಿಡಿಒ 2025, ದಿನಾಂಕ:18.11.2025 ರಲ್ಲಿ ನೀಡಿರುವ ಅಭಿಪ್ರಾಯಗಳನ್ವಯ ಮತ್ತು ಸಚಿವ ಸಂಪುಟದ ಪ್ರಕರಣ ಸಂಖ್ಯೆ: ಸಿ.990/2025, ದಿನಾಂಕ:27.11.2025 ರಲ್ಲಿ ನೀಡಿರುವ ಸಹಮತಿಯ ಮೇರೆಗೆ ಹೊರಡಿಸಿದೆ.

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆಜ್ಞಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ,

**(ಡಾ. ಎನ್.ಮಂಜುಳ)**
ಸರ್ಕಾರದ ಕಾರ್ಯದರ್ಶಿ,
ಮೂಲಸೌಲಭ್ಯ ಅಭಿವೃದ್ದಿ, ಬಂದರು ಮತ್ತು
ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆ.

**PROCEEDINGS OF THE GOVERNMENT OF KARNATAKA**

**Sub:** Implementation of the "Karnataka Non-Major Ports Iron Ore Handling Policy - 2025" - Standard Operating Procedure (SOP) to be followed while exporting iron ore from Non-Major ports of Karnataka.

**Read**
1. Government order No. PWD 186 PSP 2010, dt:26.07.2010.
2. Hon'ble Supreme Court judgement in W.P. No.562/2009, dt:20-05-2022.
3. Proposal from Chief Executive Officer, Karnataka Maritime Board vide letter NO. CEO/KMB-01/BM/2023,dt:13/11/2023.

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**PREAMBLE:-**

The State of Karnataka, possesses a coastline extending over 343.3 km. It features one Major Port - New Mangalore Port Authority, which operates under the administration of the Ministry of Ports, Shipping and Waterways, Government of India and 13 Non-Major Ports, which functions under the administrative control of the State Government through Karnataka Maritime Board.

Karnataka is one of the major iron ore producing state in the country, with primary iron ore deposits available in the districts of Ballari, Chitradurga, Tumakuru, and Chikkamagaluru. The iron ore export sector is a major source of revenue for the State's economy.

In the Government order read at (1) above to take effective necessary measures to prevent the unauthorized/illegal transportation /export of minerals from the State, and to implement statutory framework, prohibited the export of iron ore from the following 10 Non-Major ports exercising the powers conferred to the state vide Indian Ports Act 1908 and the Karnataka Ports (Landing & Shipping Fees) Act, 1961 (Karnataka Act 20 of 1961).

| | |
|---|---|
| 1. Karwar Port | 2. Belekeri Port |
| 3. Tadadi Port | 4. Honnavar Port |
| 5. Bhatkal Port | 6. Kundapura Port |
| 7. Malpe Port | 8. Hangarkatta Port |
| 9. Old Mangalore Port | 10. Padubidri Port |

Hon'ble Supreme Court in the judgement read at (2) above in Writ Petition (Civil) No: 562/2009 as directed as follows.

"We also grant permission to the applicants to export the iron ore and pellets manufactured from the iron ore produced from the mines situated in the State of Karnataka, to countries abroad, as is being done in the rest of Country, but strictly in terms of the extant policy of the Government of India "

The Chief Executive Officer, Karnataka Maritime Board in the letter read at (3)above has stated that Karnataka Maritime Board (KMB) prepared a draft Standard Operating Procedure (SOP) namely "Karnataka Non-Major Ports Iron Ore Handling Policy" and the said draft SOP was placed before the 9th Karnataka Maritime Board meeting, chaired by the Hon'ble Chief Minister, Government of Karnataka and Chairman, Karnataka Maritime Board. After due deliberations, it was resolved as follows:

RESOLVED THAT, CEO, KMB IS HEREBY AUTHORIZED TO SUBMIT THE STANDARD OPERATING PROCEDURE (SOP) TO THE INFRASTRUCTURE DEVELOPMENT PORTS & INLAND WATER TRANSPORT DEPARTMENT (IDP&IWT), GOVERNMENT OF KARNATAKA FOR APPROVAL.

As per the above board directions, the Chief Executive Officer, Karnataka Maritime Board has submitted the proposal for implementation of -**Karnataka Non-Major Ports Iron Ore Handling Policy - 2025** to the Government for consideration.

Resuming the import/export of iron ore from the State's Non-Major ports will enable the efficient utilization of naturally available iron ore in the State, there by bolstering the trade in the national/international market. This will contribute to generate direct and indirect employment in the coastal region as well as improve the livelihoods of the coastal community. Additionally, this would encourage port led industries in the region, thereby substantially contributing to economic progress of the state and the state exchequer.

In view of the above, after examining and consulting about the draft Karnataka Non-Major Ports Iron Ore Handling Policy – 2025 with concerned various departments and after incorporating the views of the various departments in the draft Karnataka Non-Major Ports Iron Ore Handling Policy – 2025 decision has been taken by the Government to formulate and adopt a Karnataka Non-Major Ports Iron Ore Handling Policy – 2025 Hence the following order.

**GOVERNMENT ORDER No. IDD 07 PSP 2024, BENGALURU, DATED: 02.12.2025**

In view of the factors outlined in the proposal, the following orders have been issued to resume import/export activities of iron ore in the minor ports of the state:

1. The Government Order No. PWD 186 PSP 2010, dt:26-07-2010, prohibiting the export of iron ore from 10 minor ports of the State is withdrawn with immediate effect.
2. Implementation of the "Karnataka Non-Major Ports Iron Ore Handling Policy, 2025" – Standard Operating Procedure for the export and import and trade of iron ore from the Non-major Ports of the State as per **Annexure.**

The above order is issued with the concurrence of Finance Department vide Note No. FD 46 EXP1/2024, dt:26.03.2024; Law Department vide Note No:LAW-677 OPN/ 2025, dt:02.09.2025 Commerce and industries Department Vide Note No.CI 97 MMM 2024, dt:01.04.2025, Revenue Department vide Note No. RD-LGP/19/2024,dt: 20.05.2025, Home Department vide Note-7 of file No: IDD/7/PSP/2024, dt:12.11.2025 and Transport Department vide Note No.232 TDO 2025, dt:18.11.2025 and Cabinet Note Subject No.C-990/2025, held on 27.11.2025.

By order and in the name of the
Governor of Karnataka

**(Dr.N.Manjula)**
Secretary to Government
Infrastructure Development, Ports and
Inland Water Transport Department

# KARNATAKA MARITIME BOARD

## GOVERNMENT OF KARNATAKA

*Location of Non- Major Ports of Karnataka*

### 1. Background Note on the Handling of Iron Ore at Non-Major Ports of Karnataka.

1. Karnataka is one of the leading producers of iron ore in India. The mining and export of iron ore have been important contributors to the state's economy. The state's iron ore production in the financial year 2020-21 was estimated to be around 34 million tonnes. Iron ore reserves are mainly found in Bellary, Chitradurga, Tumkur, and Chikmagalur districts. Further, Iron ore has been exported through the western coastal lines, and also through Karwar, Old Mangalore and Belekeri ports in past.

2. The Karwar Port and Belekeri Port are Non-Major Ports under the Karnataka Maritime Board, Government of Karnataka. These ports are in operation for shipping activities since 1957-58. Commodities such as Iron Ore, Manganese Ore, Timber, Industrial salt, etc., were handled at Karwar and Belekeri Port. In the year 2003, due to the sudden rise in the demand for Iron Ore from foreign countries especially from China, the export of Iron Ore increased drastically. At Karwar Port, Iron Ore was being loaded alongside the berth and anchorage, whereas at Belekeri Port only anchorage loading through barges was operated.

3. Due to this, the Belekeri Port was earning a direct revenue of about ₹ 15 Cr per annum. Further, the land at Karwar port was given on a rental basis to registered stevedores. The Port was earning a direct revenue of about ₹10 Cr per annum attributable to handling of Iron Ore only. The Stevedores were receiving the Iron ore, stocking it in their leased/rented land, and then loading it onto the ships for export after the shipping bills were cleared by customs authorities.

4. In July 2010, on the recommendation of the Commerce and Industries Department, to temporarily ban the export of Iron Ore through the Non-Major Ports of the state vide DO Letter No. CI 162 MMM 2010, the Public Works, Ports and Inland Water Transport Department banned

the export of Iron Ore through the Non-Major Ports of the state vide GO No. PWD 186 PSP 2010 Dated: 26.07.2010.

5. The Iron Ore exports from Non-Major Ports of Karnataka are now permitted vide Hon'ble Supreme Court order WRIT PETITION (CIVIL) NO. 562 OF 2009 dated 20.05.2022 and all other IAs connected with it. Hence there is a need for formulating standard operating procedure (SOPs) for the handling of Iron ore through the Non- Major Ports of Karnataka.

6. This document is the policy document which provides the guidelines for handling of Iron Ore Non- major ports under the Karnataka Maritime Board.

## 2. Eligibility for undertaking export of Iron ore originating / excavated from the state of Karnataka

1. For the purpose of undertaking Export of Iron Ore originating/excavated from Karnataka there shall be one time registration by the Exporter concerned at the Directorate of Mines and Geology by paying registration fee of Rs. 10,000/- and furnishing all the necessary particulars including Import Export Certificate (IEC).

2. Exporter should submit the duly notarised undertaking on the stamp paper stating that the Iron Ore procured from a leaseholder will not sold / exchanged with any other person/entity within the Country.

3. After registration the Exporter will be registered under Integrated Lease Management System (ILMS) in the Department of Mines and Geology and is required to produce the permission letter from the port authorities for storing the mineral in the premises of the port duly indicating the rental time period for such storing transportation therefrom and also with regard to the details of the destination.

4. Login and user id shall be issued to the Exporter by the Department of Mines and Geology.

5. In respect of every application for obtaining bulk permit in case of Export, the Lessee shall provide the registration details of exporter to the jurisdictional office of the Department of Mines and Geology and shall specifically mention in the application for permit that they will export the mineral and shall keep a separate account for the exported quantity and also mandatorily report the same to the jurisdictional Deputy Director / Senior Geologist office of Department of Mines and Geology which issues the permit.

6. The generated fines at various sponge iron plants may be allowed for export. Such plants which are intending to export shall register

with the Directorate of Mines and Geology as an Exporter of Iron Ore and abide by the conditions mentioned in the registration certificate. The generated fines should be as per ratio mentioned in approved letter of Government vide No:CI 09 MMM 2019, dated:27.02.2019.

7. The Export of Iron ore shall be allowed only from the Lessee or the Beneficiation Units. If the Iron Ore is transported by road, Radio Frequency Identification (RFID) should be compulsory. Necessary facility for checking RFIDs should be provided in ports.
8. ILMS may be integrated with the software designed by Infrastructure Development Ports and Inland Water Transport (IDP & IWT) /any authority on behalf of IDP & IWT for export of Iron Ore.
9. Other conditions as listed in the Mines and Minerals Development and Regulation Act (MMDR) act and relevant State acts amended from time to time to regulate the mineral sector including the iron ore shall be mandatorily complied with for enabling comprehensive export of Iron Ore from Karnataka.

## 3. Karnataka Non-Major Ports Iron Ore Export Policy 2025.

1. The Policy will cover the export, import and trade of Iron Ore and will apply to all Non-Major Ports of Karnataka Maritime Board (KMB).
2. The Land allotment will be done on the application of the party as per the Karnataka Minor Ports Land Allotment Guidelines -2020.
3. Land allotment will be done on the application of the party on a first come first serve basis on compliance with all applicable formalities.
4. Land plots will be allotted to the Indian Exporters having valid registration with the Directorate General of Foreign Trade (DGFT) and an IE Code having no previous dues with the Port with authorization from custom authorities. At the end of the license period, the plot is required to be handed over to the Port in vacant condition and in non-damaged condition.
5. For availing this facility, the licensee shall give a commitment of handling through allotted land for a minimum of 30,000 MT of cargo p.a. (hereinafter referred to as MGT per annum and the minimum area for allotment will be 1,000 sq.m.
6. In addition to the deposit covered under the land allotment, the licensee of such plots shall provide an MGT Deposit equivalent to 110% wharfage charges of the annual MGT applicable for Iron Ore

along with GST. The MGT Deposit will be released after the completion of the license period subject to fulfillment of MGT and adjustment of dues & damages, if any.

7. If any licensee requires additional land, such land will be allotted in parcels of 500 sq.m subject to availability. For each such allotment, an additional MGT (calculated pro-rata) backed by a fresh MGT deposit will be required.

8. Further, the license will be granted subject to payment of all outstanding dues including towards shortfall of MGT and submission of fresh MGT deposit or renewal of the MGT deposit for the next license.

9. If the licensee fails to fulfill the MGT, then the licensee will be required to pay the amount equivalent to the applicable wharfage including GST in respect of the shortfall quantity, failing which, the MGT Deposit will be encashed for the said amount.

10. In the event, the licensee fails to fulfill the MGT, a fresh license of the plot may be reallotted further for a similar period against the specific request of the licensee and subject to payment of shortfall amount/encashment of MGT deposit and upon submission of the fresh MGT deposit (in case of encashment of the earlier MGT deposit) or renewal of the existing MGT deposit (in case the licensee pays the shortfall amount).

11. Any modifications in the policy may be affected and implemented with the approval of the Karnataka Maritime Board immediately, followed by later publication in the State Gazette.

## 4. Terms and Conditions of Allotment

1. Subletting/under letting/parting/transfer/assignment of the licensing space shall not be allowed under any circumstances. The licensee shall be required to utilize the allotted land for the purpose of storage of cargo only. No change in the purpose of utilization that is stored will be allowed.

2. The cargo is permitted for admittance based on the allotment to the assigned plot which shall be in the custody, risk, and cost of the respective exporter or Clearing and Forwarding Agents (C&F agents) on behalf of the exporter or stevedores. KMB shall not take custody of export cargo.

3. The Exporter or the C&F Agent (on behalf of the exporter) or Stevedore shall file Shipping Bill and other related documents to

Custom Authorities. An application along with an indemnity Bond from the Exporter indemnifying Karnataka Maritime Board (all its members as well as employees) from all disputes arising out of the export of the said consignment and including the consequences of the proceedings passed by Civil or Criminal courts in respect of the cargo prior to or after its shipment shall be filed. Exporters should also declare that the cargo is free from all encumbrances including attachments or injunctions or decrees or orders passed by any Civil or Criminal courts or statutory authorities restraining the export of the said cargo including Legal and Financial obligations also covering claims arising out of accidents and third-party property damage. The indemnity Bond has to be furnished on non-judicial stamp paper of value not less than Rs.100 before the allotment as well as before the shipment.

4. Cargo admittance by trucks shall be through the RFID system of Port and the exporter has to link 1) IE Code, 2) Allotment Number, 3) Department of Mines & Geology Permit details to each Truck admitted and 4) Indemnity bond indemnifying Karnataka Maritime Board (all its members as well as employees) from all disputes arising out of the export of the said consignment 5) Proof of MGT deposits which is equivalent to 110% wharfage charges.

5. The Exporter or C&F agent or Stevedore has to demarcate the allotted area displaying the Exporter's name. The cargo stacked in the plot remains at the parties' risk and responsibility and the KMB (all its members as well as employees) is not liable for any theft or shortage of cargo. Infringement of the cargo of any other licensee will lead to the termination of the license.

6. The Exporter/ C&F agent / Stevedore has to give a detailed declaration of date-wise aggregation of cargo in the plot every week certified by a recognized surveyor. After sailing of every vessel, within 48 hours, the exporter should give the draft survey report and the statement of cargo balance in the allotted plot.

7. The exporter has to pay the wharfage charges for the entire booking quantity in advance prior to the berthing of the vessel along with duly certified permits issued by the Department of Mines & Geology for the quantity of shipment.

8. After realization of wharfage charges, the vessel may be berthed, and export of cargo may be permitted after receipt of the "Let Export and allowed for shipment Order from Customs". In the case of coastal shipping, exporters will be required to produce a "coastal bill of lading".

9. The license fee will be charged from the date of allotment of the plot. The license fee for the same shall be paid before the occupation date of land/ due date of the license; failing which penal interest @ SBI MCLR +2% will be levied till the payment is received. In, any case the payment should not be delayed beyond 15 days from the occupation date or due date.

10. The license is terminable on 7 days written notice on either side, neither party shall have any right of any claim on the other on account of such termination.

11. In addition to payment of the license fee as per the SOR, the licensee shall pay all applicable taxes.

12. If it is observed at any stage that a licensee has indulged in corrupt/ fraudulent/collusive/coercive practice or has produced forged/misrepresented documents, the license of such agency shall be terminated with immediate effect and its Security Deposit shall be forfeited and the MGT Deposit shall be encashed by the Port. Further, such agency shall be banned for future business in Karnataka.

13. Encroachment or unauthorized occupation of land etc. by the licensee even after giving notice by the Port will involve a liability to pay a penalty at the rate of three times the scheduled license fee. If any damage is caused, the licensee shall be liable to make good the damages at his own cost and arrangement to the satisfaction of the port.

14. If the licensee fails to remove cargo from the encroached area in spite of notice to do so, the license will be terminated, and the cargo will be auctioned as per the regulations of the Department of Mines and Geology under the Government of Karnataka and the Licensee fee will be recovered.

15. Licensee has to bear the license fee as and when the Schedule of Rates is revised.

16. The licensee shall not cause any damage to KMB Properties.

17. The licensee shall agree to comply with all rules and directions issued by the KMB from time to time. Exporters/C&F Agents/Stevedore should strictly adhere to Standard Operating Procedures on safe handling as per Dock Safety Regulations.

18. The Licensee shall ensure that all labourers/workers engaged are duly registered with the Labour Department, in accordance with the extent rules and regulations of the Government of Karnataka and the Government of India. A comprehensive and up-to-date database of such labourers/workers shall be maintained by the Licensee at all

times. Furthermore, the Licensee shall implement all necessary labour welfare measures to safeguard the health, safety, and security of the workforce, in compliance with relevant statutory provisions and best industry practices.

19. The Exporters/C&F Agents/Stevedore have to ensure that the Workers /labourers deployed by them use the toilets and follow proper methods for waste disposal in the wharf. Strict action will be taken if the workers/labourers are found indulging in open defecation.

20. To manage the inflow and outflow of large volumes of trucks, the licensee/exporter shall be responsible for identifying and arranging designated parking and holding areas outside the port premises to avoid congestion. The licensee/exporter shall prepare and implement a functional Standard Operating Procedure (SOP) for vehicle traffic management, and road congestion caused by trucks carrying iron ore in consultation with Police Department.

21. The Exporters/C&F Agents/Stevedore have to ensure that the vehicles and equipment used for transportation and handling are having valid Fitness Certificates and are always manned by the driver and cleaner/helper during the stay at the port. It must be ensured that the trucks/vehicle transporting cargo should not be overloaded beyond the stipulated load limit.

22. The licensee shall have to comply with all stipulations and requisitions which may from time to time may be made by the Government or any other statutory authority. The licensee shall obtain all statutory clearances required during the license period. KMB and/or Port shall not take any responsibility in these matters.

23. The licensee shall not construct any building or convenience on the allotted land.

24. The licensee shall follow safety norms as may be prescribed by the competent authority and take all necessary measures for ensuring the safety of men, materials and machinery. Save all net should be used for shore-to-ship operations which should be in good condition and properly fastened.

25. The Licensee has to take all necessary measures to cover/secure the cargo during handling to mitigate dust pollution and follow anti-pollution, anti-spillage and environmentally friendly measures. Failure to observe environmental and safety norms can lead to penalties including cancellation of license. Licensee to make a proper approach road to the plot and shall make arrangements to clean the road and drains falling in their jurisdiction regularly.

26. The Exporters/C&F Agents/Stevedore shall adopt adequate containment measures to prevent water and air pollution arising from iron ore storage and transportation, especially during monsoon season. The licensee shall be responsible for obtaining necessary pollution control clearances from Karnataka State Pollution Control Board (KSPCB). All operations must comply with air and water pollution standards as notified by the KSPCB. KMB shall not be held liable for environmental violations by the licensee/exporter.

27. A composite check-post may be established at the entrance of the port, comprising officials or representatives from the Departments of Mines and Geology, Forest, Police, Regional Transport Office (RTO), and Commercial Taxes. The purpose of the check-post shall be to verify the authenticity of the exporter and to ensure that all necessary permits, approvals, and registrations required for iron ore export are duly in place.

28. Cargo must be kept covered with tarpaulin and a garland of bags in 3 layers must be placed around to prevent slippages of cargo to drain. It has to be ensured that seepage from the stack must be channeled to the settling Pond. The stack should be away from the drainage at least 2 meters and the approach of the plot is free from blockage of water. The height of the stack shall not be more than 4 meters failing which allotment will be cancelled.

29. Licensee should not create any inconvenience to the Port Operations, in any form.

30. Request for waiver of above said terms with regard to license fee or extension will not be accepted.

31. All operations starting from Entry of Rakes/Trucks shall be monitored through CCTV including storage of cargo and the port will deploy additional security personnel for supervision and mapping/monitoring of the stack through drone-based surveillance may be undertaken. The Port will provide adequate high mast towers for illumination for night operations.

32. Pollution Mitigation, Safety, and Supervision Fees @ Rs 13 per Ton on MGT Quantity to be deposited with the port officer or equivalent authority before allotment.

33. In case of any dispute with regard to the interpretation of any of the clauses in this policy, the licensee shall bring it to the notice of the Port Officer and the decision of the KMB shall be final and binding on the licensee.

## 5. Checklist of Mandatory Documents to be submitted under the policy

### 1. At the time of land allotment.

1. Application for Land Allotment as per the guidelines by the KMB.
2. Self-attested copy of the registration with the Department of Mines and Geology
3. Self-Attested Copy of IEC Certificate
4. No dues certificate from the Karnataka Maritime Board
5. No dues certificate from the Custom Authorities
6. Receipt of payment of MGT Deposit, License fees with Security Deposit, and pollution Mitigation, Safety, and Supervision Fees as per estimated on MGT.
7. Indemnity Bond executed on Non-Judicial Stamp paper of value of not less than Rs.100 from Exporter in the prescribed format (Annexure-A)

### 2. At the Time of Shipment

1. Exporter or his agent has to give a declaration of date-wise aggregation of cargo every week certified by a recognized surveyor.
2. Shipping Bill and other related documents.
3. Duly certified Permits/clearance from the Department of Mines & Geology for the shipment.
4. Let Export order from customs and other statutory clearances. In the case of coastal shipping “coastal bill of lading” will be required.
5. Draft Survey Report and statement of cargo balance in the allotted plot within 48 hours of vessel sailing.
6. Indemnity Bond executed on Non-Judicial Stamp paper of value of not less than Rs.100 from, Exporter in the prescribed format (Annexure-A)

## 6. Policy for Handling of Iron Ore at the Non- Major Ports

1. Out of 13 non-major ports in Karnataka, two ports, i.e. Old Mangalore and Karwar, are currently operational. Handling of Iron ore shall not be permitted at the berth of Old Mangalore port which is on the city side whereas handling of Iron ore shall be permitted on Bengre side of Old Mangalore Port.

2. Karwar can be utilized for loading Iron ore vessels to permissible drafts (alongside berth) and at anchorage. However, priority will be given to containers and clean cargo vessels (food grains, Fertilizer, timber, project cargo, RO-RO, and all other cargoes falling under this category) at the port.
3. A dedicated berth at Manki shall be developed by the KMB. Hence, Iron-ore handling from Manki shall be allowed at this dedicated berth post completion of the construction.
4. There are 3 non-major ports i.e., Pavinakurve, Keni, and Honnavar which are being developed under PPP. For these ports, handling/ trade of Iron Ore is permitted subject to compliance with this policy.

# Annexure-A

## INDEMNITY BOND

**(to be executed in Non-Judicial Stamp paper of not less than Rs. 100 at the time of shipment/land allotment)**

This deed of indemnity is executed by_(Firm Name) Represented by its _(Designation) Sri/Smt.____________ Duly authorized under _(Board Resolution / Partnership Deed dated / PoA dated___ having its office at _hereinafter referred to as 'Indemnifier' which expression shall unless repugnant to the context or meaning thereof, include its successors, Administrator, representatives and permitted assignees in favor of Karnataka Maritime Board, Karwar hereinafter referred to as 'Indemnified' which expression shall unless repugnant to the context or meaning thereof include its representatives and assignees, etc.

Whereas the indemnified herein has allotted to the indemnifier herein vacant plot/ land measuring_in KMB port units on terms and conditions set out interalia in the allotment letter dated________for a period from____to____issue as per the Karnataka Non-Major Ports Iron Ore Handling Policy 2025

AND Whereas, the clauses in the terms and conditions of the above-mentioned allotment letter provide for indemnifying the Indemnified by the Indemnifier for any loss, damage, claim or action arising out of the acts of Indemnifier during the period of allotment.

AND Whereas, the Indemnifier hereby irrevocably agrees to Indemnify the Indemnified and keep harmless from and against all or any claims, demands, proceedings, costs, charges, and expenses whatsoever in respect thereof or in relation thereto and the indemnified shall be at liberty to deduct or adjust the said loss or costs as the case may be from the security deposit amount or any other amounts of the indemnifier by the indemnified for an amount that the indemnified may be called upon to pay towards claims, demands, proceedings, costs, charges, and expenses whatsoever in respect of or in relation to the allotment referred to above without any reference to the Indemnifier.

The Indemnifier agrees to comply with all rules and directions issued by Port from time to time and strictly adhere to Standard Operating Procedures on Safe Handling as per Dock Safety Regulations. The Indemnifier agrees to ensure that the Workers /laborers deployed by them use the toilets and follow the proper method for waste disposal in the wharf.

The Indemnifier agrees to ensure that the vehicles and equipment used for transportation and handling have valid Fitness Certificates and are manned by the driver and cleaner or helper at all times during the stay at the Port and the trucks or vehicles transporting cargo should not be overloaded beyond the stipulated load limited.

The Indemnifier agrees to comply with all or any other applicable legislation or other statutory Rules and Regulations whatsoever in force if these are applicable. Any obligations finding or otherwise missed under any statutory enactments rules & regulations there under shall be the responsibility of the Indemnifier and the Indemnified will have no responsibility for the same.

ln addition to complying with the above, the Indemnifier hereby undertakes to Indemnify the Indemnified against all disputes arising out of the export of the said consignment and including the consequences of the proceedings passed by Civil or Criminal courts in respect of the cargo prior to or after its shipment in the vessel (vessel name / VCN) The cargo is free - from all encumbrances including attachments/injunction/decree/orders passed by any Civil or Criminal courts or statutory authorities restraining the export of the said cargo including Legal and Financial obligations also covering claims arising out of accidents and third party property damage for which the Indemnified and its officers / representation are in no way responsible.

**For__________ INDEMNIFIER**
**(Signature with Name and Designation) Company Seal**

Station:

Date:

- ______

Signature with Name, Designation & Address\

- ______

Signature with Name, Designation & Address

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## DEFINITIONS (In this policy)

- ***'MGT' means*** *Minimum Guarantee Throughput*
- ***'KMB' means*** *Karnataka Maritime board*
- ***'Ports'*** under this policy means such non-major ports declared by Government of Karnataka under clause (a) of sub-section (1) of section 4 of the Indian Ports Act, 1908 (Central Act XV of 1908)
- ***'Government'*** means the Government of Karnataka
- ***'GST' means*** *Goods and Services Tax*
- ***'SoR' means Schedule of Rates,*** *means schedule detailing the various dues such as port dues, landing and shipping dues, license fee, ground rent, shed rent, waterfront charges, vehicle entry fee, weighbridge charges, hire charges, bunkering charges, pilotage dues, berthing dues etc., and the rate at which they are levied as defined by Karnataka Ports Landing and Shipping fees as revised from time to time.*
- **'EC' means** Encumbrance Certificate.
- **'SBI MCLR' means** State bank of India Marginal Cost of Lending Rates
- **'IE code' means** Import Export Code.
- ***'Coastal shipping'*** *means movement of cargoes by ship between ports of the same country.*
- *'**Hinterland'** means geographical region providing cargo to the port*
- ***'Port operator'*** *means the individual or group or the company or their authorised agency that develops or promotes and / or operates the port; 'port user' means the individual or group or the company or their authorised agency who uses the services of the port.*

ಮುದ್ರಕರು ಹಾಗೂ ಪ್ರಕಾಶಕರು:- ಸಂಕಲನಾಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ, ಸರ್ಕಾರಿ ಕೇಂದ್ರ ಮುದ್ರಣಾಲಯ, ಬೆಂಗಳೂರು

THAMMAIAH