

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

LOK SABHA
UNSTARRED QUESTION NO. 5693
ANSWERED ON 04.04.2025

GROWTH DISPARITY BETWEEN MAJOR AND MINOR PORTS

5693. SHRI RAJIV PRATAP RUDY:

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

- (a) whether it is a fact that the overall growth in the port sector is primarily driven by a few major ports while several other ports, especially minor ports are witnessing slower growth, if so, the details thereof;
- (b) the details of cargo traffic growth at major and minor ports separately over the last five years, along with the annual growth rate;
- (c) the growth of inland waterways in Bihar over the last five years, including cargo and passenger traffic;
- (d) the number of people directly and indirectly employed in the port and inland waterways sector over the last five years, including data specific to Bihar;
- (e) the steps taken/proposed to be taken by the Government to ensure balanced growth across both major and minor ports; and
- (f) whether there is any specific plan to modernize and expand minor ports to enhance their efficiency and competitiveness, if so, the details thereof?

ANSWER

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

- (a) Major Ports are under the administrative control of the Ministry of Ports, Shipping & Waterways and Ports other than Major Ports (Non-Major/Minor) are under the jurisdiction of respective State Government. 12 Major Port in the country accounts for the bulk of India's cargo handling capacity and have benefitted from substantial investments in infrastructure, modernization, and automation. For a balanced and sustained growth of the Indian port sector, Ministry of Ports, Shipping and Waterways under Sagarmala Scheme is providing financial assistance to State Government / UT for development of port infrastructure.

(b) The details of cargo handled by Major Ports and Non-Major Ports is annexed. **[Annexure-I]**

(c) & (d) Inland Waterways Authority of India (IWAI) has undertaken implementation of the Jal Marg Vikas Project (JMVP) to augment the capacity of National Waterway-1 (NW-1) (from Varanasi to Haldia, 1390 Kilometer stretch). The development objective of JMVP is to enhance transport efficiency and reliability of NW-1 which passes through the states of Uttar Pradesh, Bihar, Jharkhand and West Bengal. Under JMVP, the details of developments in Bihar along with employment generation is annexed. **[Annexure-II]**. The number of people directly employed at Major Ports and Non-Major Ports is annexed. **[Annexure-III]**

(e) Ministry constituted Maritime States Development Council (MSDC) in the year 1997, an apex advisory body for the development of maritime sector and aims to ensure development of Major and Non-Major Ports, in consultation with State Governments, the future development of existing and new Minor Ports by the respective Maritime States either directly or through captive users and private participation. Till date, twenty meetings of MSDC have been held. Further, under Sagarmala, the Government aims holistic port infrastructure development along the coastline through modernisation, mechanisation and computerisation.

(f) Yes Sir, Sagarmala is the flagship Central Sector Scheme of the Ministry of Ports, Shipping and Waterways to promote port-led development in the country through harnessing India's 7,500 km long coastline, and 14,500 km of potentially navigable waterways. Under the Sagarmala Scheme, the Ministry provides financial assistance to State/UT Governments for Port infrastructure projects, Coastal berth projects, Road & Rail projects, fishing harbours, skill development projects, Coastal community development, cruise terminal and projects such as Ro-Pax ferry services. Ministry has till date provided partial assistance to 71 project at a total Cost of Rs. 4925 Cr. for development of Non-Major Ports under Sagarmala Scheme.

Annexure-I

Year	Cargo handled by Major Ports (Million Tonnes)	Cargo handled by Non- Major Ports (Million Tonnes)
2019-20	704.92	615.05
2020-21	672.68	577.30
2021-22	720.05	603.75
2022-23	784.30	651.01
2023-24	819.30	723.59

Annexure-II

JMVP Sub Projects in Bihar	Cost (In Cr.)	Approx. No. of Employment Generated
Development of Intermodal Terminal Kalughat	84.5	171
Development of 21 Community Jetties in Bihar	34.79	546
Fairway Development Klughat Access Channel	9.63	24
Fairway Development Sultanganj – Mahenderpur (2019 – 2024)	159.3	52
Fairway Development Mahenderpur to Barh (2019 – 2024)	182.9	48
Fairway Development Sultanganj – Mahenderpur – Barh (2027 -2027)	147.43	84
Fairway Development Barh – Digha	73.14	45
Fairway Development Digha – Majhauwa	58.93	50
Development of Ship Repair Facility Patna	50	-
Quick Pontoon Opening Mechanism	11.61	5
Total	800.62	1025
JMVP staff at Project Implementation Unit Patna		9
	Total	1034

Annexure-III**Employment of Manpower at Major Ports and Non Major Ports**

Year	Major Ports (in numbers)	Non- Major Ports (in numbers)
2020	26318	5232
2021	23330	9945
2022	20924	9598
2023	18109	14219
2024	16667	13381
