



# AMET

ACADEMY OF MARITIME EDUCATION AND TRAINING  
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DEPARTMENT OF HARBOUR AND OCEAN ENGINEERING

ORGANIZES

INTERNATIONAL CONFERENCE

ON

DEVELOPMENT OF MINOR PORTS

FRIDAY, 26<sup>TH</sup> AUGUST 2016

VENUE: JANAKIRAMAN AUDITORIUM

AMET UNIVERSITY







**Brief Statement of Objectives of the  
International Conference on  
“Development of Minor Ports” in Global and National Contest**

**Global Scenario**

It is generally accepted that more than 90 per cent of global trade is carried by sea. Throughout the last century the shipping industry has seen a general trend of increases in total trade volume. Increasing industrialization and the liberalization of national economies have fuelled free trade and a growing demand for consumer products. Advances in technology have also made shipping an increasingly efficient and swift method of transport. Container volumes are surging and trade is increasing around the world, which has fueled the congestion issues at ports across the globe that aren't likely to go away anytime soon. The lead time to expand a terminal is much longer than buying a ship. A lot of terminals were built in the late 1980s or 1990s with a different type of vessel in mind so the yard capacity is limited in terms of working with the throughput being brought in by the big ships. International ports are beginning to recognize the troubles that come with the increasing size of the ships used in global trade.

In age of globalization where international goods and commodities are to be transported from one country to the other, efficient infrastructure is the key to the success. The best way to meet the growing demands and remove congestion in major ports so they can perform to their full potential is to develop the minor ports of the country. Development of minor ports and its infrastructure will aid in lessening the burden of major ports and help improving the economy of the country. The developments of minor ports will also help in de-congestion of the traffic on the other mode of transport viz. road, rail and air.

The following are the major grey areas in port development:

1. Inadequate draft.
2. Lack of industrial growth in hinterland.
3. Lack of proper connectivity.
4. Existence of mangrove growth on coastline.
5. Complex procedures.
6. Lack of productivity.
7. Lack of seamless documentation.
8. Higher cost.

The answer to the growing demands in the shipping industry is the construction & development of minor ports. The following measures are necessary for the port development:

- ❖ This development helps in relieving the congestion in major ports.
- ❖ Minor ports have the advantages of being cost effective.
- ❖ Since, it is easily movable used as a temporary port to alleviate port congestions.
- ❖ Effectively used as riverine & estuarine ports.
- ❖ Economical

## **Indian Scenario**

Shipping plays an important role in the transport sector of India's economy. Approximately, 95 percent of the country's trade by volume (70percent in terms of value), is moved by sea . India, is the second largest country in Asia, has a coast line about 7500km and is studded with 13 major ports and close to 200 minor ports. The major ports in India are Calcutta, Haldia, Paradip, Visakhapatnam, Ennore, Chennai, Tuticorin, Cochin, New Mangalore Port Trust, Mormugao, Jawaharlal Nehru Port Trust, Mumbai, and Kandla.

In 2007, 74% of cargo traffic handled by major seaports and nearly 10-15% by intermediate ports. The Indian Ports handle more than 911.5 million tons of cargo annually as per 2012. The Indian ports and shipping industry plays a crucial role in sustaining growth in the country's trade and commerce. India currently ranks 16th among the maritime countries. Due to the new manufacturing and power projects and higher cargo traffic at ports, the sector is poised for significant development.

During 2013-14, India's major ports handled 555.50MT of cargo as compared to 545.83 MT handled in 2012-13, and 387.9 MT handled by minor ports in 2012-2013, registering a growth of 1.8 per cent. The State governments have realized the strong growth potential and the increasing need for robust port infrastructure, and have consequently provided scope and a favourable investment climate which are attracting investments from private players into the sector. In age of globalization where international goods and commodities are to be transported from one country to the other, efficient infrastructure is the key to the success. The developments of ports will also help in de-congestion of the traffic on the other mode of transport viz. road, rail and air. Development of minor ports and its infrastructure will aid in lessening the burden of major ports and help improving the economy of the country. Hence, shipping plays an important role in the transport sector of India's economy.

The Planning Commission of India in its 12th Five Year Plan expects a total investment of Rs 180,626 crore (US\$ 30.05 billion) in the ports sector. Through its Maritime Agenda 2010-2020, the Ministry of Shipping has set a target

capacity of over 3,130 MT by 2020, largely through private sector participation. More than 50 per cent of this capacity is expected to be created at non-major ports (minor ports). Finally, the development of minor ports support the major ports which directly and indirectly helps to improve the economy of the developing countries like India. Hence, this International Conference on Development of Minor Ports will address the issues in the existing major ports, improving water and the effective utilization and development of minor ports for the economy growth of a country.



Executive Summary of the  
International Conference on "Development of Minor Ports"

In age of globalization where international goods and commodities are to be transported from one country to the other, efficient infrastructure is the key to the success. The best way to meet the growing demands and remove congestion in major ports so they can perform to their full potential is to develop the minor ports of the country. Development of minor ports and its infrastructure will aid in lessening the burden of major ports and help improving the economy of the country. Cargo from minor port can be shifted to major port for exports.

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The development of port can be defined as "Technological changes in recent years in transport systems as a whole and in maritime transport in particular have made it imperative to reorient the working of the ports in developing countries to meet the challenges posed by these new innovations". Finally, the development of minor ports support the major ports which directly and indirectly helps to improve the economy of the developing countries like India. Hence, this International Conference on Development of Minor Ports will address the issues in the existing major ports, improving water and the effective utilization and development of minor ports for the economy growth of a country.

## DEVELOPMENT OF MINOR PORTS

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In 2007, 74% of cargo traffic handled by major seaports and nearly 10-15% by intermediate ports. The major Ports handle more than 911.5 million tons of cargo annually as per 2012. The Indian ports and shipping industry plays a crucial role in sustaining growth in the country's trade and commerce. India currently ranks 16th among the maritime countries, The new manufacturing and power projects and higher cargo traffic at ports, the sector is poised for significant development. During 2013-14, India's major ports handled 555.50MT of cargo as compared to 545.83 MT handled in 2012-13, and 387.9 MT handled by minor ports in 2012-2013, registering a growth of 1.8 per cent. The State governments have realized the strong growth potential and the increasing need for robust port infrastructure, and have consequently provided sops and a favourable investment climate which are attracting investments from private players into the sector. In age of globalization where international goods and commodities are to be transported from one country to the other, efficient infrastructure is the key to the success. The developments of ports will also help in de-congestion of the traffic on the other mode of transport viz. road, rail and air. Development of minor ports and its infrastructure will aid in



lessening the burden of major ports and help improving the economy of the country. Hence, shipping plays an important role in the transport sector of India's economy.

**Global scenario:** According to Banger(2007) says that the following are the major grey areas in port development:

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### ABSTRACTS

India, is the second largest country in Asia, has a coast line about 7500 km and is studded with 13 major ports and close to 200 minor ports. The major ports in India are Calcutta, Haldia, Paradip, Visakhapatnam, Ennore, Chennai, Tuticorin, Cochin, New Mangalore port trust (NMPT), Mormugao, Jawharlal Nehru Port Trust (JNTP), Mumbai, and Kandla. Approximately, 95 per cent of the country's trade by volume (70 per cent in terms of value) is moved by sea. Major ports handle about 75 per cent of the total cargo and the rest by intermediate and minor ports. Hence, shipping plays an important role in the transport sector of India's economy. The development of port can be defined as "Technological changes in recent years in transport systems as a whole and maritime transport in particular have made it imperative to reorient the working of the ports in developing countries to meet the challenges posed by these new innovations". Finally, the development of minor ports support the major ports which directly and indirectly helps to improve the economy of the developing countries like India.



## EXECUTIVE SUMMARY

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Indian government has a federal structure, and according to its constitution, maritime transport is to be administered by both the Central and the State governments. While the central government's shipping ministry administers the major ports, the minor and intermediate ports are

administered by the relevant departments or ministries in the nine coastal states Andhra Pradesh, Odisha, West Bengal, Tamil Nadu, Kerala, Karnataka, Goa, Maharashtra and Gujarat. Several of these 187 minor and intermediate ports have been identified by the respective governments to be developed, in a phased manner, a good proportion of them involving public-private partnership.