

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
RAJYA SABHA
STARRED QUESTION NO. *66
ANSWERED ON 13/12/2022

OPERATION OF PORTS ACROSS THE COUNTRY

*66. SHRI IMRAN PRATAPGARHI:

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

- (a) whether the operation and maintenance of the berth/terminals at all ports across the country is being done through the Public Private Partnership (PPP) mode;
- (b) if so, the details thereof along with the number of ports operated and run by Government and Private sector in the country; and
- (c) the details of the ports privatised during the last three years?

ANSWER

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

- (a) to (c) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF RAJYA SABHA STARRED QUESTION NO.*66 ANSWERED ON 13TH DECEMBER, 2022 RAISED BY SHRI IMRAN PRATAPGARHI REGARDING "OPERATION OF PORTS ACROSS THE COUNTRY".

(a) There are 12 Major Ports wholly owned by the Central Government and governed by provisions of Major Port Authority Act, 2021. Private Sector Participation has been allowed in these Major Ports on Public Private Partnership (PPP) basis for projects/berths/terminals through concession agreement for a fix tenure by way of bidding process on revenue share/royalty payment by the concessionaire. After the concession period gets over the port asset is handed over to the Port Authority. There are 213 non-major ports managed by and under the control of respective State Maritime Board/State Government. The State Maritime Board/State Government enters into a concession agreement with the private operator to develop and operate the port in Public Private Partnership (PPP). In case of Major Ports, out of 272 berths, 79 berths have been given on PPP mode.

(b) Information regarding 12 major ports controlled by the Central Government and the non-major ports controlled by State authorities including Maritime Boards is at **Annexure.**

(c) No Port in the country has been privatised as the ownership of the land and waterfront remains with the respective State/Central Government after the concession period gets over.

Annexure to part (b)

There are 12 major Ports under administrative control of Central Government viz. Deendayal, Mumbai, Jawaharlal Nehru, Mormugao, New Mangalore, Cochin, Tuticorin(VO-Chidambaranar), Chennai, Ennore(Kamarajar), Visakhapatnam, Paradip and Kolkata Ports and 213 non-major ports. The non-major ports in various States and Union Territories are controlled by the respective State/UT Governments. In 12 Major Ports across the country 79 berths are given on PPP mode.

Details of Major Ports Non-Major Ports Berths on PPP

S. No.	Name of the State	Major Ports			Non Major Ports*		
		No. of Major Ports	No. of Berths on PPP	Port Owned Berth	No. of Non Major Ports Handling Cargo	Port Operated by State Govt.	Port operated on PPP mode
1	Gujarat	1	10	24	17	13	4
2	Maharashtra	2	14	35	16	5	11
3	Goa	1	3	3	1	1	0
4	Karnataka	1	3	14	2	2	0
5	Kerala	1	5	14	4	4	0
6	Tamil Nadu	3	20	29	06	2	4
7	Andhra Pradesh	1	8	18	4	0	4

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		No. of Major Ports	No. of Berths on PPP	Port Owned Berth	No. of Non Major Ports Handling Cargo	Port Operated by State Govt.	Port operated on PPP mode
8	Odisha	1	12	8	2	0	2
9	West Bengal	1(HDC+KDS)	4	48	1	1	0
10	Others*	0	0	0	14	14	0
	Total	12	79	193	67	42	25

* Based on inputs provided by State authorities including Maritime Boards

भारत सरकार
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
राज्य सभा

तारांकित प्रश्न सं. *66 जिसका उत्तर
मंगलवार, 13 दिसम्बर, 2022 (22 अग्रहायण, 1944 (शक)) को दिया जाना है

देश भर में बंदरगाहों का प्रचालन

***66 श्री इमरान प्रतापगढ़ी :**

क्या पत्तन, पोत परिवहन और जलमार्ग मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या देश भर के सभी बंदरगाहों पर बर्थ/टर्मिनलों का प्रचालन और उनका रख-रखाव सार्वजनिक-निजी भागीदारी (पीपीपी) पद्धति के माध्यम से किया जा रहा है;
- (ख) यदि हां, तो देश में सरकारी और निजी क्षेत्रों द्वारा प्रचालित बंदरगाहों की संख्या सहित तत्संबंधी ब्यौरा क्या है; और
- (ग) विगत तीन वर्षों के दौरान प्रचालन हेतु निजी क्षेत्र को सौंपे गए बंदरगाहों का ब्यौरा क्या है?

उत्तर

पत्तन, पोत परिवहन और जलमार्ग मंत्री
(श्री सर्बानंद सोणोवाल)

(क) से (ग) एक विवरण सदन के पटल पर रखा गया है।

"देश भर में बंदरगाहों का प्रचालन" के संबंध में श्री इमरान प्रतापगढ़ी द्वारा पूछे गए दिनांक 13 दिसम्बर, 2022 के राज्य सभा तारांकित प्रश्न सं. *66 के उत्तर के भाग (क) से (ग) तक में संदर्भित विवरण

(क): केन्द्र सरकार के पूर्ण स्वामित्व में 12 महापत्तन हैं और ये महापत्तन प्राधिकरण अधिनियम, 2021 के प्रावधानों द्वारा अधिशासित हैं। इन महापत्तनों में नियत अवधि के लिए रियायती करार के माध्यम से परियोजनाओं/ बर्थों/ टर्मिनलों के लिए, सार्वजनिक निजी भागीदारी (पीपीपी) आधार पर निजी क्षेत्र की प्रतिभागिता की अनुमति दी गई है, जिसके अंतर्गत बोली प्रक्रिया के माध्यम से रियायत प्राप्तकर्ता राजस्व हिस्सेदारी/ रॉयल्टी का भुगतान करता है। रियायत अवधि समाप्त होने पर पत्तन की परिसंपत्ति, पत्तन प्राधिकरण को लौटा दी जाती है। 213 ऐसे गैर-महापत्तन हैं, जिनका प्रबंधन एवं नियंत्रण संबंधित राज्य मैरीटाइम बोर्डों/ राज्य सरकार द्वारा किया जाता है। राज्य मैरीटाइम बोर्ड/ राज्य सरकार, सार्वजनिक निजी भागीदारी (पीपीपी) में पत्तन का विकास और प्रचालन करने हेतु निजी प्रचालक के साथ रियायत करार निष्पादित करती है। महापत्तनों के मामले में 272 बर्थों में से 79 बर्थ पीपीपी मोड में प्रदान की गई हैं।

(ख): केन्द्र सरकार द्वारा नियंत्रित 12 महापत्तनों तथा मैरीटाइम बोर्डों सहित राज्य प्राधिकरणों द्वारा नियंत्रित गैर-महापत्तनों के संबंध में सूचना **अनुबंध** में प्रदान की गई है।

(ग): देश में किसी भी पत्तन का निजीकरण नहीं किया गया है क्योंकि रियायत अवधि समाप्त होने के बाद भूमि और वॉटरफ्रंट का स्वामित्व संबंधित राज्य/ केन्द्र सरकार के पास रहता है।

भाग (ख) के संदर्भ में अनुबंध

केन्द्र सरकार के प्रशासनिक नियंत्रण के अधीन 12 महापत्तन नामतः दीनदयाल, मुंबई, जवाहरलाल नेहरू, मुरगांव, नव मंगलूर, कोचिन, तूतीकोरिन (वीओ चिदंबरनार), चेन्नै, एन्नोर (कामराजार), विशाखापट्टणम, पारादीप तथा कोलकाता पत्तन तथा 213 गैर-महापत्तन हैं। विभिन्न राज्यों और संघ राज्य क्षेत्रों में स्थित गैर-महापत्तन संबंधित राज्य/संघ राज्य सरकारों के नियंत्रणाधीन हैं। देशभर के 12 महापत्तनों में 79 बर्थें पीपीपी मोड में प्रदान की गई हैं।

महापत्तनों और गैर-महापत्तनों पर पीपीपी मोड के माध्यम से संचालित बर्थों का ब्यौरा

क्रम. सं.	राज्य का नाम	महापत्तन			गैर-महापत्तन*		
		महापत्तनों की सं.	पीपीपी पर बर्थों की सं.	पत्तन के स्वामित्व वाली बर्थ	कार्गो संभालने वाले गैर महापत्तनों की सं.	राज्य सरकार के स्वामित्व वाले पत्तनों की सं.	पीपीपी के माध्यम से संचालित पत्तनों की सं.
1	गुजरात	1	10	24	17	13	4
2	महाराष्ट्र	2	14	35	16	5	11
3	गोवा	1	3	3	1	1	0
4	कर्नाटक	1	3	14	2	2	0
5	केरल	1	5	14	4	4	0
6	तमिलनाडु	3	20	29	06	2	4
7	आंध्र प्रदेश	1	8	18	4	0	4
8	ओडिशा	1	12	8	2	0	2
9	पश्चिम बंगाल	1(एचडीसी+ केडीसी)	4	48	1	1	0

क्रम. सं.	राज्य का नाम	महापत्तन			गैर-महापत्तन*		
10	अन्य*	0	0	0	14	14	0
	कुल	12	79	193	67	42	25

* मैरीटाइम बोर्डों सहित राज्य प्राधिकरणों द्वारा प्रदान किए गए इनपुट्स पर आधारित

SHRI G.K. VASAN: Sir, port sector is steadily doing well in the country. There is no doubt about it. But, at the same time, I would like to tell the hon. Minister that minor ports are competitive to the major Government ports in the country. I would like to know from the hon. Minister as to what steps the Central Government has taken to enhance performance parameters for the major ports in the country for the efficiency of functioning of the ports.

SHRI SARBANANDA SONOWAL: Respected Deputy Chairman, Sir, for the growth of the national economy, the Ministry of Ports, Shipping and Waterways is taking a lot of initiatives under the able leadership of hon. Prime Minister, Shri Narendra Modi. Since 2014 onwards till 2022, we have, under his guidance, brought some revolutionary changes in the infrastructure development. Hon. Prime Minister launched SagarMala Programme. The main objective of the programme was to develop port infrastructure, port modernization, port-led industrialization, port-led connectivity enhancement, coastal community development, coastal shipping and Inland waterways. These are all important components of SagarMala Programme. We have gone through detailed consultations with all the stakeholders, including State Maritime Boards, State Governments and Union Territories. We have other stakeholders as well. We have identified 802 projects. Out of these, so far, 210 projects have already been completed; 220 are under implementation; and 371 are under different stages of implementation. This has brought revolutionary changes in the capacity enhancement of the ports, be it modernization, or, be it mechanization, or, be it digitization. In all aspects, whatever global level of facilities needs to be developed, that is being done and because of this all the major ports have developed their cargo handling capacity. If you go through the data, you will see every year there is a growth of six per cent in cargo handling capacity whether it is coastal shipping, or, whether it is EXIM cargo, or, whether it is inland waterways. In all aspects, the success story has revealed the fact that it is happening under the dynamic leadership of hon. Prime Minister.

Shipping being the largest transporter of the country, it plays a very, very important role. We have also created scope for private sector to take important part through the introduction of PPP mode.

MR. DEPUTY CHAIRMAN: Please be brief. There are other questions also.

SHRI SARBANANDA SONOWAL: I believe this is how the Ministry of Ports, Shipping and Waterways is growing with the support of other stakeholders.

DR. SASMIT PATRA: Sir, Paradip Port in Odisha has been doing extremely well. It is one of the largest in terms of cargo handling capacity in the country. My specific question to the hon. Minister is: What are the plans and programmes that the Ministry is considering to increase the capacity handling and operations of the Paradip Port in Odisha?

SHRI SARBANANDA SONOWAL: Sir, Paradip Port is one of the largest ports of India. In terms of cargo handling, it has the maximum capacity. That is why it has become one of the most profit-making ports and it is now aiming to become the mega port in the near future. Whether it is the western dock or the eastern dock, this kind of project has been brought into place. By spending Rs.7,000 crore, particularly with the equity of private players, it has created a lot of attraction due to its location. The environment at Paradip Port is unique. For your information, by 2047, the capacity of Paradip Port will be more than 500 MMT. That is the target we have set, and to achieve that target, we are developing all kinds of infrastructure that is required.

MR. DEPUTY CHAIRMAN: Question Hour is over. The House stands adjourned till 2 p.m.