

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
LOK SABHA  
UNSTARRED QUESTION NO.1432  
ANSWERED ON 10.02.2023

**MAJOR AND MINOR PORTS ON PPP MODEL**

1432. SHRIMATI RAJASHREE MALLICK:  
DR. KALANIDHI VEERASWAMY:  
SHRI RAJESHBHAI CHUDASAMA:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:  
**पत्तन, पोत परिवहन और जलमार्ग मंत्री**

(a) the details of major, medium and minor ports on Public-Private Partnership (PPP) model functioning and indentified for development in the country, State/UT-wise including Gujarat and Tamil Nadu;

(b) whether the cargo handling capacity at ports is not being fully utilized, if so, the details of cargo handling capacity and cargo handled by each of these ports in the last three years, port-wise;

(c) whether operations and maintenance of the berth terminals at major ports are being done through PPP model and if so, the details thereof along with the number of ports operated and run by the Government and private sector in the country;

(d) the details of Government ports privatized during the last three years, port-wise; and

(e) the details of new ports in PPP model coming up in Gujarat and Tamil Nadu?

**ANSWER**

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

(a) & (c) 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 fixed 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. 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**.

(b) Port wise capacity of all Major ports and traffic handled during the financial years 2019-20, 2020-21 and 2021-22 are as below (in Million Tonnes):

PORT	Capacity 2019-20	Traffic 2019-20	% Utilisati on	Capacity 2020-21	Traffic 2020-21	% Utilisati on	Capacity 2021-22	Traffic 2021-22	% Utilisati on
SMP, Kolkata (incl. Haldia)	82.57	63.98	77.49	90.77	61.37	67.61	92.77	58.17	62.70
Paradip	249.00	112.69	45.26	259.00	114.55	44.23	289.75	116.13	40.08
Visakhapatnam	134.18	72.72	54.20	134.18	69.84	52.05	134.18	69.03	51.45
Kamarajar (Ennore)	91.00	31.74	34.88	91.00	25.89	28.45	91.00	38.74	42.57
Chennai	135.00	46.76	34.64	135.00	43.55	32.26	135.00	48.56	35.97
V.O. Chidambarānar	111.46	36.08	32.37	111.46	31.79	28.52	111.46	34.12	30.61
Cochin	78.60	34.04	43.31	78.60	31.50	40.08	78.60	34.55	43.96
New Mangalore	104.73	39.14	37.37	104.73	36.50	34.85	108.96	39.30	36.07
Mormugao	63.40	16.02	25.27	63.40	21.99	34.68	63.40	18.46	29.12
Mumbai	79.00	60.70	76.84	84.00	53.32	63.48	84.00	59.89	71.30
J.N.P.A.	138.87	68.45	49.29	141.37	64.81	45.84	141.37	76.00	53.76
Deendayal	267.10	122.61	45.90	267.10	117.57	44.02	267.10	127.10	47.59
<b>TOTAL</b>	<b>1534.91</b>	<b>704.93</b>	<b>45.93</b>	<b>1560.61</b>	<b>672.68</b>	<b>43.10</b>	<b>1597.59</b>	<b>720.05</b>	<b>45.07</b>

The average cargo being handed in all Major Ports is around 45%. This figure does not imply that the berths are underutilised. There needs to be certain level of redundancy when berth capacity is considered to ensure that vessels can be serviced immediately on arrival. This will ensure that port efficiency can be maintained and the trade does not suffer by way of demurrage charges on vessels. Secondly, traffic through Major Ports is on the increase whereas capacity creation cannot be achieved within a short period of time. Considering the high GDP growth of the country, corresponding growth of EXIM traffic is expected in future.

(d) 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.

(e) 3(three) new non-major ports on PPP Model under the State Government of Gujarat at the location Chhara, Jafrabad, and Bhavnagar are coming up in Gujarat. No new port on PPP model is currently coming in Tamil Nadu.

**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	1	8	18	4	0	4

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
	Pradesh						
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
	<b>Total</b>	<b>12</b>	<b>79</b>	<b>193</b>	<b>67</b>	<b>42</b>	<b>25</b>

\* Based on inputs provided by State authorities including Maritime Boards

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