

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
RAJYA SABHA
UNSTARRED QUESTION NO- 3002
ANSWERED ON- 22/03/2021

PRIVATELY OPERATED PORTS

3002. SHRI ANAND SHARMA:

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

- (a) the number of ports in India that are privately owned and operated, or with private ownership exceeding 40 per cent;
- (b) the total volume of freight passing through such ports, including minor and major ports fulfilling the above parameters;
- (c) whether volume of freight passing through minor ports in the country has increased at a greater rate than in major ports of India between 2010 and March 1, 2021; and
- (d) if so, the details thereof and the reasons therefor?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) FOR PORTS, SHIPPING AND WATERWAYS
(SHRI MANSUKH MANDAVIYA)

- (a) There is no privately owned and operated, or with private ownership exceeding 40 per cent Major Ports in India. The projects/berths/terminals are allocated on the basis of open competitive bidding under Public Private Partnership (PPP) mode to private players for a limited period on revenue/royalty sharing basis.
- (b) The total cargo traffic handled by major and non-major ports during 2020 was 704.93 million tons and 614.99 million tons respectively.

(c) Yes, Sir. The year-wise cargo traffic handled by major and non-major ports from 2009-10 to 2019-20 is given below:

(in million ton:)

Year	Cargo handled at Major Ports	Cargo Handled at Non Major Ports	Total Cargo handled
2009-10	561.08	288.94	850.02
2010-11	570.10	315.36	885.46
2011-12	560.19	353.74	913.93
2012-13	545.83	387.92	933.75
2013-14	555.49	416.97	972.46
2014-15	581.34	470.89	1052.23
2015-16	605.89	465.87	1071.76
2016-17	648.47	485.21	1133.69
2017-18	679.47	529.09	1208.56
2018-19	699.17	582.61	1281.78
2019-20	704.93	614.99	1319.92

(d) Over the period, it has been observed that the rate of increase in volume of freight passing through minor ports is higher as compared to the major ports of India. Some of the reasons that may potentially be attributed for this trend are availability of deep drafts, flexibility in fixing ports tariffs etc.
